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THE INTERNATIONAL MAGAZINE

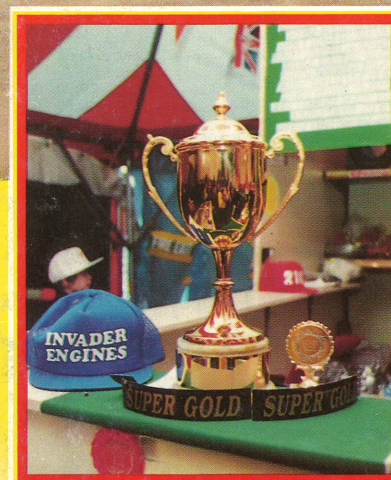
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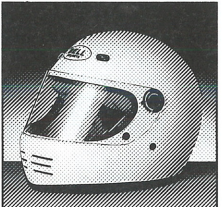
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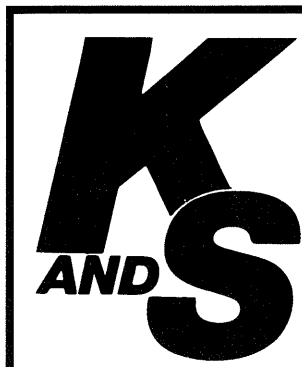
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FRONT COVER:

Cadet Daniel Bailey was the winner at the Kimbolton season Opener. This shot was taken by Doug Rees at Wombwell in 1988.

(Inset Pic: Iain Blair)

MONTHLY

No. 120

Ed, Says!.....

The opening round of the RAC Long Circuit Championships on Sunday March 12th at Snetterton was, unfortunately, marred by what were regarded by most as an unprecedented number of serious incidents, necessitating hospital visits by five drivers. Three were released after observation periods, the other two involved, Peter Morgan and Ron Banthorpe, were destined for longer stays, the latter in intensive care for multiple injuries sustained. Thankfully all are now home, although Ron is scheduled for further treatment and Peter will have a lay-off for a couple of months. Our best wishes go out to them for speedy and full recoveries.

Exactly what brought about such a spate of accidents is difficult to access. The conditions during the morning were dry, a little overcast with a chill wind. Maybe the morning incidents were the result of tyres not warming up quickly enough on a cold track. There were also indications that tyres were coming off rims...

Ron Banthorpe's happened in the wet Formula E race directly after the lunch interval. Perhaps he was unlucky enough to hit on a drying line and subsequently lacked adhesion. The action as usual was frenetic but the grids were not overly large. The fact that a number of drivers at Snetterton had not been out at the first Cadwell and thus were a mite 'rusty' from the winter lay-off may have been a contributing factor. The reasons may never be fully known, but the outcome should act as a warning for future Long Circuit excursions.

Ed McCormick

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D.G. tries the helmet scene on for size.....

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George Robinson was at Pembrey for the inaugural outing of Playscap's latest challenge.

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STRICTLY CLASSIFIED

NEXT MONTH'S FEATURES INCLUDE:- SILVERSTONE BRDC EASTER MONDAY; MONTPELLIER FORMULA K-HUNDRED EURO CHAMPS ROUND 1; FELTON SUPER ONE QUALIFIER — PLUS OUR REGULAR FEATURES (THESE ITEMS CORRECT AT TIME OF GOING TO PRESS).

PUBLICATION DATE:- THURSDAY 4th MAY 1989.



During the RAC Kart Committee Meeting on Wednesday 11th January 1989, the following decisions-recommendations were taken:-

Noise A new rule to be formulated to cover both inlet and exhaust noise, the loudest of which to count.

Licences The Committee is to consider abandoning the Super Licence category from 1990.

Number Plates Special number plates will only be issued to the Grand Prix winner and positions 1 to 9 in the MSA British Championships.

New Driving Standards Rule The new rules and penalties will apply to Cadets for 1989, and will be considered for other classes for 1990.

Championships **100UK** - Not to be an RAC MSA Series for 1989. **Cadets** - MSA to run a Series of 6 rounds in 1989. **General** - Registered contenders to have priority of entry to events and grid positions.

All drivers must register for Short Circuit Championships. Entries can be accepted from non registered drivers at Long Circuit Championship events. Points in all Championship events will be on registered contenders' positions and not race positions.

Circuits That all kart track licences would remain valid until 1st March 1989, or until a new licence was issued after a circuit inspection, whichever was the sooner.

BRMC The British Racing Marshals' Club has agreed to train Kart Marshals. The first training day was held on 14th January 1989.

Meetings Kart Committee Meetings in future will commence at 11.00 a.m.

HUNTS KART CLUB

NOTICE TO ALL MEMBERS

Due to the RAC Gold Cup Series and RAC Cadet Championship entry for Sunday 9th April, it will not be possible to run the normal Club meeting alongside the Championships. The Club meeting will now take place on Sunday 23rd April with practice on Saturday 22nd. For further information contact the Club Secretary on 076 387 335.

