

ZIP EAGLE

"DESIGNED & ENGINEERED WITH
THE INDIVIDUAL IN MIND."
"COMPLETE ADJUSTABILITY
TAILORED JUST FOR YOU."



T HE ZIP EAGLE has not been in production for a full year! Yet it has won outright the Formula "E" British Championships on both long and short circuits, the U.K. Cup and taken the prestigious G.P. Plates at Silverstone where it also took 1st and 2nd in the World Championship race. The sight of Shaw and Grondstra lapping Europe's fastest Grand Prix circuit virtually touching each other at track record speed was proof enough of the kart's outstanding stability when pushed to the limit.

EAGLE DRIVERS ALL AGREE — "It gives the driver enormous confidence from the very first corner".

Be it wet or dry the driver immediately feels secure and confident in this most stable and predictable of Superkarts.

NEW FULL BODY — A sleek full body will be available for the Eagle. This aerodynamic body has been designed and developed to give the very lowest drag factor, the body incorporates various wing configurations to give the option of increasing down force to suit any conditions.

The initial test runs were so encouraging that Zip immediately registered the design! It is Zip's continual development programme that keeps them "One jump ahead of the opposition".

ZIP EAGLE SPECIFICATION
CHASSIS — Main chassis rails manufactured in T45 and bronze welded, electrostatically powder painted.

STEERING GEOMETRY — The design of the stub axles allows caster and camber angles to have micrometer adjustment, enabling kart

to be set up to meet any conditions.

BRAKES — Four self adjusting brake units, all machined from solid HE30 on computer controlled CNC machinery. Quick change pads with virtually maintenance free braking.

WHEELS — Light alloys heat treated mono wheels fully machined all over. Bosses manufactured from solid and machined all over.

TRACKS — Front and rear tracks both fully adjustable to suit all conditions.

SEAT — Reinforced glass fibre with built-in headrest. Seat cradle rubber mounted to reduce vibration.

REAR AXLE — 35mm special tubular axle supported in two low drag bearings that have precision quick release alloy mountings.

BUMPERS — Both front and rear are fully rubber mounted.

ENGINE MOUNT — Designed for absolute ease of adjustment and are fully rubber mounted.

BODYWORK — The bodywork is fully reinforced and available in various colours, can be removed within seconds by releasing the R. Clips.

EAGLE OPTIONS

The Eagle can now be supplied with the full Kelgate option pack including knock on wheels as used by Tim Parrot.

89 FULL BODY

This steel aerodynamic body available from April 1989 as an optional extra.

RESULTS: 1988

R.A.C. British Championships Long Circuit	1st Formula "E"
R.A.C. British Championships Short Circuit	1st Formula "E"
U.K. Cup	1st Formula "E"
World Championship Race Silverstone	1st Formula "E"
World Championships	2nd Formula "E"
European Championships	2nd Formula "E"
British Grand Prix Winner G.P. Plates	Formula "E"

ZIP BRITISH FORMULA "E" CHAMPIONS 1978-1988!



The Eagle in full flight.

K AND S

THE INTERNATIONAL MAGAZINE

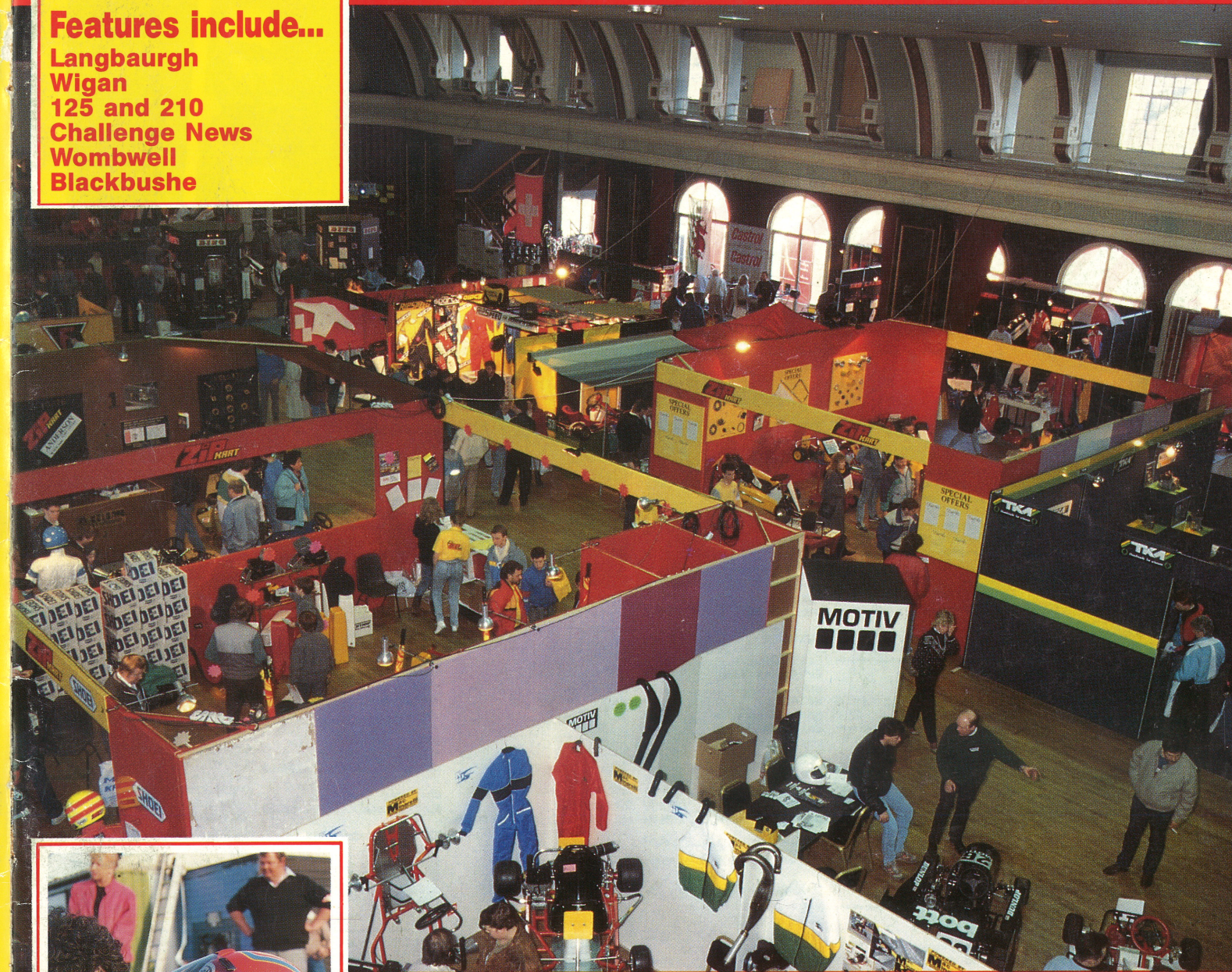
Features include...

Langbaugh
Wigan
125 and 210
Challenge News
Wombwell
Blackbushe

KART AND SUPERKART

2nd MARCH 1989

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Doug Bell — Cadet winner last month Sherington.

Motoring News International Kart Show
Tyneside Trophy
Rowrah Review

R.R.S. INSIGHT

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Vest only (175M) £57.50

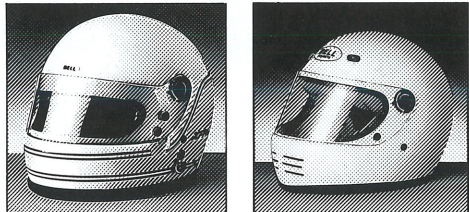
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knee-length
—white £10.35
—white £8.63

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Sparco
134 'Rally' s/layer, leather palms — white £25.30
133 'Top' — as 134, red, blue £29.90
139 'Profi' single layer Nomex/grey suede —red, blue £39.10
Road & Racing
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Bell Magnum 4 RS white £161.00
Bell Star 5 polycarbonate, white £92.00
Bell Jet Open Face polycarbonate, white £74.75

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Simpson LX-II white £138.00

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New Star/Star LTD —clear, smoked, dark £18.40
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M2 RS —clear, smoked £20.70
Racestar II £20.70
Star 5 —clear, smoked £11.50

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(All one size)
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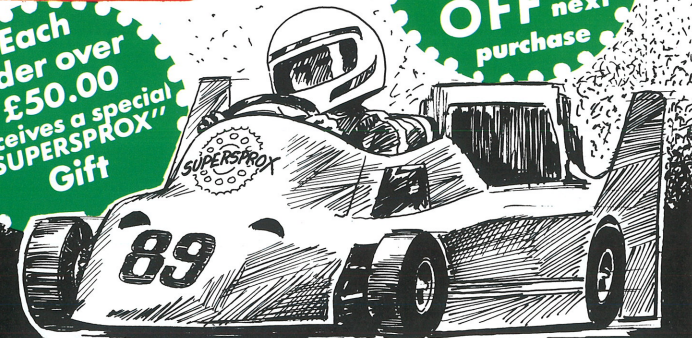
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DINO 250S rolling chassis, full floor tray, Long Circuit bodywork, headrest, seat, spare pods. Excellent condition — £375 ono. Tel: Jonathan (0476) 74175.

1988 STRATOS Long Circuit rolling chassis, five meetings old, latest full body, plated chassis, hollow axle, slotted and vented discs, large rear caliper, never bent. Full set of slicks and wets — £950. Tel: Mark Thompson (0772) 814136.

BRAND NEW ZIP GPN rolling chassis, complete with new type brakes, magnesium wheels, poly floor tray, white Kevlar full body — £1,300. Tel: (0733) 252641.

2 x 125 ROTAX AIR-COOLED ENGINES, both rebuilt, Mikuni carbs, one with new chromed barrel, PMP pipe — £700. Will split. Tel: 01-398 7319.

NEWS 1989

100 UK ECONOMY CLASS
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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
Tom Thacker

Oaklea, 18 Old Hednesford Rd,
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Phone 05435 78522
Fax 05435 78445

CHENGSHIN SPORT TYRES
CHENGSHIN WET TYRES

“EARN AS
YOU RACE”

Contact

Philip Burrows, AMSOIL Dealer,
4 Chester Road,
Winsford,
Cheshire CW7 2NQ
Tel: (0606) 554366

FIAT DAILY 35.8 VAN, diesel, May '82, 25mpg, tow bar fitted. Carries tow karts. Taxed and tested — £750. Tel: Preston 814136.

ZIP GP 210 NATIONAL, blown engine, requires new liner, piston and head. Brand new unused belt drive dry clutch. Quick sale — £295. Tel: (0392) 874868 (Steve Plain).

125 NATIONAL ZIP GPN, 6 months old, 2 Rotax motors, pipes, carbs, Duplex sprockets, Kelgate axle, jets, Paddock trolley, new slicks, wets never used — £2,750 ono. Tel: Wigan (Lancs) 46789 (after 5pm).

ASSORTED BITS AND ACCESSORIES, including full body, wheels, tyres, floorpans, sprockets, large kart carrier. Also PMP exhausts for Rotax. Everything for season's racing. (0283) 44900 for full details. All offers considered. Must sell.

FOR SALE — DELLORTO 38mm SMOOTH BORE CARB, spare jets, slides, needles and tubes — £100. MIKUNI CARB, bored to 37.5mm, fully sorted with spare jets — £50. ZIP 250cc RADIATOR with special piping, medium size, like new — £25. Telephone (0706) 849562 (evenings) or (0204) 399633 (daytime).

Appldene

Guest House ISLE OF MAN

2 minutes from Douglas Promenade
20 minutes from Manx Kart Grand Prix Course

Terms from £8.50
Tel: 0603 784261

125 ZIP GP ROTAX, ready to race. Very competitive and reliable, well maintained. Trophy winner — £875 ono. Telephone:- Stoke-on-Trent (0782) 512447.

125 ZIP GP ROTAX, Short Circuit Bandit bodywork, spare side pods, engine newly rebuilt, Kelgates, spares slicks and wets — £1150 ono. Also, 100 National '87 Wright frame, TKM L90 blueprint, very fast. Never raced — £600 ono. Telephone:- (0888) 63456 (anytime).

JUNIOR BRITAIN 1988 Lane chassis complete, less engine. Minimal use, good condition. Offers around £265. Telephone: 01-462 2232/(0689) 54187.

ZIP BANDIT/125cc ROTAX ('85), chassis 6 meetings from new, engine maintained by Roger Goff, only run-in since full rebuild. Full bodywork, JL exhausts, some spares including second full body — £2,000 ono. Telephone:- (0242) 676840.

100 BRITAIN DAP SL 88, Parilla TT27, Arrow TT, both on first bores. 2 sets slicks, wets, chassis done one event, spares and pit trolley. Telephone:- (0245) 329438 for details.

100 BRITAIN OUTFIT, Wright chassis, Arrow engine, stand, cover, suit, helmet, spares, slicks and wets, 6' 6", x 4' box trailer with electrics. — £500. (0277) 659212.

SUPER DART (A FRAME) BRITAIN, 6 meetings old. Parilla TT31, tuned and on first bore. Slicks and wets on Mono rims. Very smart outfit. Ready to race — £750.00. Also, Colt 100 (A frame) Britain, 10 meetings old. Parilla TT27 tuned and just rebuilt. Wets on rims. Ready to race. — £600.00. Both outfits very smart. The lot for £1,175. (04024) 49730 (Essex).

ZIP (210) SHADOW, rolling chassis, plus bodywork — £230. Also set of wets on rims, only used three times — £60. All good condition. Telephone:- (0782) 826069 (evenings).

PHOENIX ROTAX 125, Brembos, Aeroquip hoses, L/C, S/C floor trays, some spares and bodywork. Four wins last season. Well maintained — £750. Also 125 Barlotti Rotax, very quick, fully tuned outfit in Short Circuit trim. Only £625. Telephone:- Royston (0763) 246921.

MINARELLI AIR-COOLED 125, includes Krobe ignition. Reason for sale — new Minarelli on order. A bargain at £375. Telephone:- Royston (0763) 246921.

Zip GP 125 air-cooled Rotax, fully tuned, hardly used, as new.....£1850.00 ono

Birel/TKM 100cc National outfit.....£400.00 ono

Zip 981 Rolling chassis.....£100.00 ono

Plus many spares, too numerous to mention.

Parilla TT27, Hewland Arrow stripped for spares.

Offers invited

Telephone:- 01-570-8007 (anytime)

FOR SALE — PURPOSE BUILT KART BOX TRAILER. Can carry up to two karts. Twin axle, large front tyre/tool locker, new lights and electrics. Needs painting — £100 for quick sale. Tel: (0706) 849562 (evenings) or (0204) 399633 ext 230 (daytime).

ZIP GP 125 ROTAX A/C Short Circuit kart, spare engine, barrel, head, wheels, tyres, etc. £875 ono. Will split the lot. (0908) 77881.

GREEN 100cc CHASSIS with side pods, seat, nose cone and steering wheel — offers invited. Tel: 01-274 8819.

WRIGHT JUNIOR/SENIOR BRITAIN 1984 rolling chassis. Excellent condition, winning chassis. Slicks/wets on rims — £150 or p/x box trailer. Also available two race suits and one pair of size 6 race boots. Tel: (0635) 248505.

FOR SALE — FERRARI 100 NATIONAL chassis complete, 2 sets wets on rims, 2 sets slicks on rims and spares. £400 including trailer. One Parilla 27, rebuilt and fully tuned with carb — £350. Contact Mike Stuart (0582) 881553.

NEW SEASON
Looking for a New Outfit?
Limited Budget?

Then invest your money in ex-Mosscraft racing
ART Karts.

Two 100cc ART karts in superb condition.
Rolling chassis £275 each.

Four Arrows, two ART tuned, two standard.
Loads Britain/National goodies.

Spares, carbs, tyres, paddock trolley, wheel
press, spare frame, etc, etc, etc.

Kart Trailer...£100

Geoff 0538 383542 (ansaphone)

K
AND
S

FRONT COVER:

The Grand Hall in
Trentham Gardens
made the ideal
location for this
year's International
Kart Show.

(Pic: Doug Rees)

Inset: Doug Bell gets
some advice from
Dad...

MONTHLY No. 119

Ed, Says!.....

This month I've used the space to run a couple of late book reviews, two books that really are worthy of mention...

MAKING A START IN MOTORSPORT

Motor racing journalist Simon Arron provides advice for all those who long to become racing drivers. With the help of experts in each particular field, the author covers circuit racing, drag racing, trialling, auto testing and oval racing. He guides the reader through all of the pitfalls and pleasures of the sport, offering ideas for useful contacts and showing that it is not essential to have a Swiss bank account to get started in motorsport! The book includes a useful and informative karting section. This section covers all aspects of karting, from initial start up costs to Superkart racing. Almost every item of information you need to start up in karting is covered well by Simon, his text is precise and filled with facts but still maintains the readers interest well. The inclusion of a directory of essential organisations and clubs further supports this book as an excellent reference for the would-be karting enthusiast.

Making a Start in Motorsport is priced at £4.99 and is available from 20th March 1989. For further details ring: Kim Rawlings on (0933) 440033.

1988 KART RACING REVIEW: MIKE SMITH

Mike Smith has been involved in karting for many years and has used his experience in the sport, coupled with a unique writing style and a good idea to come up with his 1988 Kart Racing Review. Packed with a lively text and over 100 action pictures, Mike takes us through the thrills and spills of the 1988 season at a breakneck pace. He reports to us about all the championships held last year, singling out particular performances for a special in-depth review. His easy going reporting style enables even the most unknowledgeable member of the karting fraternity an interesting and educational insight to 1988. His inclusion of guest writers and a quiz towards the end of the review gives the book a well balanced, unbiased view of karting in 1988. The review has a colourful cover and a pleasing "weight" to it, well made, well written and excellent photography. I believe it will prove invaluable to the karting enthusiast as both a pleasurable read and also as a great interesting and essential 'text' book for future refrence. The 1988 Kart Racing Review is priced around £6.00 and is available from Mike Smith directly. Write to:- Mike Smith, 13 Winifred Road, Farnworth, Bolton, Lancs., BL4 0HH. Telephone:- (0204) 26926.

Ed McCormick

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contents
2 News and views from around the karting world
11 EUREKA! More news on new products
12 TYNESIDE TROPHY
16 MOTORING NEWS INTERNATIONAL KART SHOW A full rundown on the event by our man on the spot
19 CADET COLUMN
22 125 CHALLENGE AND REVIEW
27 LANGBAURGH Yet another successful meeting at the new Northeastern circuit
29 ROWRAH SEASON REVIEW Our intrepid Cumbrian hero sticks his neck out — yet again!
37 R.R.S. An insight into Colin Richardson's racewear business
38 WHERE WHEN Where and When to see karting during the coming weeks
40 CLUB SCENE Our regular look at what's been happening around the Club racing circuits
47 STRICTLY CLASSIFIED

NEXT MONTH'S FEATURES INCLUDE:- CADWELL "SPRING TROPHY" MEETING, SNETTERTON BRITISH CHAMPIONSHIPS OPENING ROUND, THE CLASS ONE COLUMN LOOKS BOTH FORWARD AND BACK AND EXAMINES SUCCESSES AND FAILURES, PLUS ALL THE REGULAR NEWS AND VIEWS — AND MAYBE A FEW SURPRISES TOO... (THESE ITEMS CORRECT AT TIME OF GOING TO PRESS).

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48

Kart & Superkart

March 1989

1



CIK NEWS

CIK European Junior Championship

This Championship is a new one and will take place at Parma, Italy on 13th-14th May and will be the qualification for participation in the CIK Junior World Cup at Zaragoza in Spain during 7th-9th July.

CIK Junior World Cup

Article 1 — Eligibility

- The 34 finalists in the European Junior Championship held during the same year.
- The first 32 in the Federation Cup of the European Junior Championship.
- Should the number entered from categories a) and b) not total 66, the number may be made up from those not qualified in a) or b) in their order following the qualifying heats for the European Junior Championship.

The criterion for qualifying is mandatory, no exceptions or waivers are possible.

RACE MEETINGS RUN BY CHASEWATER WHEELS KART RACING CLUB FOR 1989

Wheels Adventure Park, Adderley Road South, Saltley, Birmingham

12th February, 1989
12th March
9th April
7th May
11th June
9th July
13th August
10th September
8th October
12th November
10th December

210 CHALLENGE (1989)

The following format was agreed for the 1989 210 National Challenge at a well supported meeting held at Shenington on 20th November. The series will be as follows:

- The series will be over 7 rounds with the best five race results to count. Provisional race dates attached.
- 5 championship points will be awarded for attending each round with only five rounds contributing towards the points total.
- Race points as per 1988.
- Any SL tyre make permitted.
- Trophies to 20th place.

NOVICES

- Trophies to the top three novice drivers.

EAR AWAY DRIVERS

- Assistance given to drivers travelling over 200 miles to a Challenge round. Details available to interested drivers.

FUTURE

- A review of the points scoring in 1989.
- The possible use of Middlesbrough in 1990.

Sponsorship of the series is progressing, with an excellent response from several quarters, and many other leads to be followed up. The current sponsorship status will fully meet our prize giving commitments with hopefully more to come. The full details will be announced in due course.

The Challenge will be represented at the 1989 Kart Show to be held on February the 11th and 12th to which the series is attempting to put together a profile on the drivers.

Our current membership of drivers wishing to participate in the Challenge in 1989 has quickly moved into double figures and promises to be a good competitive series. Membership is £10 and a form is available from the undersigned.

Finally I hope you all have a very happy New Year and look forward to your support and company in 1989.

Regards, Graham Payne, 52 Harrow Road, Leighton Buzzard, Beds. LU7 7UQ. Tel: (0525) 378980

RACE CALENDAR

April 2nd	Little Rissington
May 14th	Wombwell
June 11th	Kimbolton
July 2nd	Little Rissington
July 23rd	Fulbeck
August 28th	Three Sisters
October 15th	Shenington

All the above dates are provisional and are awaiting to be confirmed by the kart clubs.



Allan McNish receiving his award.

• Ex-karting ace Allan McNish, the 19 year old from Dumfries, received the Cellnet Driver of Tomorrow Award from the Hon. Colin Moynihan, MP, Minister for Sport, at the annual Cellnet Motorsport Award ceremony at the Grosvenor House on 18th January. Allan beat five other finalists to gain the coveted award, having impressed the panel of judges with his outstanding 1988 season, which included winning the Vauxhall-Lotus Challenge. With the Cellnet title Allan received a £5,000 cheque and a five year personal contract with Cellnet.

Pictured (left to right) — Stirling Moss, Allan McNish, Colin Davis, Managing Director of Cellnet and Noel Edmunds at the presentation.

(Pic: courtesy Infopress Ltd)

210 CHALLENGE — 1989

RACE CALENDER

April 2nd	Little Rissington
May 14th	Wombwell
June 11th	Kimbolton
July 2nd	Little Rissington
July 23rd	Fulbeck
August 28th	Three Sisters
October 15th	Shenington

The Challenge is sponsored by:

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BECCLES & DISTRICT KART CLUB FIXTURE LIST 1989

Monday 27th March — 'The Great Egg Race'
Monday 1st May, Monday 29th May — 'East Anglian Race Meeting'
Saturday 24th June, Saturday 29th July, Monday 28th August — 'Pride of the East'
Saturday 23rd September — 'Gala Trophy Meeting'

son Minerelli) who was a class above the others. Second all the way was Andy Griffiths (Zip Rotax) and Stuart McLaren (Lynx Rotax) held third. Steve Budd (Dino Rotax) led throughout in the 250 class. Club champs in 125 are Russell Caldwell, Dave Hopgood and Dennis Gale. The 250 class went to Dave Ede from Bernie Tiller and the 210 champion was Gordon Ellinor.

100 NATIONAL

The National entry needed three heats to sort out a grid and they each drive in two of the heats. The winners in the first heat were Stansbury, Evans and Collard. The second went to Collard, Hewland and Henry and the third was won by Evans from Stansbury and Henry. Paul Evans, just up from Junior Britain, was the sensation of the heats and started the final from the front row in what was his first senior race in National at Blackbushe. As they jostled into the first corner there were some that did not make it round, including Paul Evans who went off, but somehow kept rolling and managed to complete the lap in unlucky thirteenth place.

Leading across the line were Bob Stansbury (Superdart Parilla) Martin Collard (Superdart Parilla) and Simon Horrobin (Superdart Sirio). These three were chased by Steven Henry (Superdart Parilla), Simon White (Allkart Parilla) and Richard Muddiman (TKM Parilla). The battle at the front was tense as it would decide the Club championship between Stansbury and Collard. Martin Collard stuck to the bumper of Stansbury's Superdart but, despite all his skill, on this occasion, there was no safe way past. They finished in the order that they started but it was a nail biting spectacle and resulted in them tying with equal points for first place in the Club

champs. Back in the field, Paul Evans (DAP DAP) was demonstrating his skills yet again by carving up through the pack. From thirteenth on the first lap he was tenth by the third, and in seventh by the sixth. At this stage, the order was Stansbury and Collard from Horrobin, White and Henry followed by Muddiman, Evans and Hewland, the latter having also been delayed at the start. Paul Evans continued to move through the field, passing experienced National drivers as though he had been doing it for years. He eventually made it to fourth place after an outstanding drive. With Collard and Stansbury equal in the Club championships, there was also a tie for third between William Hewland and Daryl Beasley.

After the meeting, we heard that Martin Collard is retiring from racing and hanging up his leathers (what is left of them!). He has been a dominant part of National and Britain racing in recent years at Blackbushe and we will miss his fast and exciting performances.