PIT TALK . . .

SUPER GOLD CUP SERIES

BRITISH 210 NATIONAL LONG CIRCUIT 1989

POSITIONS AFTER ROUND ONE SNETTERTON, MARCH 12TH

Position	Driver	Points
1	JOHN BRENNAN	105
2	IGOR ASHWELL	79
3	JOHN NEWTON	75
4	TERRY PERCIVAL	66
5	GARY PARKER	63
6	KELVIN BONARSKI	60
7	MARK JOHNSON	58
8	PETER FARR	52
= 9	JACK BALL	47
= 9	KEITH TRAINER	47
11	MATHEW JONES	43
12	ANDY HATTON	39
13	PHILL FEATHERSTONE	13
14	SIMON QUANCE	12
15	STEVE JONES	11
16	MICK HOPKINS	8

LANGBAURGH SUCCESS

Langbaugh Kart Track is putting Cleveland on the map in the karting fraternity, not only as a very popular spectator sport but also due to being open seven days a week, many big names in karting just drop in during the week for testing. Arrangements can be made for use of the track by ringing Terry or Paul on 0836 635287.

Club Committee Members

President	Ken Wright, Oldham
Chairman	Paul Bird, Stockton
Vice Chairman	Steve Ogden, Harrogate
Secretary	Terry Wright, Darlington
Treasurer	John Johnson, Guisborough
Comp	
Secretary	Alice Wright, Oldham

CHASEWATER PARK — SPECIAL DATES

St Johns Challenge	30th April
Bill Mitchell Memorial	25th June
Grand Prix	30th July
Crystal Challenge	28th August

The Chasewater Secretary has sadly resigned and the Club would like to wish Miss Glenys Mills all the very best with her promotion. Until the Club finds a replacement for Glenys, all enquiries should be made to:-

Mrs E Peters,
8 Foley Wood Close,
Streetly,
Sutton Coldfield,
West Midlands
B74 13PJ.

SUPER ONE DATE CHANGE

Please note that the Super One date for 23rd April printed in the Blue Book will not now take place. The first round of the series will now be at Fulbeck on 30th April.

* Formule E driver Alan Pritchard recently announced his continued sponsorship this season from Kings Holidays Ltd of Canvey Island, CBS Mouldings and Gold Crest Oils. As last year Alan will be campaigning an Eagle outfit.



Dear Sir

May I through your magazine thank all competitors, especially the Cadets and Juniors, who attended our meeting at Pembrey on February 26th.

The weather was atrocious, with driving sleet and rain, but all competitors turned up promptly when called to the dummy grid and completed their three heats and finals. They all deserved a medal.

Despite the weather the meeting went quite well, without any mishaps.

I hope the weather will not put you off racing with us again!

Many thanks,

**Mrs E Maund,
President,**

Cardiff KC.

Dear Ed

On behalf of the Committee of the Lion Kart Club, I would like to thank all those people who helped us produce the second International Kart Show. Without their tireless efforts we would not have had such a resounding success. I would also like to pass on our congratulations to the Traders for their professional attitude towards the Show, a lot of time and money went into the preparation of their stands. I hope it was all worth it!

Finally, I would like to confirm that the Lion Kart Club *will* be staging the International Kart Show in 1990. We feel that we can offer the karter an objective shop window to the equipment on offer, without losing the personal touch and the fun element of karting.

Ours is a sport — politics and personal gain should not be allowed to interfere with it!

See you next year.

**Helen Fowler
Secretary Lion KC**

Dear Ed

I would like to thank my sponsors, KEB Sunroofs & Accessories, and Holt Security systems for their marvellous support over the past years, and Alpine Contracts for their support towards the end of last season.

Finally, I would like to wish everyone a successful 1989 and hope for your continued support this season.

Many thanks,

Glen Standing

Dear Ed

In an effort to promote the 100cc Economy Class, Clay Pigeon Kart Club would like to invite all drivers to their meetings. Our Committee have decided to reduce our entry fee for that Class to £5.00 for both Club members and non-members.

Entries should reach our Competition Secretary, Miss Jacci Whiteley, 4 Summersell House, Bentons Rise, West Norwood, London SE27 9TH, by 18.00 hrs on the Wednesday prior to each race meeting. Her telephone Number is 01-670 0079.

For practice and camping facilities, please contact Mr Phil Piper on Evershot (0935) 83703.

**Yours faithfully
Mrs C Rennison
Club Secretary**

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Blackbushe

CAMBERLEY KART CLUB

SUNDAY, FEBRUARY 26th, 1989

The February meeting at Blackbushe started with a damp track but it dried steadily during the day, although the Paddock entrance bend stayed damp and caught out plenty of drivers.