RESULTS

CADETS:

1st Paul Rivett	Allkart/Comer
2nd Jeremy Gumbley	Allkart/Comer
3rd Richard Jackson	Superdart/Comer
4th Mark Hynes	Allkart/Comer

JUNIOR BRITAIN:

1st Damon Cousins	Wright/Parilla
2nd Sven Gibson	Superdart/Arrow
3rd Paul Ferguson	Sprint/Parilla
4th Alex Abbey-Taylor	Gillard/Dap
5th Simon Acton	Barlotti/Arrow
6th Nathan Poole	Superdart/Sirio

CLUB SCENE

100 BRITAIN:

1st Martin Collard	Superdart/Parilla
2nd Tim Murphy	Superdart/Parilla
3rd Rupert Ivey	Zip/Parilla
4th Bob Stansbury	Superdart/Parilla
5th Richard Wallington	Sprint/Arrow
6th Stuart Crawford	Boxer/Parilla

125/250:

1st Dennis Gale	Anderson/Minerelli
2nd Andy Griffiths	Zip/Rotax
3rd Stuart McLaren	Lynx/Rotax
4th Dave Scott	Hutless/Rotax
5th Steve Budd (250)	Dino/Rotax
6th Terry Millett (250)	Zip/Yamaha

100 NATIONAL:

1st Bob Stansbury	Superdart/Parilla
2nd Martin Collard	Superdart/Parilla
3rd Simon Horrobin	Superdart/Sirio
4th Paul Evans	DAP/DAP
5th Simon White	Allkart/Parilla
6th Steven Henry	Superdart/Parilla

Report by Roger Abbey-Taylor

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Kimbolton Club races —
March to December.

looked like a suicide dive up Ibbotsons inside inot the pit exit bend but unbelievably they survived and Gibbs took second but not for long as Ibbotson resorted to the KamiKazi status round the right hander to find a way through after a hairy looking coming together first. Meanwhile Hazlett was beginning to pull away as Gibbs piled the pressure on Ibbotson only to overdo it at the Pit in and thump into the tyres but such was his speed in restarting he only dropped one position, that having gone to Keith. At the flag Hazlett won from Ibbotson about 7 or 8 yards, but Gibbs wasn't finished as he fairly flew round the last few bends and almost took Keith on the line, whipping his front wheels off the floor, to cross it on his rear wheels in spectacular style. Riley had got the better of Gary Longbottom and these two were followed by Richard Guest and Jonathan Sedgewick.

JUNIOR BRITAIN

Four heats to sort out the Juniors and three different winners. Heat one went to Michael Simpson from Darren Manning and Guy Smith. Heat two to Chris Clarke from Jonny Greensmith and Manning and heat three to Smith from British Champion Graham Melville and Manning. With apparently the entire entry still running there had to be a 'B' final and this was won with a flag to flag victory by Gary Broughton (good to see his brother back in the pits and mobile again after his accident two months ago) followed by Sean Swainson, Paul Giles and D Milner who joined the back of the 'A' final. As the 'A' final grid whistled round on the "would be" rolling lap Smith and Manning gave the tail end a torrid time and Dave Butcher was having none of it but at much the same speed next time he let them go and Smith had a comfortable lead but Manning came through quickly having played the lights best. Into the first bend it was amazing that they all made it but onto the straight it was Smith, Manning, Melville and Greensmith. As they came off the wall it was Manning leading Melville, Smith, Greensmith and Matthews, who promptly squeezed past the Sheffield youngster to grab fourth. At the end of lap three Smith had a go at Melville round the right hander and the champion came worst off, spinning out to leave the order Manning, Matthews, Smith, Clarke, Matthew, Davies and Richard Westbrook. On the fourth lap the first three took the top bend together and as they reappeared round the wall Matthews was in front, Smith second and poor Manning now back in third and they were some 30 yards clear of Clarke with the rest of the field involved in some pretty good scraps right down to the tail. As the laps went by Matthews pulled away from Smith and Manning fell back, Clarke was first under pressure from then passed by Westbrook and with twenty-two of the original starters still going one could have forgiven a spectator for having difficulty in deciding who was actually in front as the grid filled the whole track.

By the last lap Smith had closed up on Matthews again but the club champion held on to win with a couple of kart lengths to spare and Manning was still about 15 yards further back. Next hime was Westbrook ahead of Clarke, M Davis, Nathan Ferriday and Steven Warburton.

100 NATIONAL

After a resurgence in the summer months the Nationals have dropped off again with the sixteen present giving us the smallest of the 100 cc grids. Both heats went to Rotax powered Pete Wilkes followed each time by Roy Dickson and with Paul Henderson and Stuart Davison taking the thirds. The final was stopped after someone lost a wheel at the first start and buried

his kart in the marshall post, the second one to be lost in the day, and at the restart Dickson got a flyer from the outside to lead up the straight but his humble Parilla was no match for the Rotax and Wilkes took the lead into the top bend ahead of Pete Blake, Henderson, David Horner and Davison. Henderson was soon up to third but had a considerable distance to catch the leaders where Dickson was crawling all over Wilkes but lacking the legs up the straight to make any impression. Mid grid Chester Nadolski led a terrific scrap including Phil Burton, Geof Robson and Dean Lenders. On the last lap the front three were almost together and had to negotiate three tailenders, who they met on the corners as always seems to be the case, but negotiate them they did with Wilkes winning by a kart length and Henderson desperate last lunge just failing to take Dickson on the line. Great stuff!! The gap back to Barry Hill was considerable and the rest were spread round the circuit with Homer, Lenders, Nadolski and Nick Clark still to arrive.

WOMBITS

* Good news on the circuit future. It does seem that things may not be as difficult or expensive as first thought. We do appear to be entitled to security and a buyer who wants to retain karting may well be interested thus leaving our money available for improvements — in the meantime racing continues unaffected.

* Our thanks are due again to Kartsport Mike Mulhearn and Nigel Mitchel and to Fred Hunters Haulage Firm for their very generous sponsorship of the Winter Series. Without their help we couldn't offer such valuable prizes. Thanks gentlemen.

* The 210 and 100 UK SuperGold challenge will join us on July 9th — the wives birthday would you believe — at least I'll be able to take her out — to the meeting!!

RESULTS

CADET

1st	7 Jenson Button	Gillard/Comer
2nd	1 Daniel Wheldon	Allkart/Comer
3rd	85 Matthew Shaw	Jeta/Comer

JUNIOR BRITS

1st	34 James Matthews	Boxer/Parilla
2nd	18 Guy Smith	Gillard/Parilla
3rd	21 Doreen Manning	Gillard/DAP

SENIOR BRITS

1st	17 Steve Hazlett	Knight/Parilla
2nd	23 Paul Ibbotson	Boxer/KS Parilla
3rd	12 Kevin Keith	Wright/Parilla

100 NATIONAL

1st	11 Pete Wilkes	Sprint/Rotax
2nd	31 Roy Dickson	Sprint/Parilla
3rd	4 Paul Henderson	Gillard/Rotax

125 NATIONAL

1st	18 Martin Stretch	Zip/Rotax
2nd	15 D Scott	—/—

210 NATIONAL

1st	Dean Forward	Barlotti/Villiers
-----	--------------	-------------------

SCHOOLS

1st	61 Jonathan Hateley	Queen Elizabeth Yamaha DT
2nd	91 Valerie Lord	Breezehill Yamaha Y2
3rd	5 Val Fernandez	Breezehill Yamaha Y2

Blackbushe

Camberley Kart Club

SUNDAY, DECEMBER 18th

Yet another early start to beat the Sunday Market at Blackbushe but at least after Christmas the traffic will be less. The weather was cold and the track was damp and did not really dry out all day. Britains mostly stayed on wets all day, but other classes switched to slicks later as the racing line dried out.

CADETS

The first heat went to Gumbley from Rivett and Jackson and in the second heat the winner was Rivett from Gumbley and Jackson. In the final there was no change in order among the leaders and the sequence was Paul Rivett (Allkart Comer), Jeremy Gumbley (Allkart Comer), Richard Jackson (Superdart Comer) and Mark Hynes (Allkart Comer) from the Clay Club. The club champ in this class is Jeremy Gumbley and Richard Jackson is second.

JUNIOR BRITAIN

The first heat was won by Craddock from Robinson and Short. The second heat went to Robinson, Damon Cousins and Ferguson. David Robinson (Superdart Sirio) was on pole and he made the best start and led on the first lap from Damon Cousins (Wright Parilla) and Sven Gibson (Superdart Arrow). Next through were Marc Craddock (Sprint Parilla), Nathan Poole (Superdart Sirio) and Simon Acton (Barlotti Arrow). At the front David and Damon were evenly matched and after four laps, Damon got his bumper in front but three laps from the end David Robinson was ahead again. However, Damon had enough in hand for one last attempt and he scraped through on the last lap only for David to stop which was an anticlimax after such a good battle. Sven Gibson held third throughout and inherited second at the end. Marc Craddock dropped out of fourth leaving it to Paul Ferguson who had Alex Abbey-Taylor (Gillard SO DAP) coming up behind him after a low starting position. Paul Evans had already clinched the Club championship and Damon Cousins just squeezed in ahead of Marc Craddock on this last race performance.

SENIOR BRITAIN

Collard won the first heat from Ivey and Malcolm Gree and the second heat went to Collard again from Murphy and Wallington. For the final, Martin Collard (Superdart Parilla) was obviously on pole and he dominated the final as he has done in so many Britain races in '88. Tim Murphy (Superdart Parilla) was alongside him on the grid and held onto second for the whole race. In the early stages, Bob Stansbury (Superdart Parilla) held third but he was eventually passed by Rupert Ivey (Zip Parilla). Following Martin Collard in the club championships were Tim Murphy and Bob Stansbury.

125/250

The relatively low entry of gearbox karts resulted in a combined race with the 250's starting after the 125's and having separate awards. In the heats, the 125's were dominated by Dennis Gale who won both with Griffiths second in both and thirds going to Bird and Bell. Among the 250s, Steve Budd won both heats from Terry Millett. The final was won easily by Dennis Gale (Ander-

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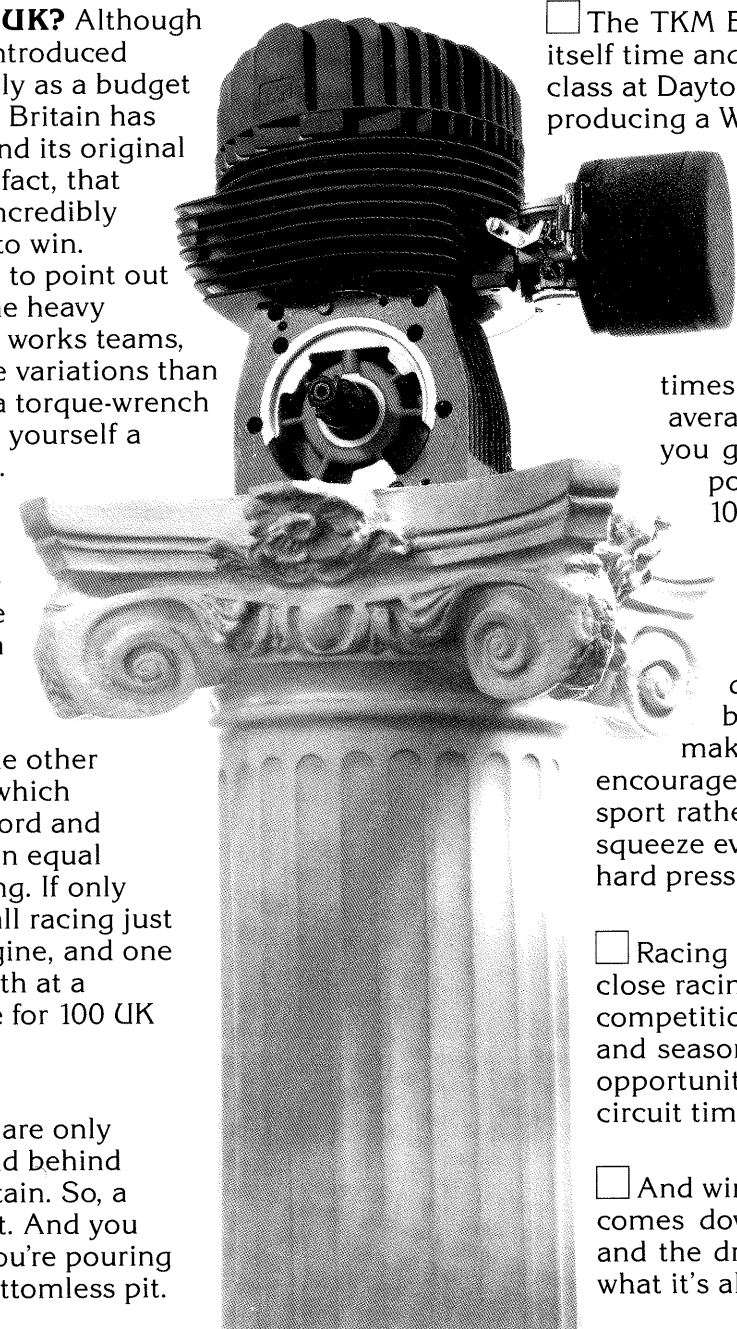
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☐ Racing 100 UK means fast, close racing, with equal competition, ideal for beginners and seasoned club racers, plus an opportunity to put in even more circuit time.

☐ And winning the race all comes down to kart set-up skills and the driver. Which, after all, is what it's all about.



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SHENINGTON KART CLUB DINNER AND 1988 AWARDS

Two hundred and fifty members and guests enjoyed an excellent dinner and dance at the Chesford Grange Hotel, Kenilworth on 20th January. Club chairman Steve Chapman provoked much laughter by linking fate and his initials, SKC, with those of the club. Our curcuit landlord made a similarly witty speech.

The British classes were exceptionally hard fought and all depended on the final meeting on 4th December. It looked easy for Jonathan Cullum in the Junior Britain Super as Nick Dudfield could not get through to the front in the heats. However in the final Nick drove brilliantly to win the final whilst Jon slipped further and further back with carburettor troubles. The Junior clubman could only be won by either Robert Cullum or Nich Smith. Nick had the edge in the heats but just could not catch Robert in the final, but two taking 1st and 2nd spots. Both the Cullum and the Smith teams had gone into the day with the possibility of double championships as Malcolm Smith was well clear in the Cadet class but it was not to be.

1988 CHAMPIONSHIP RESULTS

Cadets:

1. Malcolm Smith 168
2. Giles Yeates 149

Junior Britain Super:

1. Nick Dudfield 128
2. Jonathan Cullum 123

100 National:

1. Martin Collard 157
2. Paul Wilkes 134

125 National:

1. Dennis Gale 143
2. Graham Stephens 120

Junior Britain Club:

1. Robert Cullum 147
2. Nicholas Smith 144

Senior Britain Super:

1. Martin Collard 171
2. Guy Wood

Senior Britain Club:

1. David Clarke 134
2. Steve Boreham 130

210 National:

1. Martin James 137
2. Tony Wilkins

250 National:

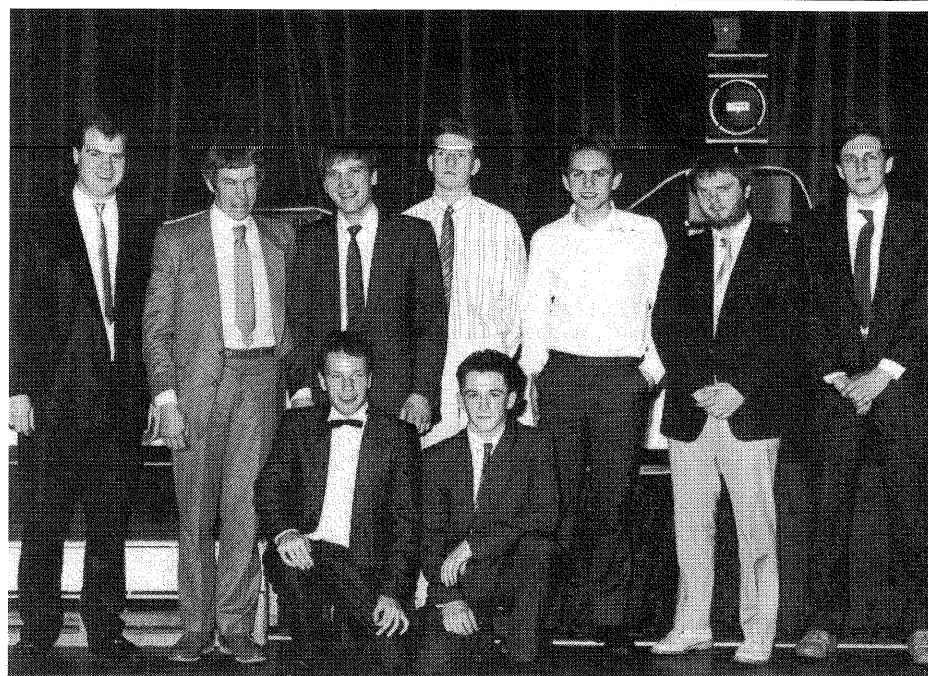
1. Chris Tomkinson 188
2. Tony Wilkins 127

250 International:

1. Robert Perkins 152
2. Keith Bisp 124

125 Open:

1. M Powell 106
2. Alan Whichello 57



Shenington Champions line-up (Pic: Doug Rees).



Mark Allen and Gary Chapman — British Champions (Pic: Doug Rees).

SHENINGTON — 1989 TEST DATES

March 11th and 25th
April 8th
May 13th and 27th
June 10th and 24th
July 8th
August 12th and 26th
September 9th and 23rd
October 7th
November 11th and 25th
December 9th

No fewer than fourteen club members had won numbers in the RAC Championships. Gary Chapman and Mark Allen arrived from the RAC Awards Ceremony in time for the club awards on the same night.

The 1989 race meeting dates are: February 19, March 19, April 16, April 29/30 — National Gearbox Hesketh Cup, May 21, June 18, July 16, July 29/30 — Super 1 (N), August 20, September 17, October 15, October 28/29 — Special event tba, November 19. Entry fees: £14 members, £16 non-members, to be in by previous Sunday.

Most Improved Drivers:

Junior:

Chris Cox

Senior Britain:

Jointly to Charlie & Richard Postins

210 National:

Steve Smith

125 National

Steve Harris

Special Awards

Senior Clubman:

Peter Burdon

Junior Clubman:

Jointly to Nicholas & Malcolm Smith

Junior Parent:

Graham Smith

Sue & Tony Wilkins Cup:

Lorriane Wilson

Driver of the Year:

Gary Chapman

Test days are on Saturdays the week before (every month) and the week after (except April, July and October) normal monthly club meetings.

Entries to Sonya Game, 16 Graham Road, Bicester, Oxon.

G M Smith

● Mark Allen announces he will continue in 250 National again this season along with colleague Keith Bisp, down from Formula E. The duo will remain on Dino equipment with power coming from KTM-Honda and support again from Lightning Windows and Langcourt. New quiet exhausts will be used called the Apex Pipe manufactured by Paul Chalmers. They are a development of original pipes used by Mark for some years and he has been working closely with Paul during recent months to ensure they meet with current noise regulations. A visit to Three Sisters for the 210 Challenge round last year saw official RAC drive-by noise test readings taken — 88 and 89dB/A respectively. Mark is the main outlet for the Apex Pipe and they will be available at the Stoke International Kart Show.

CLUB SCENE

Mills some fifty yards behind. Despite frantic efforts by the second in each pair they appeared round the wall still in order but as the leaders came into the old pit hairpin novice Jamie Yeomans provided an extra little problem for them and as Wheldon was obliged to check Button squeezed through to pip the Champion by less than half a kart length at the line whilst behind them Shaw held off Mills by about three kart lengths with Daniel Yeoman about 40 yards behind. Richardson, Nadolski, Wanders and Philip Moreton followed them in.

COMBINED GEARBOX

Next out in the finals in a somewhat unusual spot came the big gearboxes, disappointingly thin on the ground despite my promise not to join them. The heats had gone very emphatically to Steve Sykes on the watercooled Rotax with Dave Gilson and Bill Clarke providing the opposition in heat one and Martin Stretch and Melvin Hopkinson bringing home their 'black' plates in heat two. In the final Sykes exited the first bend in front despite a somewhat hesitant start and very quickly left the last of the field for dead lapping in an incredibly quick 33.5 secs, to show that it is possible for the gearbox karts to beat the 100's at Wombwell. Behind the sole entertainment lay in Dave Gibson's efforts to pass Stretch who, despite his novice status, was proving far from easy to remove. However Gibsons' day was soon to end as a puncture hurtled his outfit into the centre wall with a bang they must have heard in Barnsley but fortunately he was OK but his kart a little less OK. Whilst I had been enjoying the second place scrap Sykes had lost his chain approaching the pits and freewheeled in and out of sight leaving Stretch in front and only D Scott

still on the same lap and the only remaining outfit being that of Villiers driver Dean Forward, who had lost his primary chain case on lap two, and by the flag had about a 3 foot primary chain and the noisy remains of his clutch basket. The survivors reached the flag, not surprisingly, in the same order to give Stretch a win from Scott and Forward.

SCHOOLS GEARBOX

If the big boys had failed to impress the hefty grids of schools gearbox karts couldn't fail to. Wit two reigning champions present plus the winter series defending champion it was perhaps surprising that the heats were both comfortably won by Queen Elizabeths Jonathan Hateley. Second in both was All Hallows John Grundy whilst the thirds went to the Fewtrel brothers from Chrisleton and Breezehills Valerie Lard. In the final Hateley and Grundy had the front row, Danny Schofield and James Dawson the second with the Breezehill pairing of Raphael Fernandez and Lord on the third. There was rain in the air as they approached the lights but the Middleton driver used his pole well to lead Grundy, Dawson, Lord, Schofield and Nathan Ormrod onto the straight. As they came off the wall Hateley was well clear of the chasing bunch in which five karts were jostling for position. Into the pit exit bend Breezehill's young lady whipped through to third taking reigning Champion Val Fernandez with her as the Oldhams schools YZ's began to perform at last. Next time round Lord was through to second up Grundy's inside taking a shaving off his wheels and the wall as she went leaving her some 50 or 60 yards to make up on Hateley and delaying Fernandez who took almost a lap to squeeze past Grundy for third.

On the penultimate lap Lord had Hateley comfortably in her sights only for a tailender (one of her own team-mates) to take her on to the fast right hander and it was to her eternal credit that she managed to get going again but this time with Fernandez for company. At the flag Hateley won comfortably by some 40 yards from Lord who had pulled away from Fernandez again. Next there was a large gap back to Grundy and an even bigger one back to Dawson and Jonathan Peales, the only other unlapped rider.

SENIOR BRITAIN

A full grid and several reserves saw some anxious faces as the end of signing on approached but I think that at the end of the day everyone managed to get a race. The heats both went to Paul Ibbotson in his first senior meeting with seconds for Richard Beecroft and Kevin Keith and thirds for Steve Hazlett and Darren Gibbs. In the final Beecroft led from Ibbotson, Keith, Hazlett, Gibbs and Tim Pell as they steamed up the straight with the first half dozen glued together. Lap two and Hazlett and Gibbs were past Keith and as they approached the 'Pit-in' gate both Hazlett and Ibbotson squeezed up Beecrofts inside to head the field. Next lap Beecroft spun off and was unable to restart whilst Ibbotson regained his lead round the inside off the wall. Up the straight the leaders travelled bumper to bumper, heads down on steering wheels, (hope they hadn't shut their eyes!) and arrived in the top bend, tails wagging, to miraculously re-appear but alas short of Tim Pell. At the half distance Hazlett found that extra bit up the straight to outbrake the youngsters into the top bend. With four to go Gibbs made what

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CLUB SCENE

the rest. Ralph Firman's challenge never materialised, as he dropped to sixth on the opening lap and twenty ninth and last on lap two, from which he never really recovered. The initial challenge came from the Wright of Jamie Davies, who had Spence and Dudfield breathing down his neck. Linton was fifth from Mathews, Manning and Wood. As Smith progressed on his merry route to the flag, the chasing trio showed no change until the last lap, when Davies fell victim to both Spence and Dudfield, after a brave fight throughout the race. Philip Jarman had made steady progress to end up fifth, with two impressive drives from Michael Simpson and Nick Fleming to take the next two spots. From fourteenth and seventeenth on lap one, their joint progress through the packed field was quite remarkable. Well done!

SENIOR BRITAIN

Heat 1: 1st Michael Mills, 2nd Darren Gibbs, 3rd Michael Riley.

Heat 2: 1st Darren Gibbs, 2nd Paul Ibbotson, 3rd Kevin Keith.

Heat 3: 1st Steve Hazlett, 2nd Michael Mills, 3rd Gary Frost.

'B' Final Qualifiers: Adrian Williamson, Nick Williamson, David Mansell and Steven Wright.

'A' Final
On recent form, Mills on the front row is usually a recipe for success, but on this occasion the alongside Gibbs clearly meant business, making an excellent start to lead the opening lap, Mills faltering as both Hazlett and Keith slammed past. Ibbotson was well up in fifth, from Beecroft, Yeomans and Chuter, with Cook-Martin back in eleventh, albeit not for long. Lap three and Ibbotson homed in on Keith to snatch third, quickly followed by Mills. A lap later and Keith's day was over. Keith's departure left Beecroft closer to Mills, who then demoted the Club champion to fifth at half distance, at the same time as Hazlett found the room he wanted to take over from Gibbs at the front. Chuter was hanging on in sixth, but was starting to relive Cook-Martin's unwelcome attentions, who had by now got the better of Yeomans on lap seven. Chuter survived until the penultimate lap, but could do little to stop Cook-Martin's advance into sixth place. At the flag and Hazlett took the win after a Fulbeck lean patch. Gibbs and last years Junior contender Ibbotson were next up. Mills ended up fourth, from Beecroft and Cook-Martin, Chuter in seventh and McHugh eighth. Robert Binding was first novice home in fifteenth. Twenty four karts finished. Clerk of the Course Nigel Edwards showed he means business this year, Fothergill being excluded for dangerous driving.

100 NATIONAL

Heat 1: 1st Andrew George, 2nd Ricky Flynn, 3rd Robert Schirle.

Heat 2: 1st Roy Dickson, 2nd Victor Threadgold, 3rd Andrew George.

Another large grid of twenty-eight drivers, with some new faces cropping up in the class, particularly Daniel Shilp who was motoring well amongst the senior ranks. My programme said Roy Dickson was Parilla powered. If that was true and with half the grid on Rotax, there must have been some red faces at the finish. Number 2 Rob Schirle led the opening laps, chased by George and Jacks, with Dickson fourth. Threadgold was next along, then Stilp, Tidmarsh and Payne. Two laps later and Dickson snatched third and set off after George, as Game caught and passed Payne for sixth, with Redfearn closing rapidly from a mid-grid start. Lap seven and Dickson completed his coup de grace, slamming into first from third, as Schirle dropped to third

and George remained in second. The race lost Jacks at half distance, letting Payne into fourth having turned the tables back on Game. Two laps to go and Game lost several places to Redfearn, a rapidly moving Jamie Hunter, who had been fourteenth at the start, Tidmarsh, Stilp and Flynn. Poor Andrew George lost his hard-grafted second place on the penultimate lap, as a stream of karts hammered past. Dickson finished the race as a worthy winner, although a lap scoring error must have worried him. Schirle was second, Payne eventually netted third from Dave Redfearn, Hunter, Stilp and Tidmarsh.

100 SUPER

Heat 1: 1st Gary Chapman, 2nd Gary Moynihan, 3rd Shaun Nicholson.

Heat 2: 1st Steve Brogan, 2nd Gary Moynihan, 3rd Andrew O'Hara.

All Rotax powered so no excuses. With two good heat results and pole to his credit, Moynihan was in excellent shape for the final and sprinted into a strong lead on his Wright, from O'Hara's Sprint. Brogan held third, chased by Connelly and Chapman, although Nicholson (Wright) and Rees (Zip) were in close attendance. Some chopping and changing between Rees, Jubb and Nicholson kept the crowd glued to the fences, even if it was for sixth place. Whilst Moynihan stayed ahead, O'Hara came under pressure from Brogan, losing second place with two laps to go. Nicholson won the fight of the giants, inheriting fourth place as Connelly departed from the proceedings. This was soon followed by Jubb and Rees having problems, Jubb disappearing from fifth and resuming in last place, as Rees missed the chicane and was docked a lap. Cuff and Henderson also missed a chicane on the last lap, Cuff losing fifth following his penalty. After all this excitement, we were left with Moynihan as the victor, from Brogan, O'Hara, Nicholson, Chapman and Sinclair.

COMBINED GEARBOX

Heat 1: 1st Martin Powell (250E), 2nd Tony Keel (250 NAT), 3rd Jamie Robinson (125 NAT).

Heat 2: 1st Martin Powell (250E), 2nd Tony Keel, (250 NAT), 3rd Ron Banthorpe (250 INT). A wide spread of six different classes, with Powell, 250E Zip/Rotax a very potent force. Keel as expected was also quite rapid and these two were untouchable, as they led from the lights, followed by Bradley (125 OPEN), Banthorpe, Robinson and Bailey (210). The first six at the start were to remain the same six at the finish, with no change as Banthorpe passed Brattley on lap four. It was quite processional and drivers were caught and lapped very quickly, with half the field of seventeen starters lapped by the halfway mark, such was Powell's pace. Bailey and Gilson (125 OPEN) kept the race alive with a good scrap, as they swapped places at frequent intervals. Only five drivers remained on the same lap, as Powell was an easy winner from Keel, Banthorpe, Brattley and Robinson. Bailey won the battle for sixth from Gibson, both one lap in arrears.

1st	Daniel Wheldon	Allkart/Comer
2nd	Anthony Davidson	Allkart/Comer
3rd	Charles Butler-	
	Henderson	Wright/Comer
4th	Jenson Button	Gillard/Comer
5th	Kevin Hall	Allkart/Comer
6th	Justin Wilson	Jeta/Comer

JUNIOR BRITAIN

1st	Guy Smith	Gillard/Parilla
2nd	Jamie Spence	Sprint/Parilla
3rd	Nicholas Dudfield	Wright/Parilla
4th	Jamie Davies	Wright/Parilla

5th	Philip Jarman	Wright/Parilla
6th	Michael Simpson	Wright/PC Parilla

SENIOR BRITAIN

1st	Steve Hazlett	Knight/PR Parilla
2nd	Darren Gibbs	Sprint/Parilla
3rd	Paul Ibbotson	Boxer/Parilla
4th	Michael Mills	Jeta/Dap
5th	Richard Beecroft	Gillard/SO Dap
6th	Steve Cook-Martin	Boxer/KS Parilla

100 NATIONAL

1st	Roy Dickson	Sprint/Parilla
2nd	Rob Schirle	Wright/Rotax
3rd	Matt Payne	Dap/Rotax
4th	Dave Redfearn	Dap/Rotax
5th	Jamie Hunter	Mondial/Rotax
6th	Daniel Stilp	Wright/Rotax

100 SUPER

1st	Gary Moynihan	Wright/Rotax
2nd	Steve Brogan	Sprint/Rotax
3rd	Andrew O'Hara	Sprint/Rotax
4th	Shaun Nicholson	Wright/Rotax
5th	Gary Chapman	Wright/Rotax
6th	Ashley Sinclair	Wright/Rotax

GEARBOX

1st	Martin Powell	Zip/Rotax (250E)
2nd	Tony Keel	Anderson/Suzuki (250N)

3rd	Ron Banthorpe	Waddon/Rotax (250I)
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4th	Andy Brattley	Lazer/Rotax (125 OPEN)
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5th	Jamie Robinson	Zip/CSK Rotax (125 NAT)
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6th	David Bailey	—/Villiers (210)
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Wombwell

SUNDAY, JANUARY 8th, 1989

With two of the last three January meetings affected by snow it was nice to see a dry sunny, if somewhat chilly, day for South Yorkshire KC's opening meeting of '89. Once more a grid of schools gearbox Karts joined the normal entrants to swell the ranks to around 120

CADET

Quite a few of the top names in another good sized grid including present British Champion Daniel Wheldon who proved unbeatable in the heats winning both comfortably. Mathew Shaw and Jenson Button took the seconds and Gavin Richardson and James Mills the thirds. In the final Wheldon and Button faced Dave Butchers lights leading Daniel Yeomans, Shaun Mills and Richardson. Poor young Mark Nadolski was circulating the short circuit trying to join the fray unable to stop and wait because the clutch had expired and totally confusing the officials who were unaware of his problem. However, it just fell right for him and they were away with Sheldon getting the lead followed by Button, Shaw and Yeomans. As they appeared round the wall Wheldon had Button glued to his rear bumper and there were gaps already between Shaw, Wandless, Mills and Richardson, Yeomans having made a nonsense of the top band. Lap two and Mills got past Wandless round the right hander despite some spirited resistance and as the pair hurtled into the top band on the following lap Wandless spon out leaving Mills comfortable in 4th. As they started the last lap Wheldon and Button crossed the line together as did Shaw and



Supersprox prize draw under way (Pic: Ian Blair).

ARRIVE AND DRIVE

Playscape Racing Ltd launches its 'Arrive and Drive' Pro-Kart Race Series at Kent's Buckmore Park near Chatham with the first race on Sunday 19th March. Playscape supply all the equipment necessary, i.e. protective clothing, crash helmet and so forth. Providing they pre-book, competitors can arrive on the day and drive, at an all-in bargain price of £55 plus VAT.

The Series has been devised to ensure the races at Buckmore are totally fair, each driver competing against another who is similar in both experience and stature. Three classes have been introduced for — light, medium and heavy contestants, the first being for the under 11 stone drivers, the second for 11 to 13½ stone and the heavy class for 13½ plus.

Each driver will have ten laps practice followed by three 10 lap heats and a 15 lap final. The day starts with registration at 10am, followed by a drivers briefing an hour later. Practice commences at 12 noon, with heats from 1pm and the finals at 2pm.

These all-new twin engine 280cc Honda powered Pro-Karts are capable of speeds up to 67mph, with the accent on reliability, will be just three or four seconds slower than a 100cc machine. No competition licence is required to compete and all safety equipment is supplied. Company bookings are welcome and Playscape also offers a 10% discount for three or more dates booked per driver. For bookings telephone: 01-986 7116; Fax 01-533 1722.

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 objectional 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 weat 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.

SUPERSPROX PRIZE DRAW

The results of the Supersprox Prize Draw held at Trentham Gardens during the Kart Show weekend of 11th-12th February were:

1st Prize	Mrs Sharon Cox — Supersprox Paddock Jacket + £50 worth of vouchers
2nd Prize	David James — Supersprox Paddock Jacket + £10 worth of vouchers
3rd Prize	Beverley Pickerill — Supersprox Paddock Jacket.

KIMBOLTON

March 12th Meeting

Hunts K.C.
Saturday Practice: 10am to 4pm
Comp Sec: 076 387 335

April 9th Meeting

Saturday Practice: 10am to 4pm
Comp Sec: 076 387 335

CUMBRIA KART CLUB

Cumbria Kart Club members and potential new members are advised that Club ASR's, membership information and entry forms for the whole of the coming season are available in booklet form from Des White, Club President and Membership Secretary for the price of a stamped addressed envelope (26p). Des can be contacted at: Midtown Farm, Mawbray, Maryport, Cumbria.

NOTICE

The Beccles and District Kart Club wish it to be known that contrary to circulating rumours they do still have a track at Ellough. Albeit smaller than the majority of clubs, the 1988 Committee successfully organised a good season of events, which in the main were very well supported.

The first meeting of the new season is on Easter Monday the 27th March when all old and new members in *all* classes will be made welcome.

The Race Secretary is still Val Ariss, address as per Blue Book.

(Info courtesy W Cass)

1988 TYNESIDE TROPHY WINNERS

CADET sponsored by DEBHORAH SERVICES
JUSTIN WILSON

JUNIOR BRITAIN sponsored by BARRIER SURFACE TREATMENTS

CHRIS CLARK

100 BRITAIN sponsored by PRESS OFFSHORE

MIKE MILLS

100 NATIONAL sponsored by SHEPHERDS OFFSHORE STORAGE

CHRIS ARMSTRONG

100 SUPER sponsored by STIRLING SCAFFOLDING

IAN WILLIAMS

125 NATIONAL sponsored by DEBHORAH SERVICES

BILL HENDERSON

210 NATIONAL sponsored by STIRLING SCAFFOLDING

GEOFF PRESTON

250 NATIONAL sponsored by PRESS OFFSHORE

VIV WRIGLEY

250 INTERNATIONAL sponsored by SHEPHERDS OFFSHORE STORAGE

TREVOR ALEXANDER

* Last month Zip's Dave Anderson was cruelly knocked off his bike on his way home from work to Stevenage and sustained multiples fractures to his right arm and a fractured collar bone. All at K&S wish Dave a speedy and full recovery.

Your Letters...

Dear Ed
I must apologise for my intrusion and rash introduction the other week. It was certainly an unplanned and unprepared situation. My apologies.

If you can make the space in your magazine I would be grateful if you could make a small mention of me and my intentions for this year's racing season.

As background, I have been a racing fan since childhood, attending Indianapolis 500 time trials many years as a young boy. I have spectated and also served on sports car teams years ago but never took the big step to go racing myself. I was primarily constrained in my earlier years by lack of finance.

I have been in the United States Air Force for 10 years, the last 3½ years stationed at RAF Mildenhall in Suffolk. I finally purchased a used kart just one year ago after spanning it the previous season, including the Silverstone GP.

Last summer I raced it only twice during the Bank Holiday in August, at Kimbolton and Beccles. I received only 1 signature on my licence as the kart broke repeatedly at Beccles.

This spring I hope to complete my licence requirements and gain a Long Circuit licence. I want to pursue the Long Circuit Championships, the Kimbolton Circuit Championships, the GP and, if finances allow, the street race in Peel in the Isle of Man.

My kart is a 250 National, Zip GP chassis and Yamaha YZ engine tuned by Motiv. A sponsor is being sought to allow me to afford to compete in a full season of racing. My Air Force pay does not really allow me to afford a racing kart and still support my family. I am determined to race and will do as much as I can afford if sponsorship is not located.

For many years I've had a burning desire to race and look forward to competing this year against some of the finest racers I've known. If you can help me with a bit of recognition in your fine magazine I would appreciate it.

Sincerely
Nat McCord
4 Walnut Close,
Lakenheath, Suffolk.
Tel: (0638) 512376 (days)
(0953) 717515 (evenings — leave message)

Dear Sirs
CHANGE TO THE OFFICERS OF THE CLUB
I write to inform you of the changes which have recently taken place to the officers of the NKC.

Please find below details of the new Club Secretary and Treasurer to whom all routine correspondence should in the first instance be addressed.

Secretary: Mr G Gaffney, 29 Ennerdale, Ashbrooke, Sunderland SR2 7HR.
Treasurer: Mr N Robertshaw, 9 Ely Way, Fellgate, Tyne & Wear NE32 4TU.

Yours faithfully
for
Northumbrian Kart Club
Ray Davison
Vice Chairman

Dear Sir
I would like to thank Ken and Alice Wright for the many years they have officiated at Wombwell. With Alice and her cheerful help in race, and Ken firm but fair on the track, they have been much appreciated.

We wish them every success in the new venture at Langbaugh.

Yours faithfully
John and David Goldsbrough



McCord (68), first day out at Kimbolton.

Dear Ed
I would be most grateful to be able to thank, through the pages of your magazine, all the people who have made my season's racing so enjoyable. Thanks to Simon and Paul Wright for faultless equipment. Thanks to Mum, Dad and Sister for so much time, effort, money and support. Many thanks to Dad for reliable preparation and spanner work. A big thank you to PAN from Silver-Stitch for making it financially possible.

Thanks,your help has not gone unnoticed.
Yours in sport
Ricky Flynn

KUWAIT INTERNATIONAL
An international kart meeting will take place on Friday March 24th sponsored by Mahdi Habib Commercial Est, Kuwait. An invitation has been extended to UK 100cc drivers to attend. Regulations are as follows.

Cheng Shin SL CIK tyres only, available in stock at the Club.
Castrol R40 oil available.
Air filter over carburettor recommended.
Minimum weight 132Kg.
Any 100cc two-stroke air-cooled kart engine.
Time trials take place on Thursday afternoon, 23rd; racing from 1.30pm on 24th.
First five pages of passport for all coming to arrange visa.
Sprocket sizes — engine 10 tooth; rear axle sprocket 76-79 tooth. Circuit length 905m.
Petrol station located next door to the Club.
The Club stocks most parts for DAP frames and engines, plus a limited stock of TKM engine parts.

Cash prizes will be as follows:

- 1st US \$1000
- 2nd US \$750
- 3rd US \$500

Free food and accommodation will be provided to all participants for three days. Interested drivers should contact Mahdi Habib Commercial Est, PO Box 138, Safat, 13002 Kuwait. Telephone: 2410683, 2428742, 2462307. Telex: Al Mahdi 22706 KT. Telefax: (965) 2461718.

SILVERSTONE EASTER INVITE

Courtesy of the BRDC, Silverstone Circuits will once again host the Invitation kart races on Easter Monday 27th March, racing taking place on the new Club Circuit. Further details will be advised when finalised.

RACMSA STRENGTHENS ITS MANAGEMENT TEAM

The RACMSA has strengthened its management team with the appointment of a Director of Technical Services.

This is a newly created position, the first of several to be announced by the RACMSA, and represents an important stage in the Association's restructuring plans aimed at providing a professional service to improve the administration of Motor Sports.

Tom Kean, MBE, Civil Engineer, MIMechE, MRAeS, RAF, is a chartered engineer and professional manager with the RAF, and will be responsible for all technical, timekeeping, safety and medical activities. He will report to the General Secretary, Terry Lankshear.

Tom will be bringing with him a wealth of Motor Sports experience and achievement. He has been a keen Karter — winning the Episkopi Grand Prix in 1978 — an active Scrutineer and a Clerk of the Course for three Cyprus Clubs.

Awarded the MBE at the age of 38 for his achievements as Senior Engineering Officer with a premier RAF Squadron, Tom has devoted his time to maintaining the highest standards of engineering practice, and to writing and interpreting technical regulations.

CLAY CHANGE

The new Competition Secretary for Clay Pigeon Kart Club, to whom all entires should be sent is:-

Mrs Jacci Whiteley,
4 Summerhill House,
Bentous Rise,
West Norwood,
London
SE27 9TY.

Telephone: 01-670 0079.

Entries should reach Jacci by 10am on the Wednesday preceding each race meeting.

CLUB SCENE

awarded to Nick Guy (125), Andy Hunt (210), Terry Keal (250 N) and Bob Kennings (250 I). For the early part of the season Nick Guy was clearly the man to beat in 125, having taken three wins by June, but his best placing after mid-season was only third and the mantle of the driver to beat, fell squarely on the shoulders of former Class One exponent, Steve Sykes. Steve took the final two meetings of the year in convincing style against all the gearbox classes, with only Sheriff & Tony Keel (250) able to stay in touch. Tony surprisingly only had one win during the year, but this was backed up with a strong second and two third places. Both Sykes and Keal will be hard to beat in 1989. On the 250 International front, Bob Kennings was quite scintillating, with four wins out of four races, wherupon he seemed to decide to give someone else a chance and roamed elsewhere for his pots. Trevor Cryer, Zip/Rotax, recorded one win and one second in the 250 class, with Ian Woodcock going slightly better on his Trisar/Rotax, to bring his seasonal hunt to two wins, a second and a third. These are drivers Fulbeck should see more of and it is hoped the new season will prompt them to make that decision. Barry Sheriff hit strong form late in the year and took a first and second out of two meetings. His victory on a Zip/Yamaha in October was very decisive, after an early off beyond his control. Of the 125's, first place finishes were recorded by Andy Brathlay (Lazer/Rotax), Paul Eaton, Martin Bains, Paul Turner and Willy Griege. The Stratos/Minarellis of John Sully also proved to be a strong contender when he entered, with a second behind Baines in April and a third in November. Likewise Kevin Norman had two finishes recorded, finishing second behind Griege in August and third

earlier in the year. Noise was a problem, but the drivers really did try hard to lower the decibels. Bar the odd hiccup, the matter was nearly under control by the Xmas meeting.

Good luck in advance to everyone for 1989.

SUNDAY, 22nd JANUARY, 1989

The first meeting of the Fulbeck New Year has started well. Not only were entries in such large numbers that reserves were on hand, but to the winner of the Crystal Winter Series will go a remarkable prize, of a private apartment on the Costa Del Sol, for one week every year for the next ten years. Courtesy of 100 National stalwart Peter Blake of Elmpride Car Centre, Abbey Street, Derby, if you have not yet got your entries in for the final two rounds of the Series, not only will you miss the chance of winning this major prize, you may end up as a reserve and miss the chance anyway, so get a move on!

CADETS

Heat 1: 1st Daniel Wheldon, 2nd Charles Butler-Henderson, 3rd Gavin Pell.

Heat 2: 1st Anthony Davidson, 2nd Daniel Wheldon, 3rd Jenson Button.

Another Wheldon/Davidson battle on the cards, with Daniel away off pole position. Off row two was Charles B-H and Button, with one of my tips for the year Gavin Pell, having his first race off novice plates, on row three with Doug Bell. Green light and Wheldon led, completing the first lap ahead of Davidson, hotly pursued by Butler-Henderson, Button, Mills and Bell, with Pell losing out badly in the opening lap. All was not easy going at the front though, as Davidson moved past Wheldon into the lead on

lap three, only for Daniel to immediately retaliate and move ahead on the following lap. Action behind these two saw the leading group lose Bell down the field, followed a couple of laps later by James Mills, allowing Kevin Hall into the picture who gratefully took-over in fifth place. Matthew Shaw hung on in sixth from Meanwell and Bailey. Justin Wilson hovered on the fringes and waited his moment, catching Meanwell and Bailey unawares on lap seven, repeating the manoeuvre on Shaw a lap later. From sixteenth on the first lap, this was the drive of the race. At the flag Wheldon again ran out the winner, from Davidson in second. Butler-Henderson started his seasons tally with third, having held station throughout the entire final, from Button, Hall and the skilled Wilson in sixth. First novice was Stuart Moseley, netting seventeenth overall from twenty nine finishers.

JUNIOR BRITAIN

Heat 1: 1st Guy Smith, 2nd Ralph Firman, 3rd Verny Wood.

Heat 2: 1st Guy Smith, 2nd Ralph Firman, 3rd Jamie Spence.

Heat 3: 1st Nicholas Dudfield, 2nd Darren Manning, 3rd Jamie Spence.

'B' Final Qualifiers: John Mee, Philippe Guijarro, Nathan Ferriday and Neil Walker (novice).

'A' Final

There seemed little doubt about the outcome of this race, with Guy Smith starting 1989 in a similar manner to how he finished 1988. The lad is good and to cut a long story short, he led from pole, led every lap to the tenth, took the chequer and added a further reward to his collection. So what about the rest and have no doubt, there was ability aplenty in the best of



WIGAN RACING CLUB

The Racing Circuit, 3 Sisters Recreation Area, Bryn Road,
Ashton-in-Makerfield, Wigan WN4 4DA. Telephone: 0942 270230



EASTER RACING DATES

Saturday 25th March

PRACTICE DAY
100cc Karts AM. 1070M Track
Gearbox Karts PM 1250M Track.

Sunday 26th March

LAST ROUND WINTER SERIES
THIS MEETING SCORES DOUBLE POINTS

Monday 27th March

Full **1499m** circuit for gearbox karts,
modified circuit for 100cc.

ENTRIES

£12 Non members
£9 Wigan Racing Club Members

CLOSING DATE TUESDAY 21ST MARCH

6

Kart & Superkart

March 1989

43

CLUB SCENE

JUNIOR BRITAIN	
1st 41 Mark Blair	Gillard/Parilla
2nd 16 Jon Greensmith	Fullerton/Parilla
3rd 33 Mark Wilson	Ferrari/Parilla

SENIOR BRITAIN	
1st 41 Michael Haughton	Fullerton/Parilla
2nd 60 Gary Gough	Zip/Parilla
3rd 23 Alan Crankshaw	Firebird/Parilla

100 NAT	
1st 69 Daniel Liddle	Zip/Sirio
2nd 48 Mike Barnard	Fullerton/Rotax
3rd 37 Steve Coward	Fastrak/TKM

125 P&R	
1st 9 Dave Culley	Dino/Honda
2nd 14 Graham McCarthy	DAP/TM
3rd 61 Dave Pears	Zip/Honda

125 NAT	
1st 49 Andy Fairless	Allkart/Minerelli
2nd 17 Wayne Bray	Stratos/Minerelli
3rd 90 Bob Bellerby	Stratos/Rotax

125 OPEN	
1st 13 Gary Needham	Stratos/Minerelli

210 NAT	
1st 39 Mike Collins	Zip/Villiers
2nd 95 Brian Lord	Zip/Invader

250 NAT	
1st 47 Chris Clarke	Zip/KTM
2nd 69 Les Jones	Fastrak/Honda
3rd 99 Kevin Boyle	Zip/Honda

Brian Lord

Fulbeck

1988 SEASONAL REVIEW

As with all reviews, differences are bound to arise on who is mentioned in the review and who is not. This cannot be helped when based on personal observations and from the facts available to me. In preparing this review, it was necessary to record the victors in each class, but I also looked for an element of consistency in performance, as opposed to a one-off result that was not repeated. I have tried to remain objective using this criterion and if you have not been mentioned this time, better luck in 1989.

CADET
The star of this class has to be Daniel Wheldon, the RAC British Champion, who always showed exceptional speed on his Allkart/Comer, recording seven results comprising six first place finishes and one second. As the season came to a close, a few drivers started to narrow the gap, particularly the Davidson brothers, but he always remained one step ahead and finished the final race of the year as he had started, with a well deserved victory. Had Daniel competed in all the events the outcome of the Club Championship may have been less certain, but with a string of three victories and two seconds from five consecutive meetings mid-year, Zip mounted Doug Bell took the major Club award. It's a shame we did not see more of him in the final events of the year. The only other drivers to win were James Mills on his Jeta, and Charles Butler-Henderson on a Wright, both drivers rounding out the top three on two further occasions. James

was the more regular contestant and showed good form throughout the year. Anthony and Andrew Davidson, both on Allkarts, could never be overlooked. On results, they both had two second places apiece, with Wheldon the usual thorn in the side. Budget restrictions may cause problems in 1989, but that apart, both are very capable of taking victory and should be treated with respect. Most improved driver was David Wandless, who started the year as a novice, and regularly finished well at each meeting. His best result was third, backed by a couple of fourth places and with further experience can only get better. James Meanwell on his Ferrari was also quite rapid, with occasional forays by Clair Bogan early in the year and Justin Wilson in the final few events, showing just what might have been had they been able to compete at Fulbeck on a more regular basis. Keep an eye open for two young chargers, off novice plates for 1989, in the forms of Gavin Pell and Chris Eaton.