CADET

The entry list was longer this month with an influx of restricted drivers. The first heat went to Gumbley from Rivett and Stoner and the second heat went to Howard, Gumbley and Balistini. In the final, Jeremy Gumbley (Allkart Comber) simply ran away from the opposition. Second place was held by Jay Howard (Dart Comer) until half distance when he was passed by Paul Rivett (Allkart Comer) and then by Ross Stoner (Dart Comer).

JUNIOR BRITAIN

The first heat was won by Robinson from Gibson and Dutton. In the second heat, the winner was Robinson again from Abbey-Taylor and Dutton. So we had the rare feat of David Robinson (Superdart TKM) winning both heats; quite an achievement in view of the difficulty of overtaking at Blackbushe.

Unfortunately David's engine oiled up at the start of the final and he fell out leaving Alex Abbey-Taylor (Gillard SO DAP) in the lead. Unfortunately, Alex slid wide on the still-damp Paddock entrance bend and Sven Gibson (Superdart TKM) slipped ahead. These two opened a gap on Steve Dutton (Sprint Parilla) in third, and Steve was being pressured by Stuart Wood (Allkart Parilla), Neil Moulton (Zip DAP) and Martin Pierce (Wright Parilla). Further back, Damon Cousins (Wright Parilla) who had two miserable heats, was making up ground from a low grid. The order of the leaders remained unchanged but Damon Cousins had caught the leading bunch by lap five and had moved through to lead the bunch chasing Sven Gibson and Alex Abbey-Taylor. At this stage, these two were among the back markers and this enabled Alex to close on Sven, but both of them were being held up and this allowed Damon to close dramatically. On the last lap he passed Alex who was caught up in the battle for the Restricted lead and took second place after a fine drive. Darren Plummer (Zip Arrow) was the best Restricted driver.

125

The gearbox classes had quite a low entry this month but there were enough 125's to have their own race. The first heat winners were Ellis, Bird and Hopgood and the second went to Bird from Hopgood and House. In the final, Dave Ellis (Zip Rotax) took the lead and won easily with the order unchanged behind him. Steve Bird (Stratos Rotax) was second and Dave Hopgood (Stratos Minerelli) was third with the other survivors lapped.

250/210

The first heat went to Budd from Olive and McKillop and in the second heat the winners were Budd again from Hopkins and Rogers. The best 210 was Hopkins in both heats. Steve Budd (Dino Rotax) led the final all the way. He was followed by Wayne McKillop (Aero Yamaha) and David von Gerard (Barlotti Villiers). David Olive (Zip Rotax) held third place until half distance but then fell out.

100 RESTRICTED

The first heat went to Dutton (Ron, father of Steve), from Askari and Hall. In the second heat the order was Grieg from Oliver and Askari. At the start of the final, John Hall (Sprint Arrow) led from Philip Askari (Wright Rotax) and Andy Grieg (Gillard Parilla). Andy was going well in his first kart race with a heat win and a fine drive in the final to take second place. After four laps, Phillip Askari took the lead from John Hall and held it to the chequered flag and unfortunately Hall fell out just before the end. Ron Dutton (Barlotti Arrow) took some time to get into his stride but as the field spread out he made it up to third place.



Sven Gibson, winner in Junior Britain.

100 NATIONAL

There was a relatively small entry for this class on this occasion and the winners of the first heat were White, Hewland and Murphy. The second heat went to Hawes from Stansbury and Murphy. For the final, William Hewland (Sprint Parilla) started on Dunlop rain tyres and rapidly drove away from the rest of the field which was led by Chris Hawes (Superdart Parilla). Behind Chris was a tight bunch comprising Simon White (Allkart Parilla), Phillip Goodwin (Mondial Parilla), Richard Muddiman (TKM Parilla) and Nigel Metcalf (Sprint Rotax). William Hewland quickly built up a lead of a third of a lap but by half distance his tyres had given their best and Chris Hawes started to close the gap, at the same time pulling away from the pursuing bunch still led by Simon White. On lap 12, Hawes caught and passed Hewland and then consolidated his lead. Williams was in no danger from the other drivers such as his lead. Phillip Goodwin fell out as did Nigel Metcalf and Simon White led home Muddiman and Dickinson with the rest of the field lapped.

RESULTS

CADET — 11 laps

1st	Jeremy Gumbley	Allkart/Comer
2nd	Paul Rivett	Allkart/Comer
3rd	Ross Stoner	Dart/Comer
4th	Jay Howard	Dart/Comer
5th	Richard Jackson	Superdart/Comer
6th	Oliver Smith	Zip/Comer

JUNIOR BRITAIN — 15 laps

1st	Sven Gibson	Superdart/TKM
2nd	Damon Cousins	Wright/Parilla
3rd	Alex Abbey-Taylor	Gillard/SO DAP
4th	Stuart Wood	Allkart/Parilla
5th	Richard Whiteley	
6th	Steve Dutton	Sprint/Parilla

100 BRITAIN

The first heat was won by Spud Murphy, Wallington and Geraty and the second went to Geraty from Tim Murphy and Watts. For the final, Anthony Geraty (Superdart Parilla) had the measure of the field and he won comfortably. In the early stages Tim Murphy (Superdart Parilla) held second from Fraser Wells (DAP Parilla) and Malcolm Green (Gillard Parilla). Next through were Richard Wallington (Sprint Arrow) and Paul Ferguson (Sprint Parilla). With two laps to go, Fraser Wells squeezed past Tim Murphy and they finished in this order behind Anthony Geraty.

125 — 15 laps

1st	Dave Ellis	Zip/Rotax
2nd	Steve Bird	Stratos/Rotax
3rd	David Hopgood	Stratos/Minerelli
4th	Godfrey Kirby	Dino/Honda
5th	Shaun Cole	

250/210 — 15 laps

1st	Steve Budd	Dino/Rotax
2nd	Wayne McKillop	Aero/Yamaha
3rd	David von Gerard (210)	Barlotti/Villiers
4th	Mike Hopkins (210)	Barlotti/Villiers

100 BRITAIN — 15 laps

1st	Anthony Geraty	Superdart/Parilla
2nd	Fraser Wells	DAP/Parilla
3rd	Tim Murphy	Superdart/Parilla
4th	Simon Moulton	Zip/PCR
5th	Richard Wallington	Sprint/Arrow
6th	Malcolm Green	Gillard/Parilla

100 RESTRICTED — 15 laps

1st	Phillip Askari	Wright/Rotax
2nd	Andrew Greig	Gillard/Parilla
3rd	Ron Dutton	Barlotti/Arrow
4th	Robert Minson	Gillard/Parilla
5th	Alexander Taylor	Superdart/TKM
6th	Andy Oliver	Sprint/Parilla

100 NATIONAL — 15 laps

1st	Chris Hawes	Superdart/Parilla
2nd	William Hewland	Sprint/Parilla
3rd	Simon White	Allkart/Parilla
4th	Richard Muddiman	TKM/Parilla
5th	Paul Dickenson	Gillard/Sirio
6th	Bob Stansbury	Superdart/Parilla

Report: Roger Abbey-Taylor
Photos: Carolyn Hay

TRADE INFO . . .

SUPERSPROX

NEW PRODUCT INFORMATION

New Split Sprocket System

Supersprox have now produced a split sprocket system for gearbox karts running 428 simplex chain and also duplex chain. The price will be £64.95 including one sprocket. The system allows you to change sprockets at the rear of your kart within 30 seconds. Its clever design ensures that it is easy to use and very reliable.

Jeb Helmets

Supersprox have a range of stylish race helmets to add to their collection all with type 'A' approval.

Jeb 8300 Turbo Time: This is a state of the art fibreglass helmet with full air flow control, 'A' pass, in a range of colours. Price £129.95.

8100 GTV: The 8100 is a high performance polycarbonate helmet incorporating all the latest design features (eg) air flow, movable padding, antiscratch visor and a varnished shell. Price £69.95.

GTN: This is an extremely high quality helmet at a very competitive price. With features such as antiscratch visor and full livery it makes a very good buy at only £59.95. (Polycarbonate).

Bargain of the Year

Supersprox have now in stock paddock jackets in small, medium, large and extra large. They are grey and red with an embroidered logo on the left hand side. At £9.95 they are just the thing for these cold days at the race meeting.

The latest release from the Supersprox camp is a Sidewinder pit cap. At £2.99 for this stylish cap you can't go wrong. Caps are black with a white logo and gold snake.

Sidewinder V2 Chain

This new chain is gold and black and comes packed in boxes of 110 links. It is very strong and long lasting. At £10.95 it won't break you.

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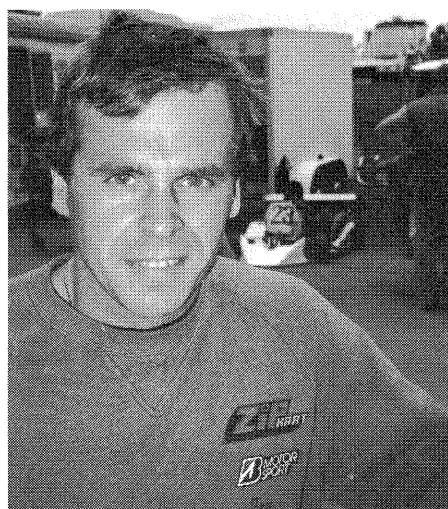
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Ian Shaw (GP), pictured here in Formula E action with Chris Stoney at Cadwell in February, has managed to secure continued backing from Morson International for the 1989 season. Morson is a Manchester based professional recruitment agency which caters to the petro-chemical industry.



Ian Shaw.