JUNIOR BRITAIN
He may not have won a race but he was consistent. Paul Ibbotson, Boxer/Parilla, took four second places, being beaten by a different driver on each occasion, on his way to the Club Championship. He was always one of the better Junior contenders and with graduation to the Senior Britain ranks for the New Year, should cause a few anxious glances. His Senior Fulbeck debut at Xmas, with an excellent third in a class field, helped to prove the point. James Matthews, also Boxer mounted, was the only driver to win more than one race, with three to his credit. I missed the first, but he commanded the field in the other two and was a convincing winner. He should be well pleased with his year. No one should fail to be impressed by Guy Smith. The former Junior A Champion displays quality driving and Fulbeck gave him second place to Bobby Game in the first meeting of 1988, but in November he won very convincingly. A driver to be feared when he reaches the Senior ranks. Another driver worth watching for in '89 is Richard Westbrook, whose Parilla powered Wright provided a series of good finishes, to include two seconds (to James Matthews) and a third. Brief appearances, resulting in victories, were provided by Ralph Firman, Stuart Capstick, Jamie Davis, Jeanette Peek, Steve Kite, and Daniel Shilp. It would have been worthwhile to have seen these drivers competing against each other more often. On such a "one-off" basis, it is difficult to determine their Fulbeck potential, but to beat Paul Ibbotson (Peek and Shilp) shows talent.

SENIOR BRITAIN
Michael Mills, Jeta/Dap mounted, took the Club Championship with six victories, winning five of them in the last six races of the year. An excellent year for the Mills' family, but not quite the whitewash suggested on paper. Whilst Michael was always around the front of the fields, stiff competition was provided by Steve Hazlett on his Knight kart, with usually little to choose between them on the day. Three second places did little to show the on track fights that took place and Steve will probably consider '89 as a lean year. Darron Gibbs made the occasional appearance and when he did, was he quick! Out of five finishes, he was held to "only" three wins by the Mills/Hazlett competition, having to settle for a second and a third in the other two. Using his Sprint/Parilla set-up, his opposition knew they were in for a tough time. The other two meetings went to Simon Court (Dap/Parilla) and Stephen Quinn (Chariot/Parilla). The former only appeared on a few occasions, but was always quick enough to ensure he went home with a

further reminder of success. The talented Quinn should also be happy with his year's work, usually cast in the best of the rest supporting role behind Mills and Hazlett, but proved his worth in August with a comfortable first place in the former duo's absence. The Gillard/Dap of Chris Watson took a third and fourth during the summer, with another face on the leader board late season being David Gowers on a Wright chassis.

100 NATIONAL
The Club Championship fell to Matthew Payne, now racing a Dap and finishing the year under Rotax power. October saw him take his first outright victory, with a third place in the Xmas meeting. A quick driver each time out, but tends to suffer if he leaves the track, experiencing difficulties in starting his kart. Martin Jubb and his Wright/Rotax was the most placed driver, earning himself two firsts and two seconds. He was another driver who did not race in every meeting, but whether he finished or not in those he took part in, he was always a force to be reckoned with. Paul Rees made the odd visit, taking his Zip/Rotax to victory on two occasions. Fortunately for the other drivers, he did not appear too often. Other drivers to take victories on occasional visits were Craig Booth (Superdart/Parilla), Gordon Chenery, ? Forber (Boxer/Parilla) up from Senior Britain and Andrew O'Hara (Sprint/Rotax). More regular contenders worthy of mention are Dave Redfearn, Andrew Hayden and David Banbury. Redfearn also finished the year with a Rotax on his Dap, with a second place behind Payne his best result. A very quick driver who can be trusted in tight situations, which is more than can be said of some. Hayden came of age in the summer following a change to Superdart and proved an embarrassment to quite a few "named" drivers with his consistent pace. Always one of the faster Parilla drivers, the advent of the expensive Rotax left him considering a change of class for 1989. Banbury's Minarelli set-up was also quite rapid, taking three places throughout the year, with a second behind Forber his best result in July. All three should look forward to the new season and provide the spectators with the sort of racing they enjoy, fast and close. The final two meetings of the year were wrapped up by the potent Wright/Rotax of Dominic Connelly. A driver of Super National calibre, the lack of suitable Super class grids left him on green plates, to show just why he is usually on yellow.

100 SUPER NATIONAL
He is usually on yellow plates because he was the best Fulbeck Super in 1988. Separate races for the class were held at the beginning of the year from January to April, and Dominic showed his finesse with two outright victories and a third. His nearest challenger was Steve Sykes, who took two seconds and two fourths from the four races. It was a shame that he left the Class to go gearbox later in the year, but he no doubt felt the expense of competing at this level was not worth the returns. The two other meetings were taken by Darren Beasley, a nice warm-up for the year and David Cuff, who also added a third to his record. Neither driver appeared again which was unfortunate. Steve Brogan's efforts earned him a second and a fifth, whilst Shaun Nicholson also started the year well with second and third places. John Wilcock seemed to be as quick as he ever has been, but a fifth and three sevenths, hardly gave justice to his efforts. He deserves better.

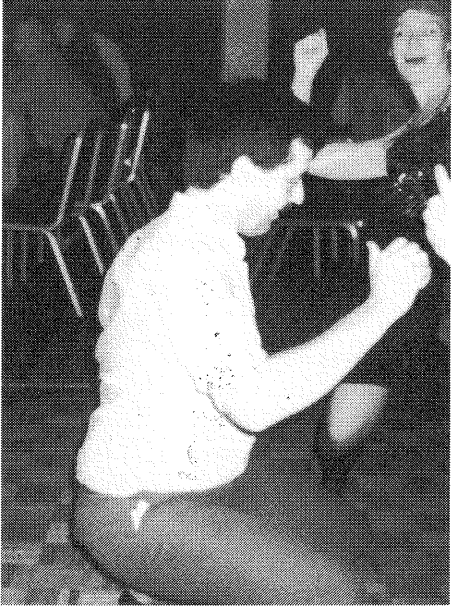
COMBINED GEARBOX
The four gearbox Club Championships were

CUMBRIA KRC DINNER DANCE

On Friday 6th January 1989, the Cumbria Kart Club held its celebration of the 1988 season with its annual dinner dance and trophy presentation at the Shepherds Inn, Carlisle. The meal was again of the highest standard and we thank the staff and management for their efforts.

The trophy presentation was well conducted and included a speech from new president, Des White, welcoming the guests to the function. The end of the presentation saw scenes of great emotion as the news filtered through that our Competition Secretary had given birth to a baby boy in a nearby hospital. A champagne toast to the new arrival was drunk and the dancing commenced in great spirits until well into Saturday. Another terrific night and the third year running I've gone home with no voice.

Iain Blair



Iain Blair — Raving Mad Pal!!

Contributors are reminded that copy for inclusion in the magazine must reach the Editorial Office not later than the 12th of each month.



Lennart Bohlin, the Swedish Touring Car Champion, made an unexpected visit to the International Kart Show.

March 1989



What a motley crew! Rowrab Champions.

TROPHY WINNERS

Cadet Champion, Mark Nadolski.
Junior Britain Champion, Darren Manning.
100 Britain Champion, Colin Shanks.
100 National Champion, Stuart Davison.
125 National Champion, Brian Bird.
210 National Champion, Geoff Preston.
250 National Champion, Graeme Stephenson.
Formula E Champion, Barry Tolson.
Junior Tryers Trophy, Barry Coulthard.
Senior Tryers Trophy, Mark Walker.
Highest place at British Champs, Short Circuit: Tom Earl.
Highest place at British Champs, Long Circuit: Andrew Harvey.
Champion of Champions, Darren Manning.

* Lars Johansson, Lennart Bohlin's Loctite teammate in Formula E, is now in England for 12 months working near Shildon. We expect to see you at as many events as possible this season Lars.

* A correction is necessary to the 4th December meeting at Shenington, in that it was stated Doug Bell won both heats and the final. In fact Malcolm Smith won the second heat from Doug and clinched the Club Championship in his first season of karting at that event. Apologies for temporary brain fade!!! Ed.

JASON ROBERT BALLANTYNE

The above mentioned person entered the world on Friday 6th January, 1989, the much loved son of Mike and Christine Ballantyne. Jason weighed in at 9lb 7oz and was immediately snapped up as the youngest ever member of the Cumbria Kart Racing Club, anticipating his likely hobby in eight years time. His arrival was announced at the Annual "do" and was easily the best news all night. The choice of name was especially pleasing to new grandfather Bob, as Jason is the fourth consecutive generation to carry the name Robert.

We wish young Jason and his parents all the best for the future.

CHASEWATER WHEELS

Mrs P Atkinson is now the new Membership Secretary of the Chasewater Wheels Kart Club. When applying for membership please write to her at:-

4 Park Street,
Newhall,
Burton-on-Trent,
Staffs.

. . . and Mrs H Stratford is the new Competition Secretary; all entries to be forwarded to her at:-

5 Briole Lane,
Streetly,
Sutton Coldfield,
West Midlands.

Fixture List
March 12
April 9th
May 14th
June 11th
July 9th
August 28th
September 10th
October 8th
November 12th
December 10th

* *Demon Tweaks* new 1989 full colour catalogue is available to all readers of Kart and Superkart upon receipt of a stamped addressed envelope (26p). The 64 page catalogue is full of all race-rally and road goodies that are available off the shelf from Demon Tweaks.

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19.8mm
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Large stocks available
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BT 82 100 UK £325

100 UK

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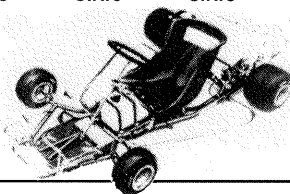
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- * Sirio ST050TT Britain — Factory Selected.....£342
- * Sirio ST50TT National — Complete with Motoplat, Jubilee rod, special bearings, standard carb, Vevey exhaust.....£375
- * Sirio 50 Magnum National/Super — Complete with Motoplat, special liner, Jubilee rod, special main bearings, less carb and exhaust.....£500

SIRIO SIRIO SIRIO SIRIO SIRIO



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KARTS**

KART ONLY — "A" FRAME or PARALLEL

28mm SuperDart 88 Junior/Senior Britain, adjustable castor & camber, 25 or 30mm axle, 2 or 3 bearing. Includes seat. £350.
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SuperDart "A" frame model 890 for National, CIK homologated for 1988/1989/1990, 30mm tube. Adjustable castor & camber, 25 or 30mm axle, 3 bearing axle, one piece wheels and hubs drilled and vented disc and includes seat. £450.

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SuperDart National 30mm, adjustable chain, sprocket. Vega Slick tyres. Sirio ST50TT or TKM L90TT engines. Assembled & ready to race. £925.00.

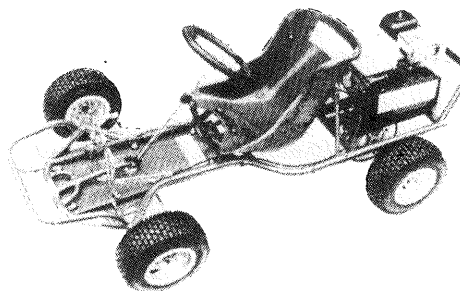
SuperDart National 30mm, adjustable castor or camber, floor mounted fuel tank, front nose cone, Vega slicks or wets or YAK Bridgestone slicks, chain, sprocket. Assembled & ready to race. Sirio 50 Magnum engine. £1,275.00.

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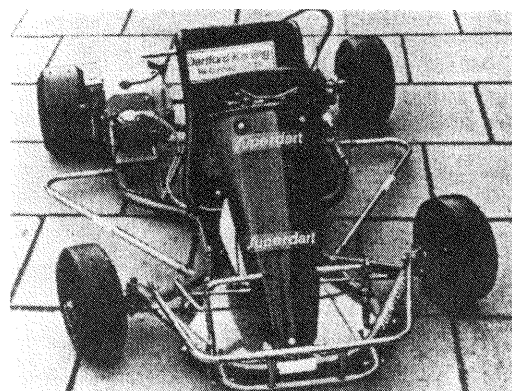


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Do you remember the World Cup at Morecambe?

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Cullimore and all the other charging 250's?

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atmosphere of those golden days of karting.

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out what the best of short circuit gearbox
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"BERT HESKETH CUP"

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(CAN ANYONE KNOCK THE PARROTT OFF HIS PERCH)

"THE SHENINGTON 210TT"

THE ORIGINAL 210TT (FOR 210 NATIONAL)
(IT'S TIME JOHN HAIG GAVE UP THIS TROPHY)

"125 CHALLENGE"

A ROUND OF THIS EXCITING SERIES
(CAN SOMEONE ACTUALLY BEAT YOU KNOW WHO?)

250 NATIONAL

WOULD YOU LIKE TO SPONSOR THIS CLASS?
THE MEN TO BEAT ARE ALL LOCAL EXCEPT WEBSTER!

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ENTRY FEE £20 INCLUSIVE OF SATURDAY PRACTICE

CLOSING DATE 15:4:89

CLUB SCENE

Wigan

WINTER SERIES 3RD ROUND

SUNDAY, JANUARY 22nd, 1989

When the weather men promise a warm dry day experience tells you to suspect a trick and January 22nd proved the point. Over 100 of the faithful were back at Three Sisters for the third round of the Winter Series but there could have been Fifty Sisters for all you could see in a pea-souper of a fog which came and went so quickly that the marshalls got dizzy nipping in and out of their posts. However, about an hour and a half later we got underway and Clerk of Course Ken Wright powered things through allowing the last race to finish just as daylight gave out. The sun did shine through but the track never dried out and wets were the order of the day.

CADETS

Two new heat winners for a change, first to Brent Pontin Wartlert and the second to Philip Moreton. The second places went to series leader Claire Bogan and third to Niel Ozalins and Moreton. For the final Moreton had pole with the young lady alongside and Pontin Wartlert had Scottish Champion Craig Murray for company in row behind. From the lights Bogan got a flyer from the outside taking Murray with her but Moreton managed to squeeze between them into the Esses. By the time they completed the first lap the two leaders were well clear of the chasing bunch and when Pontin went wide at the end of the straight Ozalins was up to 4th but only to lose it again at the Lunar bend. On lap three Bogan made a mistake coming out onto Rodgersons straight and Moreton nipped through but Bogan simply flew past him up the straight. By lap four the leaders were already in the tail and a lap later Moreton was fiddling with his carb as he crawled all over Bogan round the tight parts of the circuit, and Ozalins removed Murray for third. Lap six and another mistake at the same point as before saw Bogan relinquish her lead to Moreton but once again she shot past him up the main straight. At the final Bogan won by about 4 kart lengths from Moreton to extend her lead in the series and Ozalins held off Murray with a third with a long gap back to Gavin Richardson and Neil Chritchley.

JUNIOR BRITAIN

No doubt who was in control in the heats as Mark Blair took them both in style. Seconds went to Glen Chamberlain and Jonathan Greensmith with the third going to Greensmith and Mark Wilson. In the final Blair got an absolute flyer to lead into the Esses as they rounded Paddock bend. A Kinch got the worst of a jostle and carved off a sizeable chunk of corner coming on half way down Rodgerson straight. In the early stages Chamberlain and Wilson were engaged in a terrific scrap just ahead of novice Mike Goodacre which was eventually to be resolved in Wilsons favour. After his excursion over the grass Kinch was carving himself a path through the field but beyond that the rest were holding station. At the flag Blair won very comfortably from Greensmith who was over a hundred yards clear of Wilson with a gap back to Kinch, soon to be excluded for cutting out a corner, and Goodacre. In the Series Blair now leads Greensmith by a couple of points with no one else in sight.

SENIOR BRITAIN

Another good entry of Senior Brits and drama from the word go. In heat one the insider row got a flyer leaving the other row too far behind to allow the result to stand so the whole grid faced a re-run. However 1st remained the same but S Williams gained a third after failing in the first attempt. Both heats went to Mike Haughton and both seconds to Gary Gough. The other second went to Alan Crankshaw. In the final Haughton and Gough took up their usual positions as they exited the Esses and very quickly opened up a useful lead over Cranshaw, D Turnbull, Neil Sutton and G Vipond. In the early stages Gough looked as though he could trouble Haughton but a mistake at the Hammer-head caused him to fall back and the whole race became a precession. Crankshaw had obviously settled for an easy third and was happily choking his muster as Haughton won from Gough, with huge gaps back to Crankshaw, Turnbull, Neil Sutton, Andrew Unsworth (in his first Senior outing) and P Close. Thus Haughton takes a clear lead in the Series from Gorghand Norman Sutton.

100 NATIONAL

As always one of the most fiercely contested classes at Wigan with local manufacturer Steve Coward taking the Fastrak to a first heat win from Daniel Liddle and Paul Wilkes. Heat two went to Wilkes from Coward and Liddle. Front row for the final had Coward on pole alongside Wilkes with Liddle and Rob Birnie just behind. Into the first bend Coward just made it to lead Wilkes, Riddle, Carl Agriss, Birnie and Mike Barnard. The pace was electric and the front 10 or so were literally glued together with Coward under terrific pressure from Wilkes and the rest queuing up waiting for a mistake. Whilst Wilkes crawled all over Coward Barnard worked his way up to fourth. Lap four and Wilkes took Coward up the inside of Paddock bend but couldn't hold it and slid out onto the grass allowing both Coward and Liddle to take him and a couple of laps later Liddle had the legs to squeeze past forward into the top bend but the leading bunch were still all together, and no doubt regretting their choice of slicks as the pile on the grass at Paddock grew steadily bigger. Next it was Barnards turn to subject Coward to a dose of Rotax power to push him back to fourth but as Wilkes overdid. Paddock to join the waiting bunch of others with the same misfortune he was back to third. The last lap produced no extra surprises and they arrived at the flag unchanged with Liddle winning from Barnard, Coward, Birnie and Agriss. Coward now leads the Series from Liddle and Barnard.

125 P&R AND 210 NATS

A somewhat smaller than usual group of 125 P&R's was joined by the even smaller bunch of 210's, much to my delight I might add although a procession of niggling problems kept me out of the action anyway. Heat one came to a sudden stop when circuit managers Ray Hydes son Paul hit the stationary kart of Frank Williams just past the start and finish line and both were flung twenty or thirty yards through the air in what looked like a horrendous accident. However, despite some frightening moments at the time both now appear to be OK again and hopefully soon back in action. The decision was to let the positioning at the accident stand so Dave Colley won from John Haigh and Frank Williams (as he had actually crossed the line on the lap which the race was stopped!!) Heat two went to John Haighs 210 from Cully and Graham McCarthy. As the front row of Culley, McCarthy and Gary Isherwood faced the lights for the final yours

truly had got the reluctant 210 to go and joined the back of the grid. McCarthy got the best start to lead Cully, Haigh, Dave Pears and Roy King over the hill, speaking of which yours truly snapped his gear levers and was obliged to coast in hope of finishers points. Despite the TM power McCarthy couldn't hold off the flying Colley and Dave was through to open up an enormous lead. Haigh with no serious opposition in the 210's must have cursed his luck as he stopped short of motive power and the field spread out to become a procession. At the flag the 125 order was Culley, McCarthy, Pears and King whilst Mike Collins collected the Villiers honours from a very determined, if somewhat fortunate, scribe. In the 125 Series Culley leads McCarthy and Pears with no one else on the scene whilst guess who now leads the 210's from Williams and Collins.

125 NATIONAL & OPEN

For a change the 125 Nats had a bigger grid than the P&R's and if anyone thought Andy Failes would take last time's beating lying down then they were wrong. He was back at his usual best taking both heats with Wayne Bray, Martin Stretch (Open), A Thornton (Open) and Gary Needham (Open) taking the other places. In the final Fairless, Needham and Bray rapidly pulled away from Bob Bellerly, Karl Geary and Thornton and the only movement came as Bray got the better of Needham to chase Fairless in vain. At the flag Fairless had a comfortable win from Bray with an enormous gap back to Needham and the rest nowhere in sight. Bellerby collected the third National spot to collect his first points in the Series which is now led jointly by Fairless and Bray with the rest well adrift.

250 NATIONAL AND 250E

Now to the big boys as usual starting with a healthy grid but pretty thin on the ground by the time the flag falls. Ray Hyde, presumably still in with a chance of defending his title, had to pull out to accompany his son to hospital leaving John Denton with a golden opportunity to get a firm hand on it. With a first and third in the heats it looked a distinct possibility with the other heat going to Chris Clarke and Chris Kennerley and Andy Roberts taking the other placings. In the final Clarke led into the first bend never to be headed, whilst Roberts was left on the line with an oiled motor. Neil Robinson on the only 250E seemed to have sorted out his problems and settled into second whilst Denton, P Craven, Roberts and K Boyle were locked in battle midgrid. As the race settled down Clarke pulled clear of Robinson, Denton disappeared along with Craven and Roberts, possibly together but out of my sight and the all too familiar sight of a handful of 250's remained. One from the end Robinson had caught Clarke and as the pair took two tailenders 4 a breast the unfortunate 250E got the worst of it and enjoyed an impromptu spot of piroetting on the grass. At the flag Clarke had it from Robinson with second in the Nats going to I. Jones and third to K Boyle both a lap and a half adrift!! As I've been saying all series, survival is the name of the game. In the series Denton still leads from Clarke with Andy Bingley in third.

RESULTS

CADETS

1st	75 Clair Bogan	Allkart/Comer
2nd	13 Philip Moreton	Allkart/Comer
3rd	16 Neil Ozalins	Allkart/Comer

Continued on Page 42.....

KARTING

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No. plates all colours.....	£1
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CHAINS AND SPROCKETS

Type 219 Racing Kart rear std sprocket	
64-96.....	£3.00
Type 219 DK sprockets.....	£4.00
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Engine sprocket, Arrow.....	£4.50
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DID HT 100 Link Chain.....	£10.00
KEG 219 HT Chain.....	£11.50
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Link extractor tool for above.....	£12.00
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Large quantities, Standard.....	£16.75
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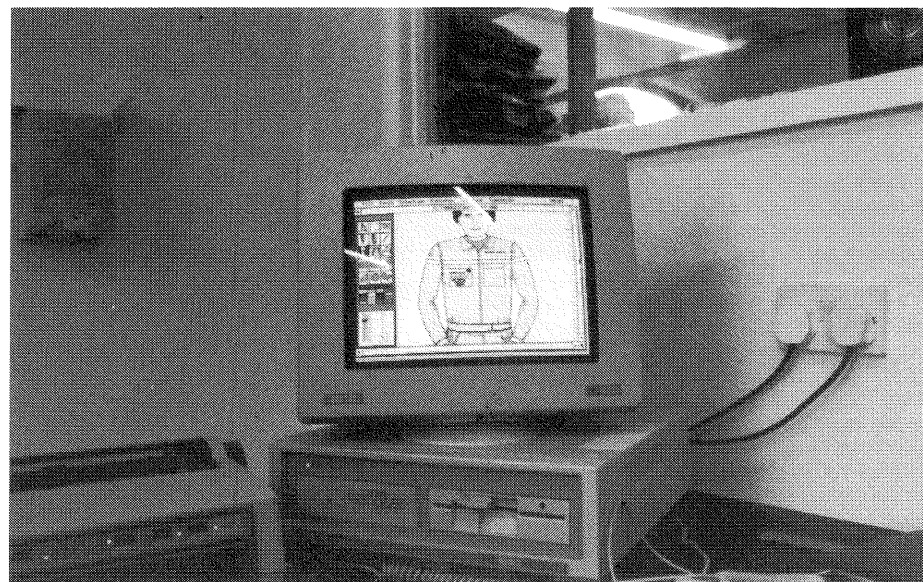
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The RRS and any other corporate logo are also produced on the machine and can form part of an overall design which takes shape on the computer in Colin's office which will also colour in the design to the drivers/sponsors' whim. Team



Computer design — all part of the service.

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Keep an eye out for RRS products on the circuits, I think you'll be suitably impressed.

REPORT AND PICTURES BY IAN BLAIR

WHERE AND WHEN

11th MARCH (Saturday)

Snetterton — Long Circuit Practice — British Champs Rd 1
Nuts Corner — 4 miles from Crumlin, Co. Antrim, Northern Ireland

12th MARCH

Snetterton — RAC Long Circuit Champs Rd 1
Birmingham — Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Salfrey, Birmingham B8 1AD
Clay Pigeon — Midway Dorchester-Yeovil on A37, Dorset
Rowrah — 4 miles from Frizington, Cumbria
Boyndie — 3 miles from Banff, Grampian
Kimbolton — 10 west-southwest of Huntingdon, Cambs. (Sat Practice 10-4pm, Comp Sec. 076 387 335)
Tilbury — Dunlop Road, Tilbury, East London, near Tilbury Docks
Wombwell — Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S. Yorks.

19th MARCH

Nuthampstead — (1½ miles east of Barkway, off B1368, Cambridge-Ware road)
Crail — 9 miles southeast of St Andrews, Fife
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon)
Bovingdon — (Two Counties Kart Club, Dorset)
Buckmore Park — Maidstone Road, Chatham, Kent (just off M2, junction 3) — Playscape Pro-Kart Series

25th MARCH (Saturday)

Nuts Corner — 4 miles from Crumlin, Co. Antrim, Northern Ireland

26th MARCH

Blackbushe — Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey
Pembrey — Welsh Motorsports Centre, 8 miles from Llanelli, on A484, Dyfed, South Wales
Three Sisters — (Cheshire/Wigan Racing Club) — Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs.
Dunkeswell — 5 miles from Honiton, Devon
Jurby — Jurby Airfield, Isle of Man
Fulbeck — 8 miles from Newark, off A17 at Brant-Broughton Crossroads, Notts
Langbaugh — Cleveland, south of River Tees.