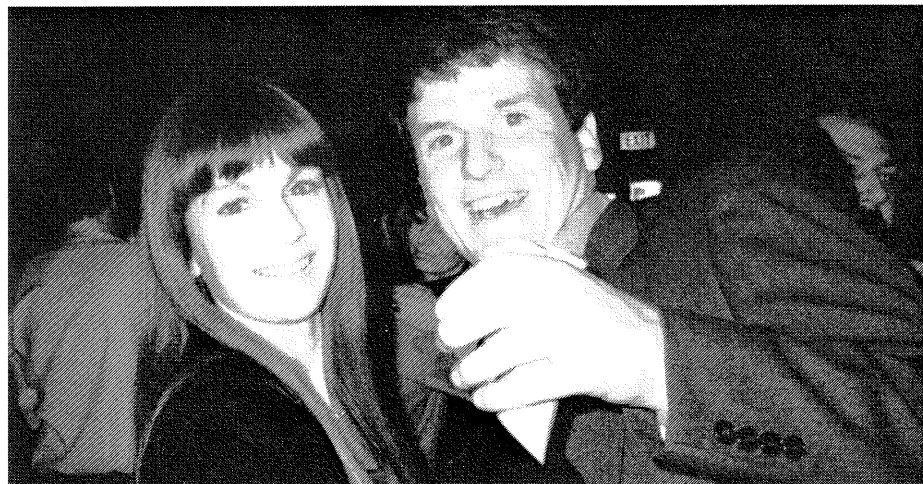
*Please note that, as from 21st April, the telephone/telex numbers for the C.I.K. Secretariat will have a figure 7 added and will thus read:-
Telephone:- 22-7.76.44.55
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STOP THIEF!

Peter Kalinowski had the shock of his life when he went to his garage on Good Friday morning 24th March. His kart had been stolen. The outfit, raced at Blackbushe, is in red and yellow Short Circuit trim. The chassis is a Spyda and the motor a 1982 Rotax 250cc, with Dellortos. Anyone with information leading to the recovery of Peter's kart should contact him at:-

43 Harvey House,
Green Dragon Lane,
Brentwood,
Middlesex.

Tel:-01-847 2219.
Peter is offering £100 reward



Gary Prior's third place in the 100 Super RAC British Champs at Wombwell showed he had lost none of his old technique.

LAZER

A BRIGHT LIGHT IN INDOOR KARTING

BY
DAVE GARRETT

Lazer Karting promote their services by saying "It's the most fun you'll ever have sitting down." With this somewhat ambiguous slogan at their helm, myself and Ed were waiting anxiously for our invitation to look their set up over, that invite came and we went!

Lazer have set up shop in a recently built industrial estate in the heart of sunny Barking in East London.

Derek Bagnell, the MD and financier, explained to us why he and his company chose this particular setting.

We discovered that its location just off the A13 and M25 and the density of population around the site make it perfect. These factors coupled with the newness, easy parking and expansion opportunities literally in the back yard make it ideal.

On venturing inside through a well sign posted but what seemed to be the wrong door we were welcomed by Derek and his resident professional Darron Gibbs.

Being trackside right from the start, my first impression and I'm sure everyone's who enters, is one of childish anticipation.

The anticipation is heightened further, probably deliberately, a you are invited via a short trackside walk to the plush well appointed dining area dubbed "the pits". Hot and cold snacks, meals and drinks are always available at reassuringly reasonable prices.

Once everyone is accounted for the groups of racers are divided into details of six and are then escorted upstairs to the signing on and changing areas.

The emphasis of the upstairs section of the building is on efficiency, while still maintaining personal service and excitement. Competitors get numerous glimpses of the track as they sign on and change into their racing gear through viewing windows thoughtfully located throughout the upper level.

The signing on room acts as another reception



area as here racers meet their race marshalls and pick up their racing suits.

Here as everywhere at Lazer good planning shows through.

Derek showed me the suits he had specially modified at the neck, wrists and ankles to avoid unnecessary wear and tear. The suits are colour coded, drivers wear blue, marshalls in red and instructors in black so at a glance everyone can see who's who.

Once drivers have been given their suits, offered insurance (a further £3 affords full cover) and signed on, it's on to the changing areas.

The changing rooms are clean and carpeted. The furnishing is basic and the shrewd inclusion of a full length mirror so drivers can see themselves in their racing outfits again maintains the excitement of all those taking part.

As soon as everyone is ready the half dozen racers are escorted down to the trackside where they receive their helmets, gloves and are briefed by Darron Gibbs.

The tuition is delivered in a lighthearted but nonetheless serious way, dangerous driving will not be tolerated and alcohol is banned for drivers during races.

Competitors are encouraged to really let their hair down but respect the dangers and laws of motorsport simultaneously.

The track itself is wide, well lit and maintained and safe.

Its design ensures the best and fastest drivers get to the fore, there are no bottlenecks, the corners are spacious and the track really does encourage use of the best racing line. If you can find it the advantage over your opponents is rightfully yours.

A large, well designed grandstand has been erected so spectators and competitors alike can see the whole circuit.

Above this grandstand the controllers box is sited commanding a panoramic view of the entire track. The commentator and controllers are in contact with the racers and staff via a

powerful microphone and sound system which also plays constant background music.

Derek went on to explain that the controllers box also has another use. Because of its position the racers down on the track look up to the box for instruction and guidance. This 'awe' of the controllers in their "ivory tower" encourages safe driving and from there, in full view, bad drivers have their knuckles, lightheartedly but publicly, rapped, much to the delight of their friends and colleagues below.

The heats are organised with a professional ease. Everyone knows what's happening next.

The racers are discreetly chaperoned through the heats and on to the final.

In a heady atmosphere of the roar of engines and boisterous spectators, both winners and losers alike agree that the experience is unique and exhilarating. I'm informed that repeat bookings are commonplace.

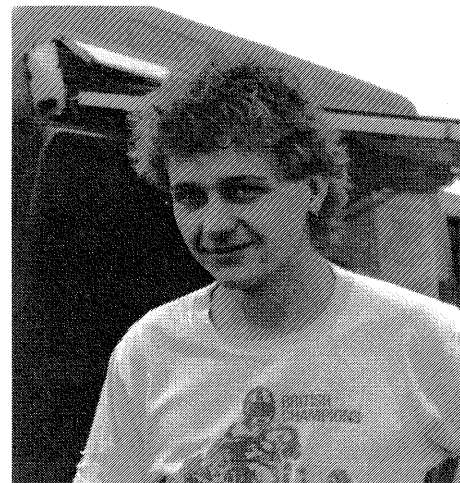
Derek Bagnell's business acumen is refreshingly obvious. Colours and styles blend pleasingly, the staff are all expert in their particular field. Everything from the karts to the coffee is tested, if it's not right it's not used.

Derek believes in a collective style of business management, everyone from the teaboy to the boss has a say and more importantly is listened to.

Lazer say that they are here to stay and from what I have experienced I do believe they are.

For bookings, price list and any other queries contact:

Derek Bagnell or Darron Gibbs,
Lazer Karting,
44 River Road,
Barking,
Essex
IG11 0DW.
Tel: 01-594 2877
Fax: 01-594 4097



Darron Gibbs.

CLUB SCENE



Senior Britain Clubman — Richard Wallington.

250 NATIONAL

Heat 1: 1st Mark Allen, 2nd Keith Bisp, 3rd Pat Tomkinson.

Heat 2: 1st Bisp, 2nd Tomkinson, 3rd Phil Hemes.

A couple of warm up laps allowed Bisp to fix a brake coupling and take up his pole position to lead off but not for long as Allen challenged hard in the chicane to pass on Hantar straight. All eyes were on this tremendous dice between Bisp (Honda engine) and Allen (KTM). Nine seconds later came Chris Tomkinson who fell back with mechanical problems, Hemes and Mark Powell. Lenny Knox expired on lap 2, Pat Tomkinson on lap 4. Bisp closed right up on Allen by the line, almost alongside at the flag. It was only after this thrilling chase we found that Mark had no top gear and Keith's exhaust had cracked.

RESULTS

JUNIOR BRITAIN CLUBMAN

1st Darren Malkin Wright/Parilla
2nd Neil Melon Superdart/Arrow
3rd Steve Crompton Wright/Parilla
4th Jonathan Williams Sprint/Parilla
5th Alan Kinch Wright/Parilla
6th Mark Holland Wright/Parilla
Ryan Hensman NOVICE AWARD

JUNIOR BRITAIN SUPER

1st Nick Dudfield Wright/Parilla
2nd Jonathan White Wright/Parilla
3rd Michael Simpson Wright/Parilla

SENIOR BRITAIN SUPER

1st Gary Frost DAP/Sirio
2nd Martin Verity Wright/Parilla
3rd Martin O'Connell Sprint/DAP/Par

SENIOR BRITAIN CLUBMAN

1st Steven Arnold Anderson/Parilla
2nd Tony Fazzone Superdart/TKM
3rd Malcolm Francis ZIP/Parilla
4th Simon Clare Dino/Dino
5th Ed Smith — novice TKM/DAP
6th Neil Robinson Superdart/Minarelli

100 NATIONAL

1st Paul Wilkes Sprint/Rotax
2nd Graham Gannon Wright/Rotax
3rd Paul Evans DAP/DAP
4th Richard Yorke PCR/PCR
5th Simon Horrobin Superdart/Rotax
6th Martin Riman Sprint/Rotax
P Askari NOVICE AWARD

125 NATIONAL

1st Graham Stephens Anderson/Rotax
2nd Mark Tuckwell Stratos/Rotax
3rd Steve Puddiphatt ZIP/Rotax
4th Allen Dell Anderson/Rotax

125 OPEN

1st Alan Whichello Stratos/Rotax

210 NATIONAL

1st Nigel Puddiphatt ZIP/Invader
2nd Alan Poole ZIP/Villiers
3rd Steve Weatherhead Barlotti/KMP