27th March (Easter Monday)

Carnaby — (Auto 66 Club) — 2 miles west of Bridlington, North Humberside
Ellough — 2 miles from Beccles, Suffolk — Great Egg Race
Silverstone — Between Towcester and Brackley on A43, Northants — BRDC Invitation event
Three Sisters — Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs — 125 Challenge Round 1
Nuts Corner — 4 miles from Crumlin, Co Antrim, Northern Ireland

28th MARCH (Tuesday)

Kirkistown — Approximately 12 miles from Newtownards at Rubane Road, Cloughie, Northern Ireland

1st APRIL (Saturday)

Nuts Corner — 4 miles from Crumlin, Co. Antrim, Northern Ireland

2nd APRIL

Little Rissington — RAF Station near Stow-on-the-Wold, Glos — 210 Challenge Rd 1
Rye House — Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts
Felton — 7 miles from Morpeth, on A1, Northumberland — Super One Qualifier
Summerlee — Merryton Road, Larkhall, Hamilton, Strathclyde

8th APRIL (Saturday)

Kirkistown — Approximately 12 miles from Newtownards at Rubane Road, Cloughie, Northern Ireland

9th APRIL

Birmingham — Chasewater Wheels, Wheels Adventure Park, Adderley Road, South, Salfrey, Birmingham, B8 1AD
Clay Pigeon — Midway Dorchester-Yeovil, on A37, Dorset — 125 Challenge Round 2
Rowrah — 4 miles from Frizington, Cumbria
Boyndie — 3 miles from Banff, Grampian — Northern Champs Round 1
Kimbolton — 10 miles west-southwest of Huntingdon, Cambs — Cadet Series Rd 1. Sat Pract (10am to 4pm). Comp Sec: 076 387 335
Tilbury — Dunlop Road, Tilbury, East London, near Tilbury Docks
Wombwell — Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S. Yorks

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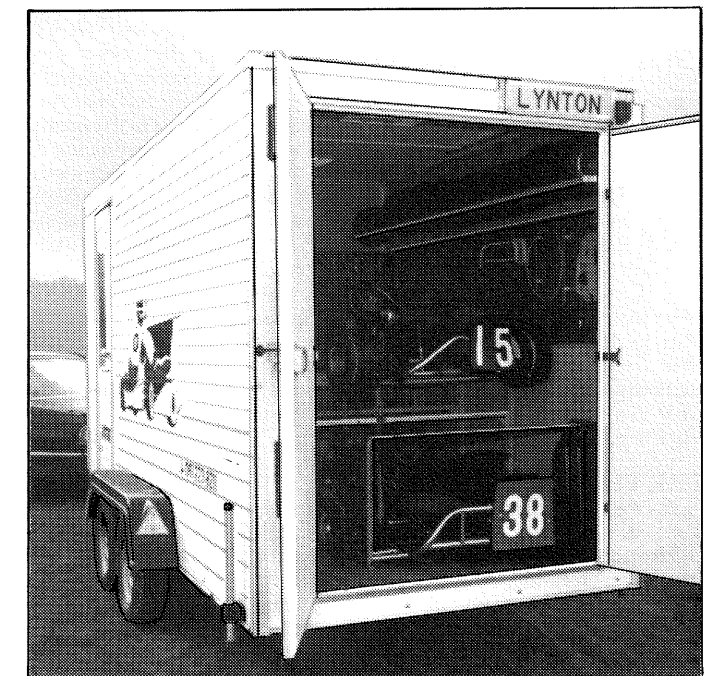
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TYNESIDE TROPHY

Due to the efforts of club vice chairman Dennis Clark the Northumbrian Kart Club once again attracted five companies to sponsor the 1988 Tyneside Trophy meeting. Four of them BARRIER SURFACE TREATMENTS, DEBHORA SERVICES, SHEPHERD OFF SHORE STORAGE and PRESS OFFSHORE had all sponsored the meeting in 1987 and we were pleased to welcome STERLING SCAFFOLD as our fifth sponsor, Sterling having their first taste of karting sponsorship.

Entries were a little down on what we had expected this was undoubtedly due to the fact the the Scottish Championships and Midland Championships were taking place the same weekend. Next year's Tyneside Trophy will be a single day event as many drivers are not prepared to travel for the weekend.

One change from last year's meeting, in order to increase the number of races that each driver took part in all classes had three heats plus a pre final and final.

The cadets as last year only raced on the Sunday and a grid of 10 were to compete for the superb trophy donated by the class sponsors, Debhora services.

Heat 1: 1st Charles Butler-Henderson, 2nd Justin Wilson, 3rd James Mills.
Heat 2: 1st James Mills, 2nd Charles Butler-Henderson, 3rd Mark Nadolski.
Heat 3: Charles Butler-Henserson, 2nd David Wandless, 3rd Justin Wilson.

PRE FINAL

Lights to flag victory for Charles Butler-Henderson, he was never in any trouble and won comfortably. Mark Nadolski led the challenge for two laps before he began the long slide back down the field to eventually finish 6th. The demise of Nadolski allowed Mills through into second place which he held to the flag, Justin Wilson taking third place from James Hanson, David Wandless and Nadolski completing the top six.

FINAL

Pre race favourite had to be Butler-Henderson after dominating the heats and pre final but disaster for Charles and the other front row driver James Mills as they both appeared at the rear of the field at the end of lap one. Mark Nadolski led from Justin Wilson and James Hanson. Mark's joy was short lived as on the second tour Justin hit the front, meanwhile Mills was making great progress and was up to 6th at the end of the second lap with Butler-Henderson following him through. The order at the front remained pretty much the same over the next few laps but our two chargers were still making their bid for glory. Butler-Henderson was into fourth place on lap five but once again hit trouble eventually retiring the following lap. Mills was now joining the battle for second and third place, the big break for James coming on lap eight when at the end of the straight he out braked both Nadolski and Hanson to gain second place. The positions then remained the same to the flag a fine win for Justin Wilson from James Mills and James Hanson.

1st	Justin Wilson	Jeta/Comer
2nd	James Mills	Jeta/Comer
3rd	James Hanson	Jeta/Comer

JUNIOR BRITAIN

Heat 1: 1st Chris Clark, 2nd Alan Mackay, 3rd Nathan Farriday.
Heat 2: 1st Nathan Farriday, 2nd Chris Clark, 3rd Alan Mackay.

Heat 3: 1st Chris Clark, 2nd Alan Mackay, 3rd Nathan Farriday.

PRE FINAL

Three drivers had dominated the heats, Clark coming out on top with two heat wins to secure pole. These drivers were also to dominate the pre final, Clark, Farriday and Mackay circled as one for the entire ten laps. In fact there were very few positional changes during the race one exception being the luckless Peter Woodward who had mechanical problems and retired on lap 8 whilst in 6th place.

FINAL

The question was could anyone stop Chris Clark and the simple answer was NO. Chris had literally left his sick bed to race this weekend and no one was going to rob him of victory. Again as in the previous races it was to be Chris, Nathan and Alan who were to dominate. Clark had opened up a small gap after a few laps but as the race progressed Chris who had been suffering from a viral infection began to tire which allowed Nathan and Alan to threaten his lead but neither were able to depose the leader and after 15 very hard laps Chris Clark emerged as the worthy winner of the 1988 Junior Britain TYNE-SIDE TROPHY Nathan holding on to second place from a hard challenging Alan. Of the rest Philippe Guijarro and Gary Robertshaw had a good scrap for fourth with Philippe eventually coming out on top.

JUNIOR BRITAIN

1st	Chris Clark	Wright/KS Parilla
2nd	Nathan Farriday	Gillard/Parilla
3rd	Alan Mackay	Gillard/SO DAP

100 BRITAIN

Heat 1: 1st Mike Mills, 2nd Richard Connnett, 3rd Chris Roscoe.
Heat 2: 1st Mike Mills, 2nd Chris Lee, 3rd Chris Roscoe.
Heat 3: 1st Mike Mills, 2nd Chris Lee, 3rd Richard Connnett.

PRE FINAL (12 laps)

A small grid of Britains lined up for their pre final although what they lacked in numbers they made up for in quality. Mike Mills having dominated the heats again showing his class with a lights to flag win. Chris Lee led the initial challenge until Roscoe took it up on lap three, a lap later and Chris was to lose another place as Richard Connnett left his braking very late at the end of the straight. Although the gap between Mills and Roscoe was never a large one Mike always seemed to be in control and won quite comfortably from Chris Roscoe second and Richard Connnett in third.

100 BRITAIN FINAL

Mike Mills with four straight wins looked invincible and went out in the final to prove it. Mike who has been quite a regular visitor to Felton this season was never in any serious trouble and duly scored his second major victory at this circuit in as many weeks having won the Super One round a fortnight earlier. Chris Roscoe gave chase for the entire 20 laps of the final but never posed a real threat. Chris Lee held third place until mechanical problems led to his retirement on lap seven, Richard Connnett then took over at the head of a group of four karts all seeking that third place but Richard was more than equal to the task and had opened up a small gap before the flag.

100 BRITAIN

1st	Mike Mills	Jeta/DAP/JM
2nd	Chris Roscoe	??
3rd	Richard Connnett	Gillard/DAP/SO

100 SUPER/100 NATIONAL

Only two Supers racing, Ian Williams winning all three heats from Andrew Stanton.

100 NATIONAL

Heat 1: 1st Chris Armstrong, 2nd John Docker, 3rd Stu Davison.
Heat 2: 1st Stu Davison, 2nd Barry Hill, 3rd John Docker.
Heat 3: 1st Roy Dickson, 2nd John Docker, 3rd Barry Hill.

PRE FINAL

The two supers led the field around for the 12 lap pre final and at the lights Ian Williams was off to a flying start and headed the field to the flag. As in the supers the Nationals were led to the flag by the driver in pole position, John Docker although not winning a heat had three top three finishes. Chris Armstrong after a non finish in heat two burst through from a poor grid position to challenge John over the last few laps and with Roy Dickson finishing in fourth place after starting virtually from the back things were looking good for the final with all the quick ones at the front thanks to the pre final system.

FINAL

Again the supers led every one around on their rolling laps and as in previous races Williams it was who emerged at the front, Stanton having an off day was quickly swallowed up by the leading nationals. At the end of the first lap the order was Williams, Docker, Armstrong, Davison, and Dickson. A mistake by Docker on lap three allowed Armstrong through and inside a lap he had attached himself to Williams' rear bumper, on lap six Chris found the gap he had been looking for and was through to lead and for the first time during the weekend Ian had to do the chasing. It was all pretty tight up front, to use a phrase popular with our commentators John Hindhaugh and Joe Bradley "You could have pitched a tent over the first three".

This situation was soon to end as on lap nine Ian's motor nipped on the back straight, how John Docker missed him is still a mystery. As there were karts going in all directions trying to avoid Ian, Chris was opening up a comfortable gap at the front. Roy Dickson meanwhile had been making steady progress and had got himself into a position to make a challenge when mechanical problems dropped him down the field eventually to retire on the 14th tour.

The demise of Williams left Stanton with a comfortable lead in the super class but Ian had other ideas, he had restarted his motor and although running it very rich he set off to try and catch Andrew who had some ¾ of a lap lead and catch him as did all be it with less than two laps remaining to take the super class honours.

As the laps ran out Chris was extending his lead in the nationals and at the flag ran out a worthy winner of the 100 National Tyneside Trophy from John Docker and the ever consistent Stu Davison. Although it was Chris who had actually won the trophy perhaps the happiest man there had to be former club 100 National champion George Price, George who has been looking after Chris since he started karting 3 years ago was literally walking on air.

100 SUPER

1st	Ian Williams	DAP/DAP
2nd	Andrew Stanton	Gillard/Parilla

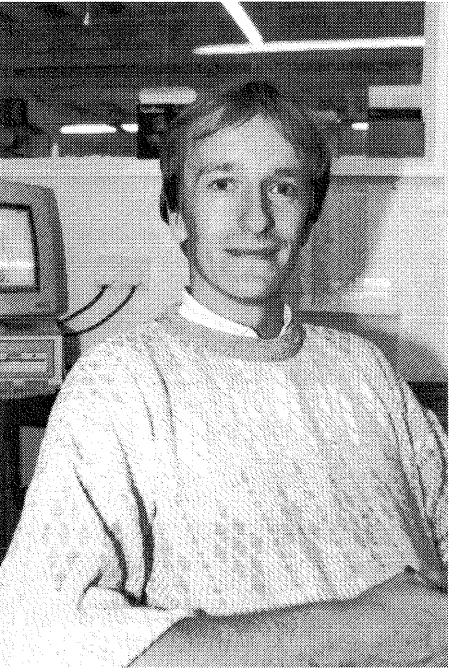
100 NATIONAL

1st	Chris Armstrong	DAP/GEP/DAP
2nd	John Docker	DAP/Parilla
3rd	Stu Davison	TKM/TKM

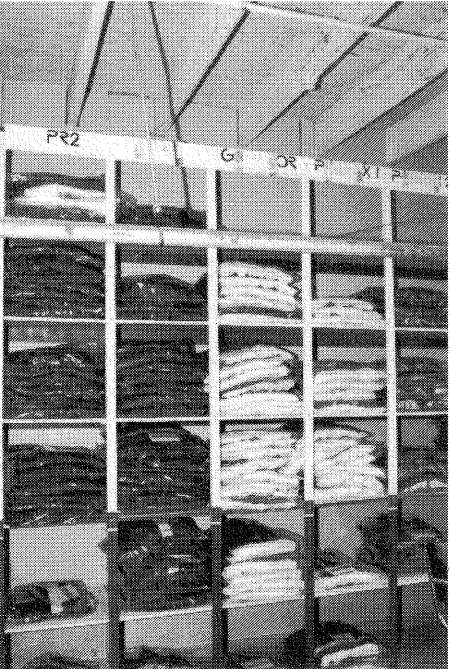
INSIGHT — RRS RACESUITS

Over the years K&S has visited a number of establishments connected with the karting industry from engine preparation specialists to the inner workings of this illustrious tome. Now, after trying to get the inside info from the Continentals, K&S was recently privileged to visit the premises of RRS racewear at Carlisle in Cumbria.

RRS began life around four years ago as the brainchild of Colin Richardson, an amateur rallyman who was disillusioned with the quality and fit of the available garments so set out to make his own. The result is that RRS are now the largest racesuit manufacturer in the UK and are also branching out into car rally seats. Their venture into karting racewear was something of an accident.

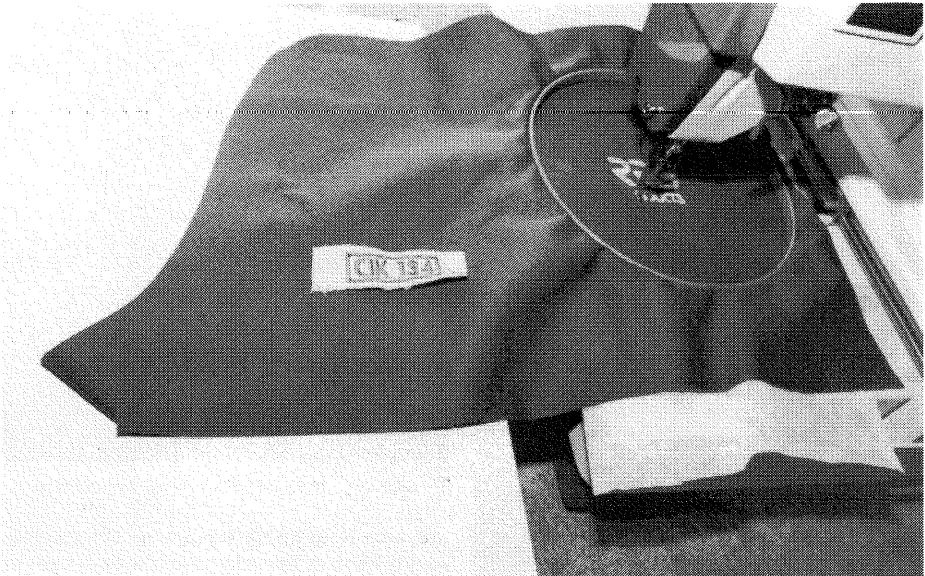


Head of RRS Ltd, Colin Richardson (All pics: Iain Blair).



Finished garments awaiting despatch.

March 1989

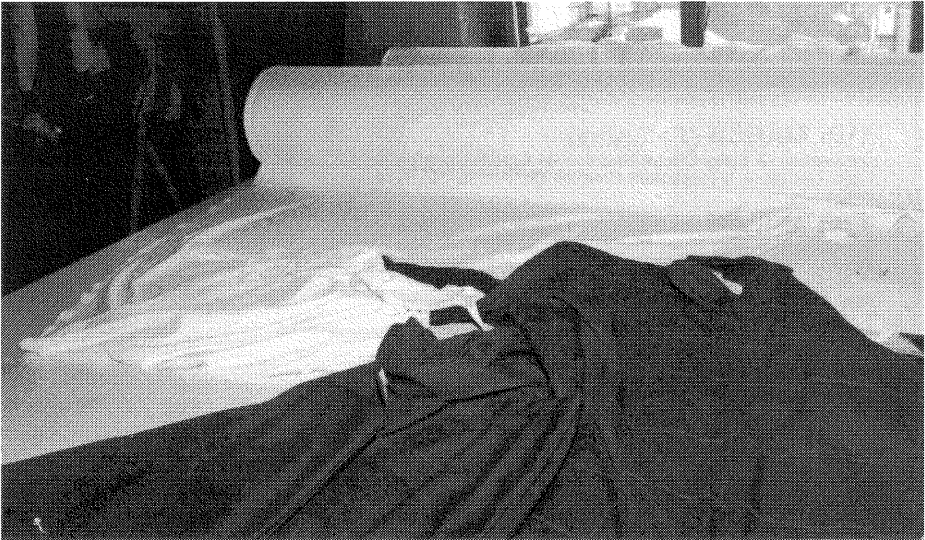


The RRS embroidery machine in action.

It was really through the persistence and sheer bloody-mindedness on the part of local driver and entrepreneur, Nick Stamper, that Colin got involved at all. The first efforts were effectively modified rally suits and through certain difficulties, Colin was tempted to forget it and concentrate on his existing markets. However, Nick persuaded him that a market did exist and that a solution could be found.

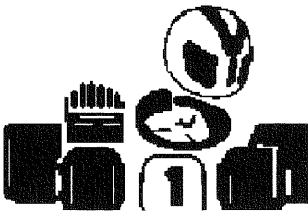
The result was a complete redesign of the suit

ensuring a comfortable fit whilst eliminating the baggy bum look which can affect one piece leathers. These suits have now attained CIK homologation and the problem now appears to be marketing the garments. The existing dealer network wasn't interested in handling kart suits and to date sales have only really gone through Nick Stamper, John Mills and Duncan White although Colin would like to expand his sales team throughout the UK as the RRS items gain in popularity.

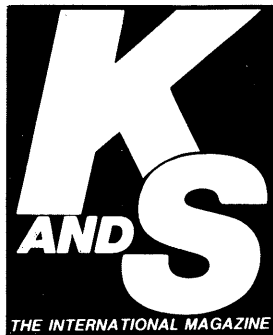


Cut sections and lining awaiting sewing process.

K&S were granted a guided tour of the premises and the manufacturing process from raw cloth to finished item. Layers of cloth are marked out with a pattern and cut out using the electric knife (resembling an overblown tin-opener). The lining is then sewn into each piece and padding or extra layers added to vulnerable points, shoulders, knees, elbows, etc. The various pieces are sewn together (after a pinstripe or box quilt pattern is stitched on) into the complete suit and the CIK label added. These labels are produced in-house using a computerised embroidery machine and there is a possibility of litigation after an RRS label turned up on another make of racing suit.



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LATE NIGHT THURSDAY



The gearbox entry was pretty low with no class reaching double figures. A mixture of five 250's and seven 125's formed a grid in the first of our class for races.

HEATS

In the 250 National class Viv Wrigley came out on top in two heats with Malcolm Campbell winning the other one.

Trevor Alexander took the honours in heat one of the Formula "E" class but victory in the remaining heats belonged to Chris Topham.

The 125's were a little more competitive with the heat results as follows

Heat 1: 1st Bill Henderson, 2nd Willie Grieve, 3rd Dave Blackshaw.

Heat 2: 1st Bill Henderson, 2nd Dave Blackshaw, 3rd Willie Grieve.

Heat 3: 1st Willie Grieve, 2nd Dave Blackshaw, 3rd Nick Bowman.

PRE FINAL

The 125's were again to dominate the early part of the race, Willie Grieve stormed off the line and looked a winner all the way. Dave Blackshaw lost his second place to Bill Henderson on lap two. After about five laps of this final Trevor Alexander at last got his 250E wound up and took third place on the road although it did sound as though he had some kind of misfire, he eventually overtook Henderson on lap nine and set off after the flying Willie Grieve. The chase was not to last for long as Trevor inherited the lead after Willie had to retire due to a severe lack of stopping power on lap 12. Whether tyres were beginning to go off or drivers were getting tired with not being used to 20 lap finals but during the last few laps everyone seemed to bunch up with lots of positional taking place. The 125 of Bill Henderson and the 250 National of Viv Wrigley both passed Trevor Alexander so

adding a little interest at the end of a rather processional race.

125 NATIONAL

1st	Bill Henderson	Stratos/Minarelli
2nd	Dave Blackshaw	ZIP/Rotax
3rd	Nick Bowman	

250 NATIONAL

1st	Viv Wrigley
-----	-------------

250 INTERNATIONAL

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

210 NATIONAL

Heat 1: 1st Des Davison, 2nd Geoff Preston, 3rd Paul Kellett.

Heat 2: 1st Geoff Preston, 2nd Paul Kellett, 3rd Tom Earl.

Heat 3: 1st Geoff Preston, 2nd Bill Mee, 3rd Paul Kellett.

PRE FINAL

Geoff Preston after two victories and a second place took pole position from a very consistent Paul Kellett, the winner of heat one Des Davison had nothing but problems after his victory and would start from the very back of the grid.

From the lights it was Tom Earl displaying his No.3 plate so recently won here at Felton who took an early lead from Paul Kellett and would you believe Des Davison. Des having cured the ills of the heats took the lead on lap three but was soon under pressure from Geoff Preston. Geoff demoted Des two laps later and opened up a small gap to the flag, Des remaining in second place Paul just holding on to third from Bill Mee. This was by far the most entertaining gearbox race so far and things were looking good for an even better final.

210 NATIONAL FINAL

Des Davison was off the line like a bullet and has a small lead by the end of the first lap. Geoff was once again slow off the mark and was having to battle with Paul Kellett for second place eventually getting there on lap five. The race at the front then settled down but it was all action behind with Bill Mee, Paul Kellett, and Tom Earl all intent on gaining third spot. Des meanwhile looked very comfortable up front and Geoff looked equally safe in second but with six laps remaining the gap between those two began to close as Des seemed to slow and sure enough the gremlins had set in once more forcing Des to retire and hand Geoff a sizeable lead.

In the chase for what was now second spot Tom Earl was also to suffer mechanical failure leaving Paul and Bill to fight it out. Paul eventually finishing second behind a jubilant Geoff Preston and Bill in third.

This really had been another excellent race by the 210 drivers who often come in for a lot of stick from others but if you want good gearbox racing the 210 National at Felton is the place to be.

210 NATIONAL

1st	Geoff Preston	Barlotti/CKC Villiers
2nd	Paul Kellett	Barlotti/Villiers
3rd	Bill Mee	Zip/EDD Villiers

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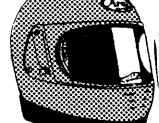
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ROUND 4	WOMBWELL	14th MAY	ROUND 10	FELTON	15th OCT
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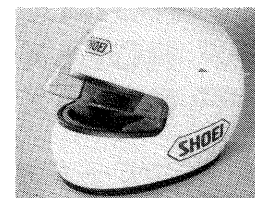
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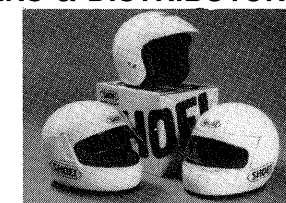
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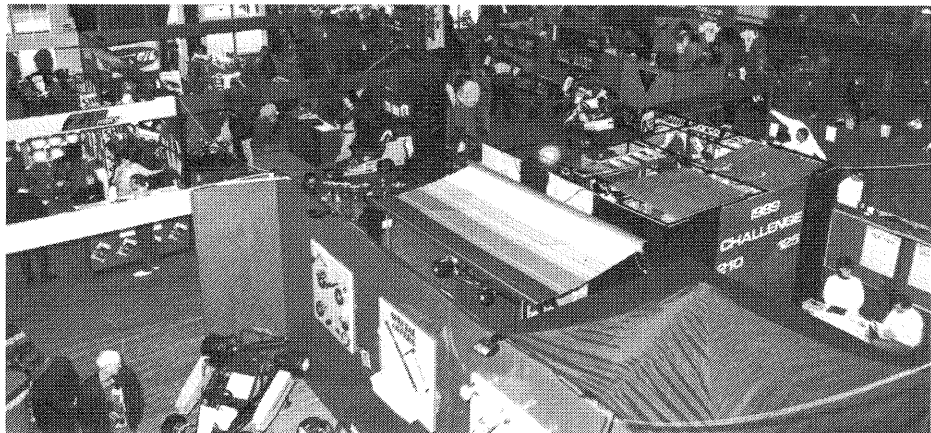
Motoring News

THE FIRST MOTORING NEWSPAPER

"This Show has been put on with passion," was the quote from a highly respected member of the Lion Kart Club. That boast was very much supported as one was greeted by the aura and spectacle generated by the high degree of professionalism exhibited by the 52 plus participants.

The venue chosen of Trentham Gardens provided an ideal relaxed atmosphere for the Show to get off the ground with the minimum of fuss and an encouraging start promptly at 10am on Saturday morning 11th February. Motoring News had added its name to the title of the Show but unfortunately, due to other commitments, a representative from that renowned title was unable to attend. Sky Channel were much in evidence and indeed stayed for most of Saturday filming individual stands, commencing with the official Show opening by non-other racing personality than Derek Warwick. The original intention had been for Derek's Cadet daughter Marie to carry out the ceremony, however as Derek had been away testing and had no time to return home to Jersey before the Show, he acted on her behalf.