250 INTERNATIONAL

1st Kevin Sherwood Anderson/Rotax

250 NATIONAL

1st Mark Allen Dino/KTM
2nd Keith Bisp Dino/Honda
3rd Phil Hemes Dino/KTM
4th Mark Powell Barlotti/Suzuki
Rowland Tompkins GEARBOX NOVICE AWARD

G M Smith/L Allen



125 National winner — Graham Stephens.

CLUB SCENE

Chasewater

210 NATIONALS

Not a huge number of 210's which I find strange as we have a considerable number of members who are 210 drivers. Still it looked as though it was going to be a race for the first place between Glyn Jones and Rob Peters. However, Glyn had three straight wins the other drivers experiencing certain mechanical problems.

Heat 1: Glyn Jones, 2nd Adrian Goodacre.

Heat 2: Glyn Jones, 2nd Adrian Goodacre, 3rd Rob Peters.

Heat 3: 1st Glyn Jones, 2nd Matthew Jones.

Final: Only two drivers made the final, father and son Glyn and Matthew Jones. Glyn had a good start from his pole position and drove a faultless race to hold his own finishing third overall in the combined class. Matthew was not too far behind and drove a nice steady race to finish 6th overall.

Final results: 1st Glyn Jones, 2nd Matthew Jones.

250 NATIONAL

Improved numbers of Nationals was very encouraging to see. The heats were dominated by Kevin Mason and Gary Long, Kevin having 2 wins and a second and Gary having a win and 2 seconds. All of the other drivers were on novice plates Robin Hilldick achieving the best heat results giving him a front row final place.

Heat 1: 1st Kevin Mason, 2nd Gary Long, 3rd Robin Hilldick.

Heat 2: Gary Long, 2nd Kevin Mason, 3rd Robin Hilldick.

Heat 3: 1st Kevin Mason, 2nd Gary Long.

Final: Off the line it was Kevin who shot into the lead ahead of Gary. As the race progressed Kevin managed to open a small lead over Gary but Gary was not going to give up the pursuit. However it was going to be a win for Kevin who has at last had his luck hold out enabling him to finish and win the final as well as the heats. Kevin Boyle was the only novice who managed a finish.

Final results: 1st Kevin Mason, 2nd Gary Long, 3rd Kevin Boyle.

Shenington

SUNDAY, FEBRUARY 19th, 1989

Central heating is now nearly ready in the resplendent Club House with its VIP lounge, ambulance room and new signing on area all gleaming with white paint. Chairman Steve Chapman announced that the circuit would be lengthened by the autumn with the addition of two new corners. The morning dawned just damp enough for early runners to use wets. Unfortunately when the throttle stuck open on Jim Varnish's 100 National at Pits hairpin in practice he was unlucky enough to break both wrists. Get well soon Jim.

JUNIOR BRITAIN CLUBMAN

It is becoming increasingly difficult to grade these youngsters for the Clubman class and still achieve sizeable Super grids. Steps are being taken to move the fastest up to the next class. Today there were only five novices in a full grid. Heat 1 was won by Malcolm Smith in his first race up from Cadets followed by Paul Giles and Jonathan Williams. Heat 2 was Darren Malkin, Mark Holland and Williams again.

Williams was on pole but within a lap Malkin

was past on his new A-frame Wright, and Neil Melon soon demoting Williams to 3rd. Following this was Alan Kinch, Malcolm Smith, Steve Crompton and Paul Giles. Malkin pulled out a big lead of about 7 seconds but the rest had a good battle, Crompton making the best of it all to move up very capably to 3rd. He caught Williams towards the end and Mark Holland also made up a few places to sixth.

JUNIOR BRITAIN (SUPER)

Heat 1: 1st Brad Lintern, 2nd Chris Horner, 3rd Michael Simpson then Graham excluded as underweight with Dudfield near the back with a duff carb.

Heat 2: 1st Nick Dudfield, 2nd Chris Cox with a demon motor, 3rd Jon White and 4th Nick Smith.

On pole then was Lintern with a really quick set of tyres alongside White who lasted half a lap in the lead until Dudfield took over and pulled out a 4 sec gap. A similar gap behind White to a very close race between Simpson, Horner, Jonathan Greensmith, Cox and Smith. Lintern dropped away back through the pack.



Senior Britain Super — Martin Verity.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st Tony Fazzzone, 2nd Malcolm Francis, 3rd David Turnbull.

Heat 2: 1st Steven Arnold, 2nd Neil Robinson, 3rd Simon Clare.

With the track now dry again and a full grid Fazzzone on pole lost out to Turnbull alongside as Carl Willoughby came up to 2nd. Turnbull's hand went up before the lap was over but Willoughby also succumbed to engine problems a few laps later. It was a real battle behind Arnold and Fazzzone of Francis, Clare and novice Ed Smith driving very well. A long gap behind this to Robinson and Peter Burden all to stay like this to the flag.