The extensive main hall facilities at Trentham turned out not to be large enough to accommodate all the exhibitors, which resulted in numerous marquees having to be erected on the



complex is not yet near completion although the karting circuit has hosted several events, yet is still denied the proper spectator facilities but those will come.

As one moved through the foyer of Trentham to the hall entrance the colour and spectacle was awesome. Supersprox faced the entrance with a fine display of specialist precision equipment. Apart from the Sidewinder Mono wheels, Class One sprockets and so forth, was featured the new Sidewinder split sprocket/carrier system for gearbox karts. On view were various karts arrayed with the company's products and young ladies handing out tickets to passersby to win all manner of attractive goodies. K & M Fibreglass featured various products ranging from

INTERNATIONAL KART SHOW TRENTHAM GARDENS 11th - 12th FEBRUARY

seats through sidepods to one-piece fullbodies.

Grice Racing had all the latest model Colt outfits and accessories, with Ricky & Co kept extremely busy with potential customers. Amsoil displayed the full range of synthetic two-stroke products on their stand, whilst D.M.A. was a virtual market place.

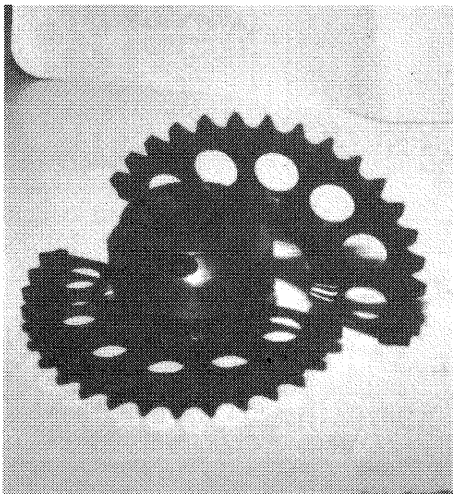
The stage at the end of the Hall was shared by George and Stephen Coward's Fastrak karts and the Shrewley Kart Shop set-up of Mark Allen. Over recent months Fastrak has been carrying out extensive development work on the 100cc scene, with Stephen track testing products at Wigan. The company also supplies the karts for the highly successful Wigan Racing School, run under the auspices of Ray Hyde. Mark Allen's



Supersprox fine array of products.

hard standing adjacent to the Grand Hall. The insistence by the Fire Authorities that the widths between the aisles respect regulations meant that there was adequate room to walk and peruse the bounteous goods on offer. A big thank you must go to the exhibitors for the way they co-operated with officials over the stringent fire regulations.

There were many new companies represented this year. For instances on the MSA stand in the marquee section the Indoor Circuit management was well in evidence, with Playscape concentrating its efforts on the promotion of the new Formula Drive Scheme, ably backed by Terry Fullerton, Mike Bryan and Cellnet's Allan McNish. The newer indoor units were also in evidence — Super-Kart Racing from Shildon, Speed Karting from Warrington, Track One and Deavinsons. The UK's three Sports Council Granted circuits — Langbaugh, Wigan and Pembrey were kept busy with promotional work, Ray Hyde in particular was proud of the progress at Wigan. The Northeast's Langbaugh



Split Gear Sprockets — the new revolution from Supersprox.



The full body for the Zip Eagle attracted a good deal of attention.

Shrewley outfit concentrated its efforts on trading Dino equipment, KMP engine tuning and generally promoting the Sherington Kart Club.

Adjacent to the stage reporter Mike Smith was kept occupied plugging his 1988 Kart Racing Review, a review of which can be read elsewhere in this issue.

Red Dragon Competition exhibited an impressive array of Swiss-Hutless karts and components, the Welsh importer-dealer occupying considerable floor space. Next was Stuart Ziemelis with Lazer Karts, both Short Circuit and Long, one Long Circuit rig was kitted out with TKM's KW125 water-cooled engine, TKM sidepods. The kart also featured 4-caliper brakes, and single nut wheel fixings. Amongst other products were Supersprox Sidewinder wheels and Stuart was also busy promoting the SRS Racing School which attracted so much attention at the Racing Car Show in Olympia 2 in January. A welcome surprise visitor was Formula E

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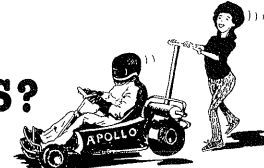
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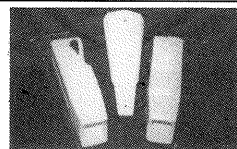


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ROWRAH REVIEW Cont.

Formula E

Never more than four entries in 1988, where on earth have all the 250 twins gone?? Are they all scared of Rowrah's reputation? The 250 Challenge has proved that this class is still popular, so how about some drivers at the Jewel of the north. As I said last year, Rowrah can be a pot-hunter's paradise for this class — any takers?

Only two winners in the seven meetings which had an entry from eligible Formula E equipment. Barry Tolson won four and should have made it five but with no trophy at stake at the Border Champs, he non started the final. Whenever anyone else turned up to race him, Barry was more than equal to the challenge and he remained unbeaten at Rowrah in '88.

The only other winner at Rowrah came at the Turkey Trot and it was the sole appearance of Berry Mellor with the sole victorious Yamaha on a 125 Phoenix chassis. Rumour has it that this may well have been Barry's swansong with the hint of wedding bells in the air.

The Ashe family again travelled North for another pilgrimage and racing holiday but luck was against them as John suffered engine trouble all weekend.

So here ends another review. 1989 is with us and brings along fresh problems, new challenges; all to be met and anticipated by you the driver with any trouble prevented by us, the organiser. We cannot exist without each other for that leads to no racing. Play hard but play fair and rightful applause will ring in your ears, regardless of your results.

Have a safe and successful 1989.



Aerial view of Rowrah race circuit, taken by Brian Graham.

1989 BORDER CHAMPIONSHIPS

DATES & VENUES

MAY 7th — LARKHALL

JUNE 25th — ROWRAH

OCTOBER 15th — FELTON

SOUTH AFRICAN FORMULA 'K' ASSOCIATION

Kyalami: 29 October 1988
As you are aware, this event was the final round of the Superkart National Championship and notwithstanding the fact that Niall Bernic did not participate in the second heat of the day, he ended up as the Champion — for the second year in a row. Tremendous going and congratulations, Niall, but a 5 point difference to Peter Maroun was cutting it fine.

Final Results

Position	Name	Overall Points Scored
1	Niall Bernic	101
2	Peter Maroun	96
3	Wade Nelson	88
4	Julian Cooper	78
5	Ray Jones	75
6	Peter Belcher	50
7	Mervyn Fieberger	50
8	Clive Howse	40
9	Glen Trouchet	27

Yellow pages Challenger Series: Final Heat: Kyalami: 26.11.88
This round was won by Wade Nelson (Superkart) and Marcel Angel (Class 125) and by so doing, they both clinched first position in the series. The official scoring is being done by Dot McWilliam of Motorsport 2000 but according to my calculations the first five positions in each class are as follows:

Superkart	
1st	Wade Nelson
2nd	Ray Jones
3rd	Derrick Irving
4th	Julian Cooper
5th	Niall Bernic

Class 125	
1st	Marcel Angel
2nd	Dermot Leslie
3rd	Sean Truter
4th	Andrew Boyd
5th	Joe Lima

Kyalami: Conclusion

There were certainly some outstanding drivers in both classes and for the record the following are the best results achieved since the new Kyalami circuit opened.

	Superkarts	Class 125
Official Lap	Derrick Irving 1 min 25.6	Sean Truter 1 min 33.5
Record Holder		
Highest Top Speed Recorded	Llewellyn 205.87 kph (127.9 mph)	Mike Maurice 184.23 kph (114.47 mph)

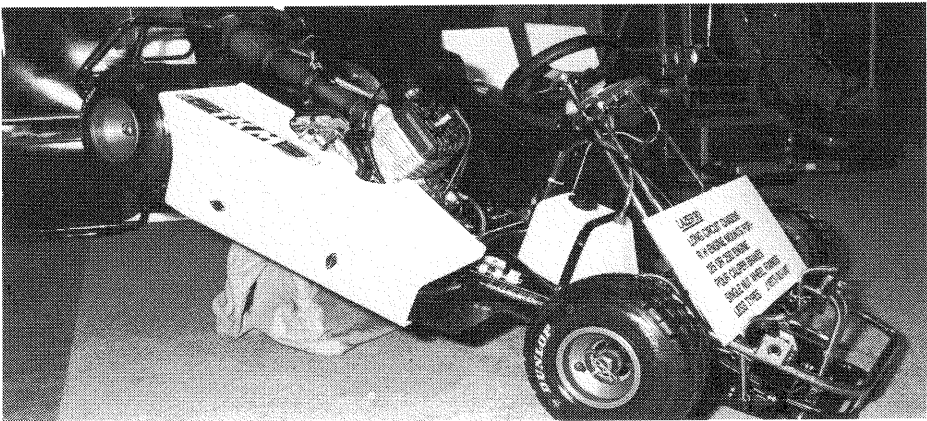
Heats to count for the Championship 9 heats
Note: Both the Zwartkop long circuit and Aldo Scribante events are combined championship events with Wetbank Modified Saloon cars. Kyalami events are full, all class bike and car championship rounds.
Remember, to be eligible for the championship you must participate in all five rounds.

1st Round	Zwartkop	25 March	3 heats
	(short circuit)		
2nd Round	Zwartkop	15 April	2 heats
3rd Round	Aldo		
	Scribante	10 June	3 heats
4th Round	Kyalami	2 September	2 heats
5th Round	Kyalami	28 October	2 heats
Total Heats			12
Heats to count for the Championship			9 heats

Numbers and Number Plates

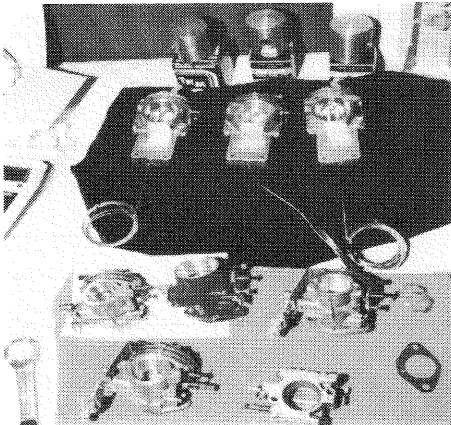
As stated in a previous circular, the number plate regulations for Class 250 have been changed for 1989: Black numbers on a White background. The size of the number plates is per the existing rule book.

For 1989 the SAFKA executive committee has also reserved numbers for the drivers who finished in the championship points during 1988. The numbers allocated are per the order of finishing and are as stated at the beginning of this circular. Under no circumstances whatsoever can these allocated numbers be changed, swapped or given away to another competitor. Drivers who are not mentioned will use numbers as allocated per each individual club procedure. To conclude: early in the new season we will be calling a meeting of all drivers who belong to the Superkart Association, at which time several important subjects must be discussed. I trust every member will attend, including the Natal and Eastern Province drivers but, in the meantime, my best wishes for the New Year.



Just one of the many attractive outfits on display at the SRS Lazer stand.

European Champion and 1988 Group A Swedish Touring Car Champion, Lennart Bohlin, over for the weekend checking up what's on offer for 1989. Lennart will still stay in contact with karting, as last year, running a couple of drivers, at the same time defending his Group A title aboard the M3 BMW. John Mills continued to promote his successful DAP dealership, this year including, apart from karts, a full range of racewear and a DAP-Parilla racing motorcycle.



Carburettors from Tee-Jay.

Pennine Euro Travel occupied a stand close to the refreshment area and was keenly promoting the Isle of Man Karting Association, particularly this year's Peel 'Mini-Monaco' event which has been so avidly followed in past years. Pennine Euro can offer good discounts on travel to the island for both competitors and equipment, plus arrange accommodation, etc.

The centre displays marched in two rows down the Hall from the stage area, starting with the Anderson Kart Centre. Mainstay of the

display was Tim Parrott's new Anderson outfit, after his surprise announcement at the Show of his switch to the marque. 125's, Cadets and 100cc equipment were also on display, along with Kelgate systems and Supersprox products. A very neat cut-away of a Rotax 256 attracted a lot of attention. Langcourt, the Avon based cylinder plating company, is also the Dino importer for the UK and a full range of karts and equipment, from 100cc to 250cc was on show along with a neat



Shoei Helmets were much in evidence on the Zip stand.

range of Dino engines and components. Langcourt also involve themselves in supplying Vega, Dunlop, Cheng Shin and Bridgestone tyres; pistons for most engines, tachos, flexi-lights, temperature gauges, fuel regulators, stopwatches and a host of other associated products.

British Racing Karts display featured their new B3 — '89 series, featuring adjustable front mounting brackets and caster facility, 2-bearing rear axle, spun alloy mono wheels and hubs and nylon coated floor tray, with optional specifi-

cation as used by the works team.
Zip Kart occupied two stands almost dead centre in the Hall either side of the middle aisle. All karting classes were, as expected, well catered for — Cadets, Britain, National, 125cc up to Formula E, in the latter category the emphasis was on the Eagle, on which extensive winter development has been carried out. Standing in pride of place was a new full bodywork configuration for the Eagle which had also required extensive development time during the quieter months and has seen track testing since the Show. It, too, attracted a lot of favourable comment. Apart from a vast array of special offers, the sales crew, headed by non other than MH himself, promoted Zapelli racewear and a fine range of Shoei helmets.
TAL-KO stood adjacent to Zip and the emphasis was on the new TKM KW125 and TKM BT82 engine for 100 UK. The KW125 features computer aided port configuration, two-piece cylinder head, Hi-Fi conrod, digital ignition and rotary or reed valve induction. The engine is going to pose a very real threat this season, it is felt. The BT 82 will spearhead the 100 UK class, introduced as a budget class last year. The BT82 has proved itself in the equivalent class in Daytona where it has consistently produced an Endurance Champion. The engine has a record of proven performance and reliability, with parts

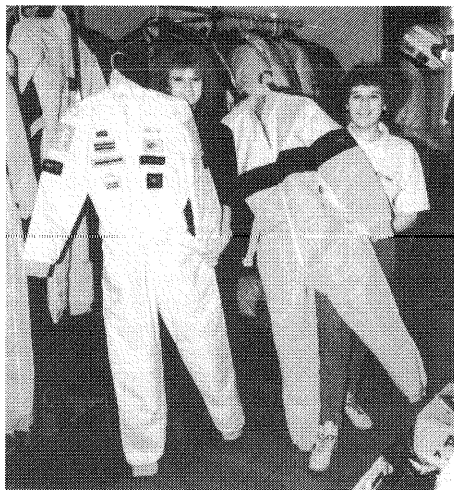
lasting four to five times long than the average Britain engine. Also on display were TAL-KO's range of karts and allied components, with Alan Turney on hand to answer questions and offer advice.

The Allkart display was presided over by Bruno Ferrari and Steve Miller with a complete range of products on view, ranging from 100cc engines and karts up to 125cc. Engineering Service of Bedford, under the Kelgate brand name, occupied the next stand. Their range of products was as usual immaculately laid out, with all the latest high precision components that feature on all the top drivers' karts, no matter what make they are.

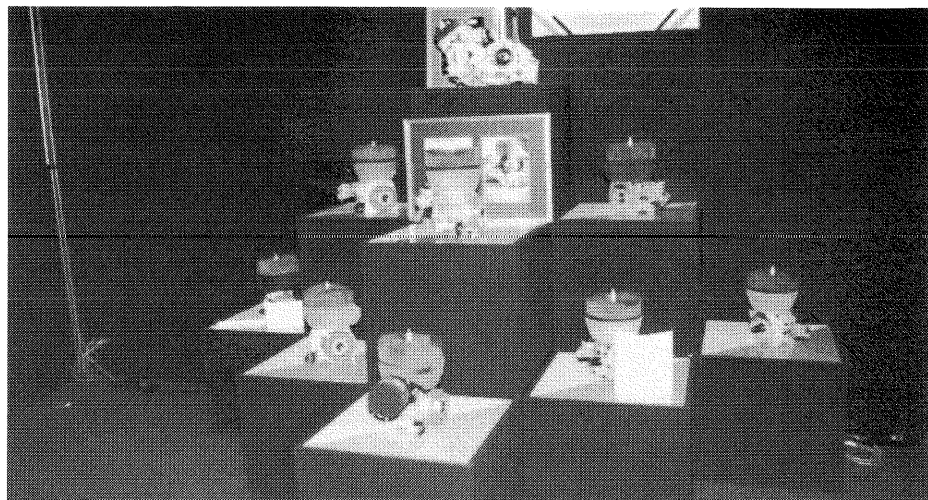
The KP-Stratos set-up with Paul Molloy on hand spoke of a better season this year than last. Derek Price stays as the spearhead driver in 125cc, whilst Paul will take more of a back seat, in terms of driving. Much of his time will be devoted to development work on new products and innovations on existing models and equipment. This year Keith Ripp of Ripspeed International featured a display of karting related products, having gone into the sport in a greater way than in previous years. He found it beneficial, both from a business standpoint and a company promotional angle. Ninja Karts and T Jay shared a display, Ninja exhibiting its line of Welsh products ("First time we've ventured into karting....."), whilst T Jay had a fine array of exhausts for Class One along with carburettor systems. Motiv, too, under the direction of Bob Clowes, continued to show a healthy concern



A lot of effort was put into the Goff Racing display.



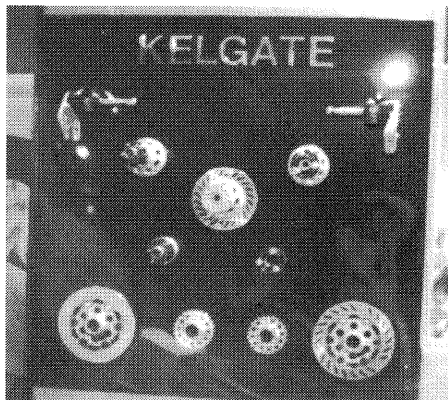
Nothing in trousers is safe when these two are around!



Well, need we say more?

for the ever-present noise problems, along with a line-up of Motiv karts and accessories.

Invader Engines, like Goff Racing, occupied space in the marquees. Invader, under Tom Thacker, piloting the scheme to get 100UK off the ground after a dismal start last year. Their experience and success at running the 210 Challenge since Tim Price went off to Germany a few years ago make them the obvious choice of candidates to ensure it succeeds. Combined with 210 will be the Super Gold Cup Series of 100UK. On the Goff Racing stand, apart from Chas, Roger and Paul O'Shea, was Roger's new Zip Eagle outfit, resplendent in blue and yellow, whilst alongside it sat something jocularly called a 'Zip Eaglet', with a 125 water-cooled motor. Apart from offering a fine tuning service, Goff



Racing is also a distributor for J.L. Exhausts, Zip Karts, Rotax, Dino, PCR, TKM, Parilla, EME, Kelgate, Bridgestone, Vega and Dunlop tyres.

The Show closed officially at 5pm on Sunday. Everyone had worked extremely hard to ensure it a success — and it was, very much so. Thanks must go to the Organisers who toiled so hard and fought to make it work. Next year? Why, even better.

ALL PHOTOS ON THESE PAGES TAKEN BY DOUG REES AND IAN BLAIR.

JOIN THE CLUB — WHY?

Everyone has to be a member of a club to race, so the most sensible thing to do is join a club that gives you the greatest benefits!

THE CENTRAL KART CLUB is always striving to promote long circuit racing.

WE'LL STILL SAVE YOU MONEY!

Each member will get:

- Entry fees reduced by £5.00 at all club events.
- Practice fees reduced by £2.50 at special practice days, prior to events.
- 5% discount on equipment purchased at meetings from the ZIP service van.
- Advance information on all international events and practice days.
- Club disco at some events.
- The biggest Club Championship in the U.K.
- Zip 125cc drivers Cash Championship Series.

SO SUPPORT THE CLUB THAT SUPPORTS YOU

Full membership 17.50 per year (you can recuperate this in 2 entry fees and 3 practice days alone....)

NAME _____

ADDRESS _____

TEL: _____ (home) _____ (bus)

All applications must be accompanied by your cheque or P.O. for £15, payable to 'Central Kart Club'. Send to Ian Rushforth, 11 Sunny Grove, New Costessey, Norwich.

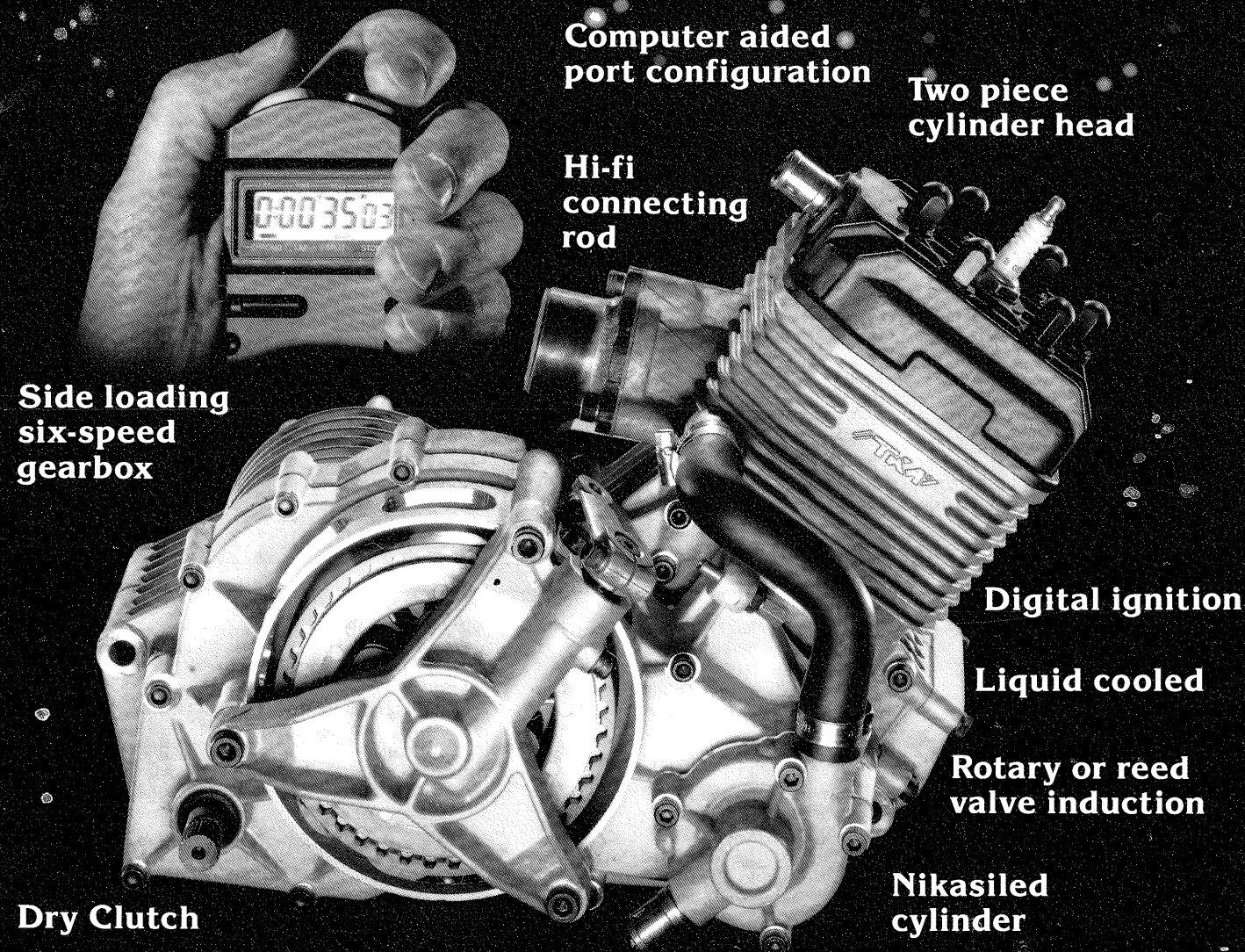
I race in class _____

Kart _____ Engine _____

Race Number _____

If you race 125 or 250 Int, do you wish to race in Europe YES/NO

It's only a matter of time



It's the engine that's precision-engineered for tomorrow's racing. It will very quickly become one of the all-time world leaders. And it's purpose-built for both Karts and Bikes. If you're not racing one yet, just pray your competitors aren't. **The KW125. From Tal-Ko.**

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100 National

Yet another dominant season for Stu Davison despite missing June and July due to other commitments. He won four meetings, took 2nd, 4th and 6th and only non-finished once. He is ultra-reliable even though he experimented with different motors over the season namely Parilla and Minarelli, winning with both. 1989 will see Stuart again in Super One but he should still find time to visit us, something I look forward to greatly. Everything I said about Stu last year still stands and he remains a deceptively quick driver which helps when setting up for big meetings. At clubbies, he is quickly into the groove and has certainly developed into a Rowrah specialist. Three championships in five years is no mean feat indeed.

John Docker's return (again) to the racing scene was no less spectacular with three race wins coming his way from June's return onwards. He chose a new DAP to back up his quick TKMs and added a couple of Parillas to compare them with. He was in the hunt for the title right to the end and a better tyre choice by Stu decided the title. For 1989, he may do the Super One series and will certainly give the British Championship his best shot.

The only other driver in the chase was David Tooley. Winner of the April meeting after engine failure robbed him of at least six points, he was never to finish out of the top six although his performances from the 2nd August onward lacked his early season sparkle. A certain sluggishness in the motors was traced to a carb problem but even that failed to eradicate his self-confessed lacklustre driving in the last few meetings. The dawn of a new year has seen his commitment reborn and he plans to contend the Super One series to improve his driving skills.

There were two other race winners, Kevin McBride won the season opener but his fortunes declined after that and he eventually left the sport after the August meeting. William Turner took the July meeting while the top three were playing at Fulbeck although he did get in with a 3rd and 5th at other meetings. William still relies on the camel and I think could do with a replacement, "Humpty" not ideally suited to sticky tyres.

Drivers who impressed were Don Ashbridge, brilliant on occasions but often the victim of the gremlins; and Daniel Liddle, ex-Jr Brit driver and Dave Boyce protege. He seems to possess the right mix of aggression and skill and will go far, finance and luck permitting.

100 Super

Seen only at the Border Champs and, in a pretty one sided contest, victory went to David Coulthard who should be racing FF 1600 by the time you read this. Ian Williams came second after some heat setting up problems from Paul Henderson and his Sirio (is that OK Paul?) in 3rd. Not exactly a raving success but obviously here to stay.

125 P&R

Sadly, no club member scored any points this year and so the Championship trophy was not awarded. However, due to the unstinting efforts of Des White and his obvious powers of persuasion, 28 different drivers giving a total of 60 drivers over the year, signed on and raced. Not bad for a class which still cannot get RAC recognition and probably never will.

Dave Culley and David Peers were the most successful with two wins going to Culley and a win and 2nd to Peers, both drivers showing great ability.

Other winners were Norman Pollock, Neil

Girdwood, Wayne Orton (who was also the most consistent driver), Roy King and Dave Robertson. An impressive newcomer was Charlie Kennerley who came away with 5th and two 2nds. He has now moved up to the 250 Nat class and plans to go Long Circuit this year too. We wish him every success.

And what of Des, I hear you ask? Well after a 5th at the July meeting (only five entries — no points), his season was a catalogue of DNF's as various gremlins contrived to ensure Des wouldn't stand atop the rostrum. He plans to continue in the class in '89 with the Dino chassis but may replace his Honda's with TM power.

125 National

Six different winners over the year with only two drivers getting multiple victories and strangely enough both getting three!!

Champion and so nearly Champion of Champions was Brian Bird. He had the same number of points as Manning in the Jr Brit class but lost the extra trophy on a tie break. His race wins came in March, April and November and scored points at all other times. Apparently out of luck in the heats, Brian would usually pull something out of the bag for the final and this reflects in the results.

The other three race winner was Alan Tolson, victorious in three successive meetings from May to July inclusive. His form in other meetings was not the stuff of which Championships are won with only one other points finish. Four DNF's not all due to mechanical failure (one at least due to poor driving by an Open at the Border Champs) is not good reading.

Chris Bell raced only half a season and took the win at the wet August 1 among three points scoring placings. Perhaps his best meeting was the Silverstone GP, the first time he had raced there, and coming away with a top 20 finish. Quick to pay tribute to his mechanic, Chris reckons he is probably more keen on racing than Chris himself. Bill Henderson won August 2, holding off the 125 Open GP winner, "Pixie" Patterson in the process. Bill was usually very quick but the gremlins played a large part in his season, sidelining him four times from six starts. Bill's pay-off came with the Felton Champs with a superb 6th and the right to sport a single figure number. Certain southern circuits continue to debase this privilege by issuing single numbers to those who haven't earned them.

John Reid came down from Glasgow on two occasions and proved very rapid on both occasions when he took a win and a 2nd place for his troubles. Final winner was Gordon Brown who took the Turkey Trot, winning easily. Running CKC supplied and tuned gear (almost certainly Andy Martin's own equipment) Gordon had few equals at our end of term bash.

Most impressive of the non-winners was David Blackshaw. One of the few who succeeded in reducing noise past the meter, he never finished lower than 4th and recorded only one DNF, proving that speed and silence do mix. I look forward to seeing his name at the top of the results next year, the potential is there.

210 National

Five winners all told with no fewer than three of them multiple winners. Most prolific was Mark Leybourne with a total of four victories. He missed the border Champs meeting (his only non-start) and with only two DNF's rounded off the season with three 5ths. An amazing finishing record for most classes but stunning for a 210. In direct head-to-heads with current Champ, Geoff Preston he came off second best and

maybe that fact cost him the championship in the end.

The championship went eventually to last year's winner, Geoff Preston, who had a shorter season than last but still took two wins, 2nd and 3rd. Equally fast at other venues, I had hoped that Geoff would return and try for the hat-trick but I am told that his work will keep him away in '89 and that is a great loss.

Paul Clapham started that season handily enough and was well placed at the British to walk away with the no. 2 plates and two Rowrah wins. His outfit is, without fail, immaculately prepared and a joy to scrutineer in contrast to some of the oily lumps I've seen over the years. Single race winners were Tom Earl and Andy Martin. Tom raced quite often at Rowrah and his finishing record matched his DNF's, three each. The results were 1st, 2nd and 6th and I think he may try the GP this year too!

Andy raced only once, as a warm up for the British. He won the warm up but head gasket failure cost him his 4th successive title. Andy has forsaken the 210 class and either 125 or 250 Nat will occupy his time in 1989.

It was good to see a few outfits about in 1988. Next year should bring about a few more with Bill Mee organising a 210 Shield which will race twice at Rowrah, and Tom Thacker will bring the 210 and 100 UK series here in September. The dinosaur is not dead, bring out your karts and prove it!!

There was only one multiple race winner and he convincingly won the championship with points to spare. His name; Graeme Stephenson. Four wins, one 3rd and a 5th wrapped up the champs in fine style and he upgraded his licence to include Long Circuit racing with a couple of outings too. That scene will probably dominate his year in '89 as sponsorships from Mikeck Racing will see him racing an ex-Pete Morgan Bandit with Mikeck's KTM on board. I think Graeme has the necessary experience to do justice to their faith and he should venture into the top six during the season.

Michael Wright began the season well enough, eventually winning the 1st August but a string of DNF's destroyed any chance of season honours. Despite being very quick, Michael is still rather impatient, something which will disappear with time. Given that time, he will get better still. Andrew Harvey had a good track record and thus had nothing to prove. Still, he came and posted good results combining these with long-circuit meetings where he eventually scored a point at Snetterton despite the results showing him behind a guy who retired two laps before the end. Alan Hope brought out a really ancient Lynx and strolled away with the March win. He would play twice more, netting a 3rd and DNF before pressure of work curtailed the season's activities. His early season form surprised many but the 1983 British Champ was certainly no mug behind the wheel.

Kevin Routh (aka Kipper) made the long trip from Humberside worthwhile with a finely taken win at August 2, the culmination of a two day testing session giving Suzuki its first win at Rowrah since the twins dominated in the mid '70s. As part of the Patterson brat pack, race organisers meeting this crowd should lay in plenty of beer and prepare for a good laugh. A great bunch.

Best of the non-winners was undoubtedly Jim McDiarmid who raced an ex-Webbie outfit with great aplomb but stated towards the end of the year that he was sellign up as he was no longer enjoying his racing. A great pity as his '88 recordsuggests a good future for the driver concerned.

Continued on P32...

CADET COLUMN

EDITED BY DAVE GARRETT

KIMBOLTON

10th DECEMBER

“Turkey Trot”

A sunny cold windy day saw only 14 Cadets turning up to WIN the family Christmas dinner . . . Turkeys, Christmas Puds and biscuits.



Daniel Wheldon winner of the Kimbolton Turkey Trot, photographed earlier in the year.

RYE HOUSE

FINAL 8 laps Wet

O'Hara on pole with Wheldon on his left, Jay Howard and Andy Davidson behind. At the green light it was O'Hara into the Stadium with Wheldon plunging down his inside to lead into the hairpin . . . only to spin to this writer's submerged feet! . . . to face the pack . . . 'cast off' by yours truly . . . soaked! by 'spinning vegas' . . . ugh!

Matthew pulled out a useful lead over Andrew Davidson who seemed to be holding up the closely following Claire Bogan and brother Tony. Lap after lap Davidson defended his second as O'Hara extended his lead . . . slowing his kart . . . with armfuls of understeer.

Last lap board was shown, Tony nailed to Matthews bumper . . . he tried at Stadium . . . he tried at the 'Pin' . . . he did! on the exit. Leading down the back straight . . . but left the braking too . . . late . . . ran wide, O'Hara nipping through to win by a wheel.

Andrew Davidson was then unceremoniously punted out of the race by brother Anthony only to be followed seconds later by an unfortunate Claire.

1st Matthew O'Hara
2nd Anthony Davidson
3rd Daniel Wheldon
4th Daniel Bailey
5th Scott Tupper
6th Andrew Davidson



KIMBOLTON

HEAT 1 8 laps dry
Oliver Wood brought them to starters orders . . . Kevin Hall, Claire Bogan, Andrew Davidson, Hammond & Wheldon, Anthony D and Jonathon Stilp. Andred led 'em into stow, Daniel W pressing him hard, Kevin running well to lead Claire, Stilp, Anthony and Oliver.

Anthony trying every which way to pass Jonathon, the pair both passing Claire, as the champ tried all he knew to out fox Andy. The latter determined to do well in his last ever Cadet race at his 'home club', and so he did every lap in the 33's the last being the 33.07, to beat the British Champion, Stilp being third beat off a determined race long scrap with Anthony, Kevin joining in the action too.

1st Andrew Davidson
2nd Daniel Wheldon
3rd Jonathon Stilp

HEAT 2

Jonathon Stilp on pole with Anthony Davidson on two, Wheldon on three . . . was a clever bit of gridding . . . guaranteed to give us a good race. And they're off; swoop, dive, carve, thrust, nudge, slice . . . red flag! A couple of novices fell over each other at Stow . . . start again chaps. Great they're at it again . . . why doesn't someone make a video of this stuff? I'd buy a dozen for starters. Lap after lap these little guys gave us a great show . . . not a photographer in sight!

Lap 4 Daniel showed who's the real Boss to lead the tremendous tusseling trio.

THE FINAL 12 laps

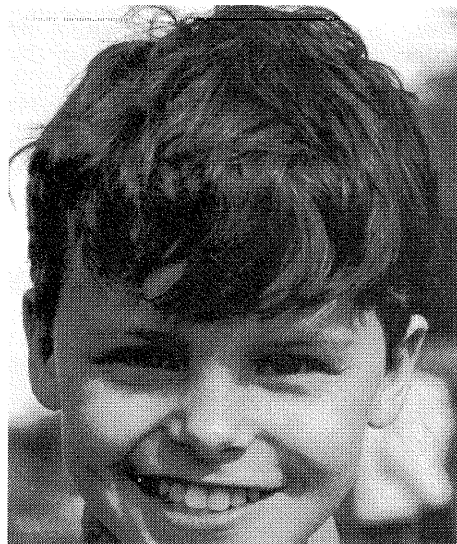
	Pole
Davidson	Wheldon
Davidson	Stilp
Bogan	Hall
Saint	Wood
etc.	

Andrew grabbed a slender lead over Daniel, Anthony, Jonathon and Claire.

This was the order for three laps. Lap 4 Daniel turned Ant's drumstick into a tin of biscuits . . . Despite Andy's lap time of 33.40 Dan wanted a "bigger slice" . . . but Andy "carved" him up at Stowe . . . "My mum said 'don't come home without our Christmas turkey!'"

Down the straight they went for the fifth time . . . plunging into Stowe, Daniel closer, wiggling under braking, ten tenths stuff . . . Andy lost the big bird . . . Stilp chucked his chain at Stowe on lap seven, battling with Anthony. Lap 9 Andy closed in on Dan with a 33.13 . . . but Wheldon got to that chequered napkin first again.

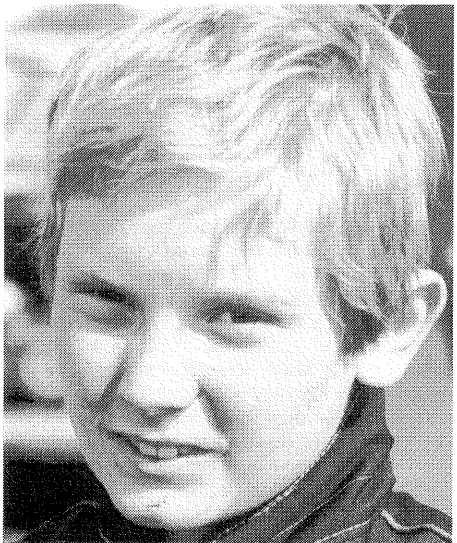
CADET COLUMN



John Oakley.



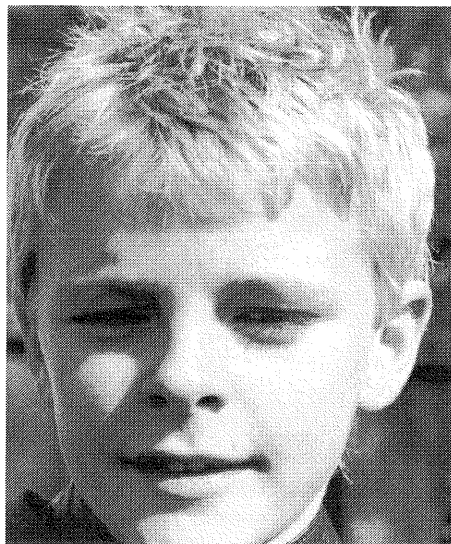
Kevin Sale.



Jamie Wall.

With the 1989 season upon us we thought it would be a good idea to let you see a few faces that may be worth watching out for in '89.

Maybe a few years from now one of these names will feature on a Formula One grid ... remember folks, you saw it here first!



Brendon Rawle.



Malcolm Smith.

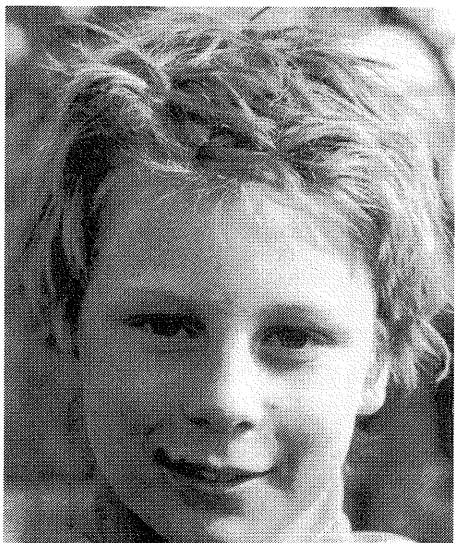
KART
AND
SUPERKART



Giles Yates.



Alex Ames.



Neslon Rowe.

1988 ROWRAH REVIEW

by
IAIN BLAIR



1988 was the year that CKRC lost out in terms of commercial and championship meetings but thanks to prudent management and much volunteer support, our figures for the year were largely unaffected. Support from the drivers was also excellent with some 293 different names on the entry lists giving an overall total entry of 824.

Classes came and went, with the biggest difference being the adoption of the Cadet class from June onwards. 100 UK hasn't figured as yet but 1989 will change all that. Running the class is no problem, finding the drivers to race is. Please enter, we'll find room for you.

Noise continued to be a problem with the RAC leaning on the clubs (again) in the misguided belief that they were at fault for not enforcing the regs. The fact that the method of measurement was entirely meaningless did not appear to matter too much and it was with some relief that a proper noise test was unveiled to the Clubs for use in 1989. Maybe now the arguments will cease and people can race on happily.

Anyway, enough tubthumping and on with the Review. Just a final word to say that the views expressed are not those of the CKRC and are intended to be constructive so we can all improve our performances.

Cadet

Apart from a few demo laps in 1987, Rowrah hadn't experienced any competitive racing by these little demons but that was soon put right this year. Although the entry never exceeded seven, the racing was usually first class even if it resembled a Craig Murray benefit at times. We had expected a better turn-out in August with some emphasis being placed on our special offers but an 11th hour Championship staged elsewhere robbed our prospective entry of numbers. I was less than amused by this development and will not forget it for a while.

Although winner of four meetings and second in another, Craig Murray wasn't a club member and thus the accolade of Champion went to another. This is not to detract from the lad's performance, as he was in a different class for most of the year and thoroughly deserved his second Scottish title. The Club Championship went to Mark Nadolski, winner in March and never out of the top four at any meeting at Rowrah. Despite the greater experience of Murray, Mark always gave of his best and never seemed fazed at all. By season's close, he was rewarded with the first club championship and also victory at the inaugural Langbaugh meeting. He and his family were new at the beginning of the year but his kart went well and there seemed to be none of the usual teething problems associated with new starters.

Peter MacLaren from distant Aviemore travelled down twice and carried off a win and a third for his pains against some stiff opposition. He is a smooth driver but doesn't get the chance to race against the cream too often to hone his talents. The other race winner was Hans Christofferson who won a thriller in August against Murray. Under the wing of Duncan White, Hans exhibited a good turn of speed but suffered from poor luck at both the Scottish and British Championships. Still on a

steep learning curve, expect 1989 to be a good year for Hans.

The only driver who attended all meetings was Dickie Wilson and he took three second places all told. Motor troubles plagued his outings and this was eventually traced to a duff carb. With the benefit of a full season behind him, I expect Dickie to get it together in 1989.

Overall, the daddies and technical infringements were not a problem and 1989 will be just the same this year. Believe me, cheats will not be tolerated.

Junior Britain

The biggest class at Rowrah this year with almost full grids all season and really full grids at one or two meetings. Our continuing commitment to Junior karting must've been recognised by someone as we have been awarded the Junior Brit qualifier in '89, an event very welcome indeed in our humble part of the world. 1988 saw a return to a single Junior 100 cc class for the first time since the late '70s with the dropping of the Junior 'A' class. From our point of view, it was the best thing that could have happened as several former 'A' drivers improved dramatically. In direct contrast to Scottish parents and those in the south of England, I feel we are better off without the 'A' class.

The new Champion was Darren Manning, one of a myriad of drivers under the guidance of Steve Ogden. Despite missing the June meeting (tut tut), Darren scored three wins and three 2nds with points scores in other meetings too, taking the Championship by a considerable margin and also landing the Champion of Champions trophy. Only in the last few meetings did he seem out of touch and fazed by the presence of the likes of Jack, Melville et al, but the Championship was won by then. Should he decide to do more Super One meetings, I feel he is capable of holding his own in any company.

Next best was the British Champion, Graeme Melville, taking two wins and a 3rd from three starts. Graeme has a very good set-up and his team operates on a very professional basis. This reflects on the results he attains and his success at Clay to gain the coveted '1' plate is ample proof of that. Always room for improvement, though, and another season of Super One campaigning should hone his talents still further.

Phillippe Guijarro is a driver who can look back at 1988 with considerable and justifiable pride. His speed and determination were never in doubt but this year the package gelled and he reaped many top six scores including a win at the June meeting. Given a bit more experience, Phillippe will win more often in '89.

1987 runner up won the season opener back in March but his fortunes diminished rapidly after that and he was seen no more after June. A great shame as his good natured competitiveness was missed around the paddock.

Nathan Ferriday had a pretty mixed season at Rowrah with some spectacular peaks and troughs. The peaks were his finishing record, 6th, three 4ths and a win (brilliant, given the level of competition). The troughs were a spill at the Border Champs which was put down to unfair tactics by others leading to his non-participation at our last two meetings. A sad end to what could have been a great season. Two other drivers won meetings at Rowrah, Stephen Phillips and Alex Jack. Stephen won in July amid a crowded grid showing great potential before turning senior. Alex did much the same at the Border Champs although some of the tactics employed were a mite questionable. He, too, turned senior before the year end and he should do well against the big boys.

Two drivers who didn't win anything but showed great promise were Andrew Bell and Robert Jenkinson. Andrew seemed to be quick enough on the motor front occasionally but he was let down by a poor chassis. He really needs something newer to extract the best of his talent. Robert was a driver transformed in 1988. His physical fragility was less evident than in 1987 and his increased maturity showed as he was less bothered about "mixing it" at speed. Robert has some very quick gear, now he has the experience to go with it.

100 Britain

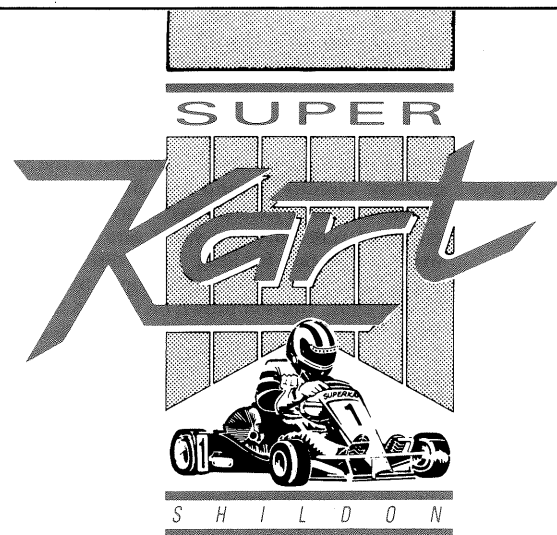
A fair spread of entries meant that a number of winners was again the case, eight winners in all. Two drivers won two meetings each and it was fitting that the Championship race would rest with them.

Colin Shanks took the title convincingly in the end but that may have been largely due to the fact that Richard Connett didn't attend later meetings to push Colin further. Colin won in March and May (the latter using a prototype NSR chassis) and was never out of the frame in the remainder, with three 2nds and three 5ths. By the end of the season, travelling was a problem as he had moved to Kidderminster and I fear that he may have retired altogether if the rumours are true.

Richard Connett raced five times and non-finished just once, but bad for someone two years in the sport. Once again under the wing of the ever youthful Steve Ogden (?), Richard was never embarrassed for speed, the DAP's well up to the quickest Parillas.

Denise Ford proved the match of all the men at the Border Champs, winning in fine style. She raced twice more at Rowrah and collected 6th from one of them. Andrew Graham may have lost his Scottish title but he was rarely beaten for speed. Disqualified in error for being underweight due to a mix-up over weight limits, there was never any suggestion of cheating. On another occasion he non-finished but he rounded the year off with an emphatic win at the Turkey Trot. Other wins went to Ronnie Ross, Les Pullen, Jason Yeomans and Duncan Bullock. All drove as one would expect to win their races and they deserved their success.

Of the rest, only Mark Walker impressed. A novice at the start of the year, he was quick from the outset but tended to suffer from mechanical failure too often. However, two 3rds from a debut season isn't bad going at all.



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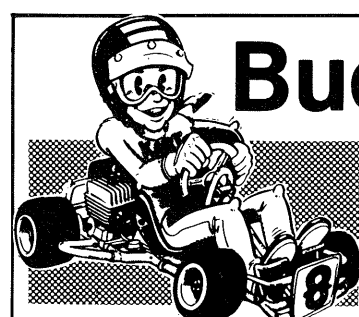
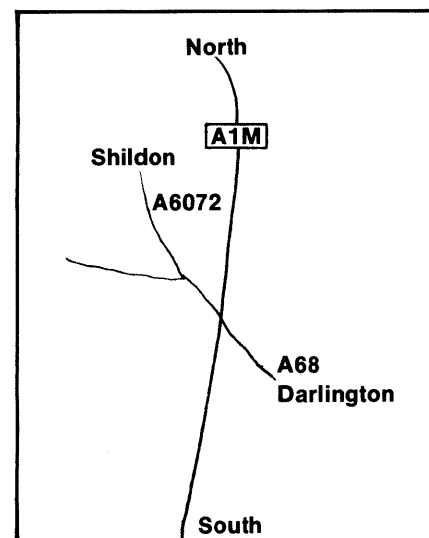
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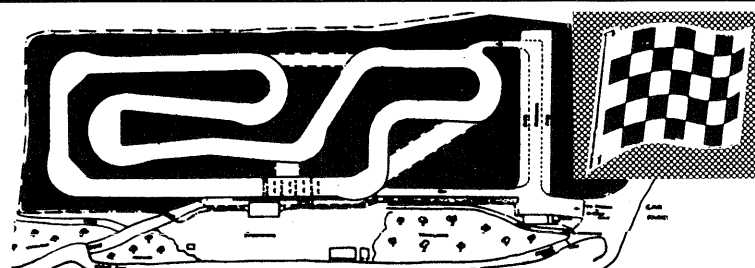
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TRADE ENQUIRIES WELCOME

125 Challenge 1988 a Review

Question — what 5 round series has a British Champion winning the first three of those rounds and finishing 2nd in the last one after fighting from the ‘B’ final and yet not receiving any prizes?

Answer — the 1988 125 Challenge. And the reason he didn’t receive any prizes? After the last round had finished, in a magnificent gesture, he “withdrew” from the contest so his prizes could be donated farther down the field. The driver concerned was Chris Stoney and he proved why he is British Champion by setting the standards both on the circuits he visited with the Challenge and also off the circuits when on numerous occasions he would donate his trophy to the best novice. It doesn’t need me to rave about his driving skill, it’s obvious when you watch him race and his presence certainly added a considerable amount of prestige to the Challenge. Let’s hope he takes part in the 1989 125 Challenge when, once again, success will come his way.

The above is not to say there were not any other fine drivers, indeed there were a large number of skilled “pilots” and it was a super smooth, super quick Graham Stevens who finished at the top of the points score. His driving style is a joy to watch and he was competitive from round 1, fully justifying the No. 2 plate he earned at the British Championships. The 1st round netted him a fine 2nd (behind Chris Stoney) then came a couple of rounds with points scored the hard way by starting at or near the back of the ‘A’ finals, having to fight through towards the front and it wasn’t till round 4 at Kimbolton that he had another front row ‘A’ final start. Unfortunately his race only lasted half a lap when his H.T. coil fell off, stopping his engine dead but he bounced back in the best way possible at the last round at Shenington by leading the ‘A’ final from pole all the way to the chequered flag (and keeping Chris Stoney behind him). He used an Anderson kart and a Goff tuned Rotax and should start the 1989 Challenge as one of the favourites.

Dennis Gale who finished 2nd in the points was another incredibly competitive driver and

you could almost see his “claws” out when the green light signaled the start of the races. Maximum points at round 4 at Kimbolton was just reward for a superb Challenge campaign and he was another driver carrying a low No. from the British Championships, in this case No. 4. You could never discount him and he must be yet another driver who can win the 1989 Challenge.

Third place fell to Nick Whitehead, another driver carrying a low No. and Nick was in great form throughout the Challenge having a third and two fourths as his best scores. He survived a nasty looking shunt at Kimbolton when Graham Stevens’ engine suddenly stopped and Nick was launched high into the air to roll spectacularly. He appeared at the next round apparently quite unperturbed by the accident, still competitive, and with a little luck he should win more than one round this year and cannot be discounted for outright honours.

Steve Puddiphatt in 4th had a good Challenge scoring in all five rounds and being a model of consistency. He is yet another talented driver wo with a little luck is quite capable of winning some rounds.

Alan Dell, Mark Powell and Kevin Norman were only separated by three points and all could be relied on to put in good performances and most of the time they were “in the thick of things”. Malcolm Stewart and Bob Blight in 8th and 9th overall were only separated by two points, showing how important it is to score points in each race and both were impressive, Bob Blight in particular as he was using a T.M. P&R engine. Steve Harris completed the top ten and was also the leading Novice, improving as the season progressed he only failed to score points in round 3 at Shenington.

Four women drivers registered for the Challenge, Bernadette Stoney, Maggie Dell, Lorraine Wilson and Moira Dale all gave good accounts of themselves and Bernadette Stoney just missed out on a top ten place by one point.

In the Open class one driver scored four wins, that driver was Steve Sykes. Using an ex Chris Stoney Rotax he drove superbly and must start

this year as the favourite to retain his title. Alan Whichello gave Steve a good run for his money, with two 2nds and two 3rds being his tally. An unfortunate crash at the last round at Shenington rather spoilt the end of his season but I am sure he will be back again on top form this year.

John Duley in 3rd had two 2nds and a 3rd and should be just as competitive again this year. Keith Ellis-Hall, John Turner and Martin Barnes all put in appearances and let’s hope they can manage more rounds this year.

With over 60 drivers registeed it is, of course, impossible to mention everyone who took part but a few drivers deserve a mention. Mark Tuckwell dogged by mechanical problems until the last round when he had found the problem and was immediately on the pace to finish a fine 3rd. Andy Fairless who looked good in the two rounds he competed in. Bob Bagley, Kim Marks, Steve Cowell, Pete Rowlands, all doing well. The list is endless.

And some of the highlights. The first round when Chris Stoney, Graham Stevens and Nick Whitehead fought a great battle on the ultra fast Three Sisters Circuit. The spectacular crash between Kim Marks and Kevin Norman which resulted in the race being stopped after seven laps. Round 2 at Rissington when it was Dennis Gale’s turn to fight it out with Chris Stoney, not since the old World Cup days at Morecambe have I heard the spectators so loud in their appreciation of a great race. Round 4 with Dennis Gale scooping full points, Nick Whitehead exiting the race in the most spectacular way possible. Round 5 at Shenington with Graham Stevens inspired driving to keep Chris Stoney behind him and win the race and the Challenge outright. Steve Sykes in the open class winning the first four rounds. The large entries requiring ‘A’ and ‘B’ finals at each round. The close racing in midfield ... etc ... etc.

The 125 Challenge for this year has expanded to 12 rounds (with the drivers best seven to count) and it all starts at Three Sisters on Easter Monday with the running of round 1. If you like your racing super competitive, extremely skillful, very fast and exciting then be there ...

Ian & Barbara

125 CHALLENGE — Round 5

After a date change and then that changed meeting cancelled because of snow, the 5th and final round of the 125 Challenge finally got under way at Shenington on the 4th December. Each round of the Challenge held so far has needed split heats and ‘A’ and ‘B’ finals and Shenington was no exception with a splendid entry which included what can be considered as the cream of short circuit 125 racers.

It was a wet track that greeted the drivers as they poured out onto the circuit for the first heat but thankfully the early morning rain had stopped. Dennis Gale jumped into the lead at the start with the rest of the drivers almost disappearing in a cloud of spray but at the end of the first lap it was Nick Whitehead leading (nice to see he hadn’t lost his form after his spectacular shunt in round 4) and he led all the way to the finish. A close following Dennis Gale was 2nd, Andy Griffiths 3rd, Mark Gellatly 4th, Nick Costins 5th and Alan Dell completed the first 6. British Champion Chris Stoney trailed in 8th

not looking his usual competitive self.

Heat 2 lasted less than a lap before the red flag was shown, the result of Alan Whichello inverting his kart at the chicane, Alan being taken off to hospital with a suspected broken collar bone (he did reappear at prize giving to great cheers looking rather battered to collect his Challenge prizes). At the restart Graham Stevens took the lead and reeled off the laps to take a good heat win from Mark Tuckwell, Bob Blight, Steven Harris, Malcolm Weaver, Dave Scott and Lorraine Wilson. Chris Stoney may have taken the chequered flag for heat 3 but both him and Mark Tuckwell were disqualified from the first two positions thus promoting Graham Stevens to first. Steve Sykes was 2nd, Mark Powell 3rd (coming good after having a shunt in heat 2 when he lost a rear wheel). Nick Costins was 4th, Kim Marks 5th and Bernadette Stoney completed the first six. Nick Whitehead had led lap one only to hit trouble and go slower and slower to eventually set a record for the slowest lap of the day!! and he was still trying to get to the chequered flag as the next heat was dispatched onto the circuit.

After a couple of attempts the 4th and last

heat got underway with Malcolm Stewart taking the lead but he only lasted as far as the chicane before spinning out of the race. Andy Griffiths gratefully took the lead and held it all the way to the chequered flag. Dennis Gale 2nd then came a four kart scrap, resolving itself in the order Maggie Dell, Alan Dell, Lorraine Wilson and Steve Cowell.

With the track still damp the ‘B’ final rolled out onto the circuit and with quite a few “names” in this race it was going to be tense for those first five places which would give an ‘A’ final start. After falling foul of the noise meter Chris Stoney found himself in this race and needless to say after half a lap he was into the lead followed by Peter Rowlands, Kim Marks, Steve Puddiphatt, Kevin Norman, K Hunt. The remaining laps were reeled off by the British Champion without any problems, a rear ‘A’ final start would be his. A fraught race all down the field and a couple of disqualifications for noise finally left the remaining four drivers who would go to the ‘A’ final in the order Steve Puddiphatt, Malcolm Stewart, K Hunt and Ian Williams.

Langbaurgh

SUNDAY, FEBRUARY 5th

It’s not often you get the chance in karting to go to a new circuit and not surprisingly nearly a hundred people had joined the Langbaurgh Club to take part in the first meeting put on by the home club at the country’s newest purpose built facility. For those who haven’t heard the details of the circuit it lies on the south bank of the River Tees just outside Middlesbrough only a few miles off the A19 which is a wide fast dual carriageway linking the area with the A1 near Ripon. When the A66 internal bypass through the centre of Middlesbrough is complete, access to the circuit will be superb. The kart circuit itself is about one-third of the motor racing circuit which is being built on the site and is basically an oval with two chicanes for the direct drive brigade and an in-circuit extension with two hairpins for everyone. So wide is the track itself that dozens of different lines can be adopted through all the bends and consequently no one can hold up the field by hogging the inside line. Although facilities at the moment are a little basic the club has great plans in addition to those already underway by the council which include a campsite, all sorts of motorsport areas and the facilities one would expect of an international sporting venue. One good sign for the club was the near 50 Novices all there for their first signature, including 13 in cadet which kept yours truly, RAC Steward for the day, pretty busy signing them all.

Well down to the serious business of the racing but one couldn’t start without mentioning the quite incredible bunch of marshals, 54 would you believe and even better still very capable and competent drawn largely from the auto clubs in the area. How nice to see the flags used properly!

CADET

Twenty-one here and no less than 13 novices, mainly locals. With a nice dry day and plenty of time to play with it was three heats and a final for all and it was nine year old Mathew Shaw from Leeds who took all the heats in style, James Goode grabbed a couple of seconds, Justin Wilson a second and two thirds and Ben Purkis the other third. From the lights in the final Shaw took the lead from Mark Nadolski, Goode, Wilson and Purkis and these five quickly pulled away from the rest of the field. As the race progressed Shaw pulled away whilst the battle for second raged furiously. Slowly Purkis eased himself first past Wilson then Goode and eventually up to second with two to go leaving Nadolski to hold off Wilson and Goode as the group crossed the line almost together with a truly enormous gap back to the younger Goode (Simon) in 5th place with another novice Stuart Moseley in 6th.

JUNIOR BRITAIN

The smallest grid of the day but with some very useful lads on view. Three different heat winners in the shape of Stephen Warburton, Jamie Davies (all the way from Yeovil — I wonder what time he got home afterwards?) and Nicholas Lamb. Mark Blair had a second and third whilst the winners shared the other places between them. In the final Warburton got the drop to lead Blair, Lamb, Davies and Chris Clarke with the rest left well in arrears. In the top bend Davies drove round Lamb for third and on lap three he did the same to Blair and quite amazingly worked it on Warburton a lap later to take the lead,

apparently having quite electric bottom end out of the infield hairpin. Throughout the race Alan MacKay, after some indifferent heat results, had been rapidly promoting himself up the order and after removing Warburton on the penultimate lap only narrowly missed grabbing victory as Davies just held him off on the line with Warburton and Blair each ten yards behind but with a hefty gap back to Lamb and again back to Clarke.

SENIOR BRITAIN

Another healthy grid with a lot of local novice plates but two heat wins to Southern raider Andy Cox and the other to Rawtenstall’s Steve Cook-Martin. A second and third for Richard Beecroft and a third for Antony McHugh. In the final it was all action in the first bend as Cooke Martin got the lead from the outside but Cox exited better to lead down the back straight with Beecroft in third and Simon Redman fourth. In the bottom bend Redman squeezed up into third and the leading bunch crossed the line in a blanket and the four of them quickly pulled away from the field. Lap six and Beecroft squeezed through an impossible gap in the chicane to grab third as Cooke Martin kept the pressure on Cox. At the mid point a tailender balked Cox and Cook Martin was able to close the gap. The leader had managed to build up as the pair deposited the unfortunate novice in the greenery and Beecroft took advantage to join the pair. Next time round Beecroft took Cook Martin up the inside into the infield but Cook Martin caught him coming out and the crowd of over 1,000 gasped for breath as this flying trio encountered about four or five tailenders across the start and finish line which shuffled the order as Cook Martin got the best of it and Beecroft managed to follow him through into second and all eight seemed to hit the chicane together yet miraculously survive. Next time into the infield Beecroft grabbed the lead only for Cook Martin to retake it out of the corner once again and as yet another tailender created havoc for the leaders, Redman reappeared to join the fray. At the start of the last lap Beecroft made a valiant effort to get through in the chicane but Cook Martin held his line and as they approached the in-field Beecroft went unbelievably wide in an effort to catch the leader out of the bend but couldn’t make it so Cook Martin won from Beecroft, Cox, Redman and well adrift McHugh and Chris Renkin.

100 NATIONAL

After all that excitement you couldn’t have expected a repeat from the Nationals but the heats provided an epic struggle between Dominic Connelly (two wins) and Martin Jubb with each sharing the seconds. The thirds went to Ross Forber (2) and Stuart Davison. In the final Jubb got the lead after several rolling laps and Connelly had to settle for second behind the incredibly bright yellow oversuit of the leader with Davison and Forber providing the main challenge. Lap four and Connelly made his move to power past Jubb as the two Rotax’s began to show the field a clean pair of heels with huge gaps back to Davison, Forbes and leading novice Rob Edwards. By lap nine Jubb’s race was over as he lost his silencer and retired leaving Connelly light years ahead of Forbes who was being chased by Edwards only to give way to Rotax power on lap 12. At the flag Connelly won by such a distance I doubt if anyone in the stand knew who was actually second some seven or eight tailenders behind but it was in fact Edwards, in his first meeting having moved over from motorcycle trials riding where he was a works Montera man and no doubt about to make an impact in his new sport. Third was Forbes ahead of Jonathan Boyd Hughes, Chas Nadolski and Alex Watson. However more drama was to come as Clerk of Course Ken Wright excluded Connelly for overtaking on a yellow flag and Edwards had a dream start to his karting life.

Langbaurgh

COMBINED GEARBOX

Despite the fact that this must be one of the best gearbox circuits around the five classes on display had to be joined together to find a single grid. I’m sure once the word gets round this won’t be the case for long. Three different heat winners in the form of Alan Lopez in his full bodied 250E, Gordon Brown on the 125 Nat and Steve Sykes on the 125 Open. The only other front runner was leading 210 man Des Davison. In the final Lopez had pole with Brown and 125 P&R driver Wayne Orton amazingly making up the front row. From the flag Davison got the best start from the second row but Lopez’s 80 bhp got him to the first bend in front. Down the back straight Sykes powered past the Villiers but was unable to take out the Rotax. As the race progressed it was obvious that it would only be a matter of time before Sykes got the much lighter and nippier 125 past the 250 in the tight bits and lap four proved to be the point from whence the race became a procession. In the closing stages Davison began to close rapidly on the tiring Lopez who just managed to hang on to second with Tom Earl not too far behind. Davison in 4th with Orton taking the P&R win as the only other unlapped driver.

CADET

1st	85 Mathew Shaw	Jeta/Comer
2nd	12 Ben Purkis	Zip/Comer
3rd	30 Mark Nadowski	Gillard/Comer

JUNIOR BRITAIN

1st	35 Jamie Davies	Wright/Parilla
2nd	45 Alan MacKay	Gillard/DAP
3rd	87 Stephen Warburton	Boxer/Parilla

SENIOR BRITAIN

1st	58 Steven Cook Martin	Boxer/Parilla
2nd	6 Richard Beecroft	Gillard/DAP
3rd	39 Andy Cox	Wright/Parilla

100 NATIONAL

1st	66 Rob Edwards	Wright/Rotax
2nd	33 Ross Forber	Mondial/Rotax
3rd	81 Jon Boyd Hughes	Zip/Rotax

125 OPEN

1st	72 Steven Sykes	Zip/Rotax
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125 NATIONAL

1st	29 Jamie Robinson	Stratos/Rotax
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125 P&R

1st	16 Wayne Orton	Aero/Honda
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210 NATIONAL

1st	95 Des Davison	Zip GP/Villiers EDD
2nd	3 Tom Earl	Stratos/TEV Villiers

TEES TALK

* Please make a note of the following dates for your diary. They are the meetings at Langbaurgh for the rest of the year: March 26, April 30 (Super One), May 28, June 25, July 30, August 27, September 24 (British Champs), October 29th.
* Many thanks to all the people who “mucked in” and helped make this meeting such a huge success.
* Don’t forget practice facilities are available most days (ring 0836 635287 to check first) and each Saturday from noon onwards is for RAC Licence holders to test equipment.
* If you would like to join the club or help at any meeting just get in touch with Terry Wright at the circuit.
* All race entries should be sent to Alice Wright (no relation!) at “Rockbank”, 17 Clarksfield Street, Oldham (061 633 1720).

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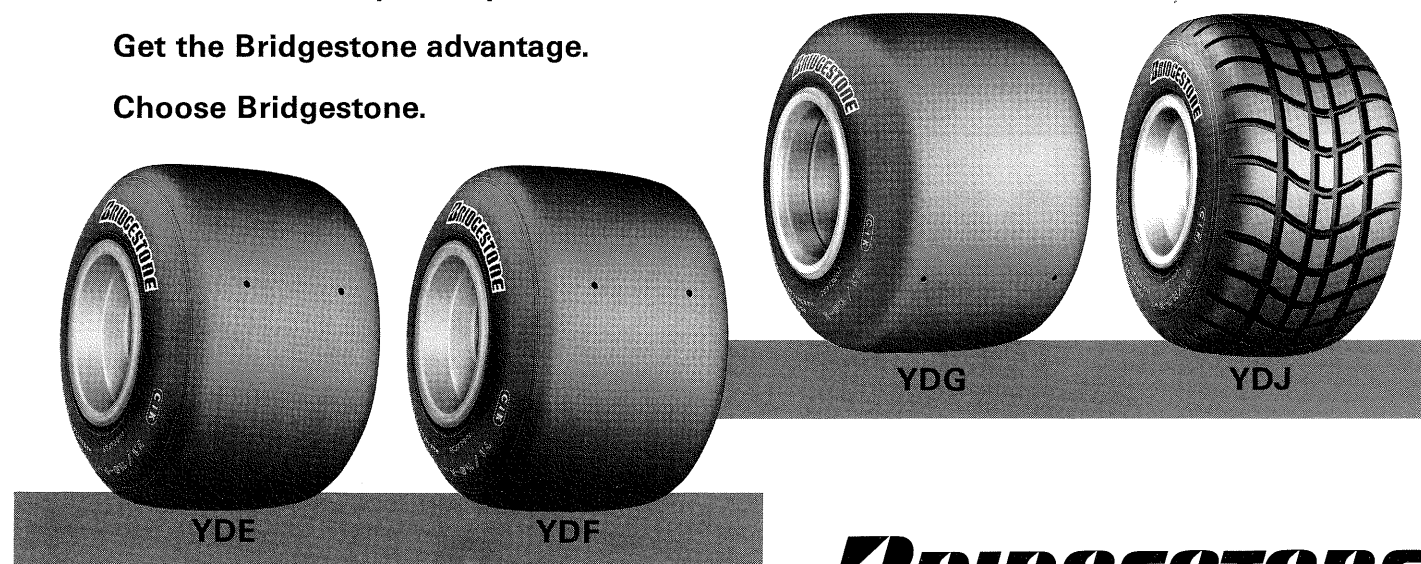
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BRIDGESTONE

And so to the last final of the Challenge and with Graham Stevens (pole), Andy Griffiths, Dennis Gale and Nick Costins on the front row it was going to be run at a frantic pace. Alan Dell, Bob Blight and Nick Whitehead made up the 2nd row with Malcolm Weaver, Lorraine Wilson, Steven Harris and Bernadette Stoney on the 3rd.

It was pole position driver Graham Stevens who made the best start on a still damp track to lead the pack away. Fellow front row starter Dennis Gale wasn't so lucky, going straight off the circuit and into the tyres and it was a very annoyed looking Dennis who got out of his kart. At the end of the first lap it was still a No 2 plate of Graham Stevens leading with Andy Griffiths 2nd, Nick Costins 3rd, Chris Stoney already up to an amazing 4th, then came Mark Tuckwell, Alan Dell, Steve Sykes, Bob Blight, Nick Whitehead, Steve Puddiphatt and the rest.

Lap 2 and Chris Stoney was now into 2nd place and could he do anything about the leader, who had now got two or three secs lead? not Graham Stevens was driving magnificently, but putting a wheel wrong and the gap remained constant as the next few laps unfolded. Behind these two came a six kart scrap involving Andy Griffiths, Mark Tuckwell, Nick Costins, Nick Whitehead, Steve Puddiphatt and Alan Dell.

By lap six the leaders were lapping back markers, which didn't seem to cause any problems and after eight fascinating high speed laps it was a jubilant Graham Stevens who took the chequered flag, his first win of the five round series and fully deserved after a great drive. Chris Stoney was a good 2nd having come via the 'B' final and after the race he would donate his prizes from the series to drivers farther down the points list — a fine gesture. After a series plagued with bad luck it was nice to see Mark Tuckwell finishing in a splendid 3rd place. Andy Griffiths was 4th, Nick Costins 5th, Nick Whitehead 6th, Steve Puddiphatt 7th, Alan Dell 8th, Mark Powell 9th and the top ten completed by Mark Gellatly.



Chris Stoney

Here is a list of the top 20 point scorers:-

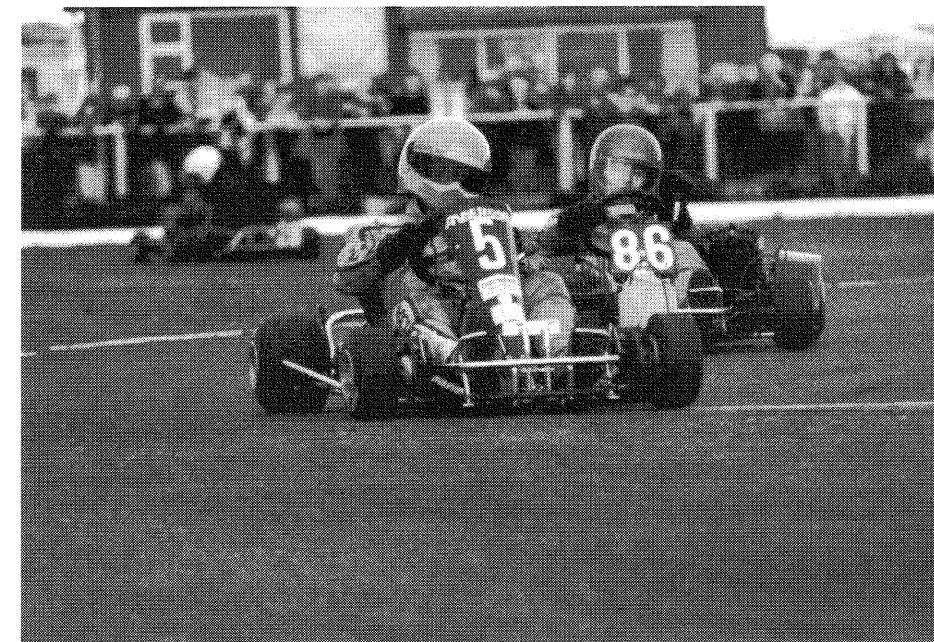
1st	Graham Stevens	117
2nd	Dennis Gale	110
3rd	Nick Whitehead	107
4th	Steve Puddiphatt	103
5th	Alan Dell	100
6th	Mark Powell	98
7th	Kevin Norman	97
8th	Malcolm Stewart	92
9th	Bob Blight	90
10th	Steve Harris	85
11th	Bernadette Stoney	84
12th	Malcolm Weaver	80
12th	Maggie Dell	80

March 1989

125 CHALLENGE 1989 DATES

27th March	Three Sisters	Round 1
9th April	Clay Pigeon	Round 2
29th & 30th April	Shenington	Round 3
14th May	Kimbolton	Round 4
25th June	Fulbeck	Round 5
2nd July	Felton	Round 6
30th July	Landbaugh	Round 7
27th & 28th August	Three Sisters	Round 8
10th September	Birmingham	Round 9
	Wheels	Round 10
24th September	Dunkeswell	Round 11
1st October	Little Rissington	Round 12
15th October	Shenington	Round 12

BEST 7 ROUNDS TO COUNT



Graham Stephens (No. 5) (Pic: Iain Blair).

12th	Barry Higgins	80
15th	Steve Cowell	70
16th	Kim Marks	65
17th	Bob Bagley	63
17th	Mark Tuckwell	63
19th	Andy Fairless	60
20th	Peter Rowlands	40

Not forgetting Chris Stoney who donated his prizes.

Open:-

1st	Steve Sykes	121
2nd	Alan Whichello	113
3rd	John Duley	108
4th	Keith Ellis-Hall	32
5th	John Turner	5
5th	Martin Barnes	5

So ended the 125 Autumn Series and thanks to the magnificent support of the sponsors a splendid prize giving was held at the end of the day and with most drivers already making plans for the 1989 125 Challenge, another good series looks in prospect, roll on Easter Monday at Three Sisters for round 1.

1988 Sponsors: DMA Racing — Colin Quigley, Motor Services (Dunlop Tyres) — Shrewley Kart Centre — Surespeed Engine Developments — Motiv — Langcourt Ltd — Kart Components — WPT — K M Fibreglass — Roger Goff — Anderson Karts — Steve Taylor Trophy Supplier —

Some of the above dates are provisional as we are still waiting confirmation from some clubs. The first round at Three Sisters will be on Easter Monday and will be run on the full circuit (which is just one metre short of Long Circuit status!!). There will be practice on the Saturday if required and a separate race meeting on Easter Sunday (on the normal circuit) which all Challenge drivers are welcome to race at. Overnight camping in the pits is allowed. The 27th and 28th August meeting at Three Sisters may have five heats and a final for each driver (3 heats on 27th, 2 heats and final on 28th) and once again practice on the Saturday and camping in the pits is available. The Shenington meeting on 29th-30th April will also be the Hesketh Cup meeting and overnight camping is allowed at the circuit. Kimbolton on 14th May will have practice the day before and camping is allowed.

Any other information that comes to hand will be passed on to the Challenge drivers.

Lazer Karts — KPS — Ferrari Racing — Chris Stoney.

A big thank you to you all.

Ian & Barbara

BROMSGROVE KART CLUB

There have been several changes of Officials at the Bromsgrove Kart Club. They are now as follows:-

Competition Secretary:- Paul Ogden,
28 Montreal Close,
Lower Wick,
Worcestershire,
WR2 4DZ.

Membership Secretary:- Mrs Sandra Ogden
(Address as above)

Club Secretary:- Jenny Cox,
The White House,
Stock Green,
Nr. Redditch,
Worcestershire,
B96 4SX.

Tel: (0386) 793119

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Bridgestone	7.1x11x5	YDE	£34.00	£26.00	All G/Box
Bridgestone	4.5x10x5	YDF	£34.00	£27.00	All G/Box
Bridgestone	7.1x11x5	YDF	£34.00	£28.50	All G/Box
Bridgestone	4.5x10x5	YBN	£23.00	£20.50	Jun/Sen Brit
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Bridgestone	4.5x11x5	YDJ	£34.00	£30.50	Nat/All G/Box
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