100 NATIONAL

Heat 1: 1st Paul Evans, 2nd Simon Richardson, 3rd Richard Yorke.

Heat 2: 1st Bobby Game, 2nd Paul Wilkes, 3rd Paul Evans.

Paul Evans led off for a second time after an errant dog was sent off. Behind him came Richardson, Wilkes and Game until Bobby half spun, cutting across Cafe infield rejoining after Graham Gannon and Yorke. Wilkes meantime had a great scrap for the lead getting through at the top hairpin. Game was charging back up to 2nd place only to seize in the chicane so it was a long wait behind Wilkes to Gannon, Evans, Yorke, Simon Horrobin inheriting 5th when Wilson was excluded with an illegal engine.

Many of the gearbox entrants were trying out developments made over the winter but unreliability was still rife and a lot of sorting still needs to be done.

210 NATIONAL

Heat 1: 1st Nigel Puddiphatt, 2nd Bill Brookes, 3rd Gary Witts.

Heat 2: 1st Puddiphatt, 2nd Steve Weatherhead, 3rd Alan Poole.

Nigel easily led from flag to flag with Poole challenging off the line, back to 3rd, then 2nd again at the end of lap 3. Thus demoted Weatherhead was followed by Witts, Chris Wright and Glen Clarke. This race started 10 seconds behind the 250 Internationals.

250 INTERNATIONALS

Heat 1 & 2: 1st Kevin Sherwood, 2nd Richard Budd.

Sherwood led off and stayed way in front until the end. Robert Perkins briefly held 2nd place until pulling off. So Pete Hammond passed novice Budd for second until he also blew up leaving Budd 21 seconds behind the leader.

SENIOR BRITAIN (SUPER)

Heat 1: 1st Martin Verity, 2nd Guy Wood, 3rd Andy Cox.

Heat 2: 1st Verity, 2nd Cox, 3rd Gary Frost. All changed to wets on the grid as a shower came over whilst the Cadets were out and Verity from pole taking the lead with Andy Cox, Nick Watkins and Guy Wood in hot pursuit. Frost moved up rapidly from Grid 7 to 5th on lap 1, to 3rd on lap 2. Cox was challenging hard for the lead, side by side at times then through into the lead. Alas his motor died at Cafe and after fixing the plug cap he rejoined a lap down. Meanwhile Frost was up and past pulling out a 6 second lead over Verity, Martin O'Connell and Watkins. Wood was still holding the head of a high speed train of Postins, Melon and Rod Chapman.

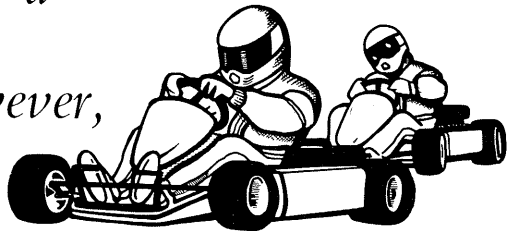
125 NATIONAL & OPEN

Heat 1: 1st Graham Stephens, 2nd Dennis Gale, 3rd Steve Puddiphatt.

Heat 2: 1st Stephens, 2nd Gale, 3rd Roger Goff. There were 14 starters with 3 Opens. On pole Stephens of course off to a good lead which he was never to lose and Goff soon up to 2nd followed by Puddiphatt, Mark Tuckwell, Allen Dell, Alan Whichello. By lap 4 Maggie Dell was 7th and on lap 8 Tuckwell having rapidly moved up on his development outfit passed Goff for 2nd. At the end Goff was underweight with a wrong engine. Graham Stephens was a long way ahead at the flag.

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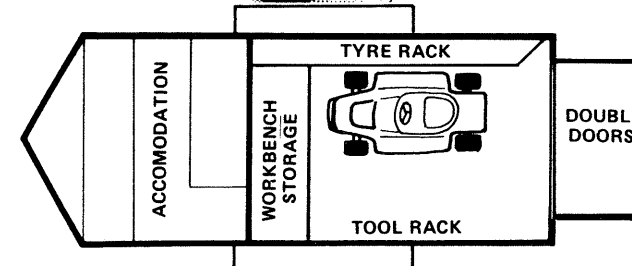
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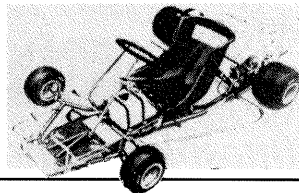
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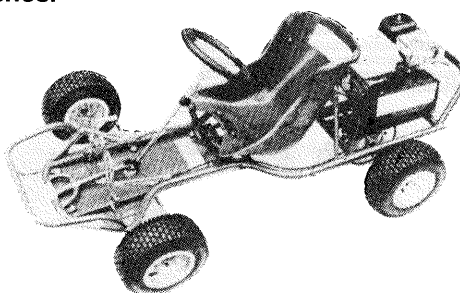
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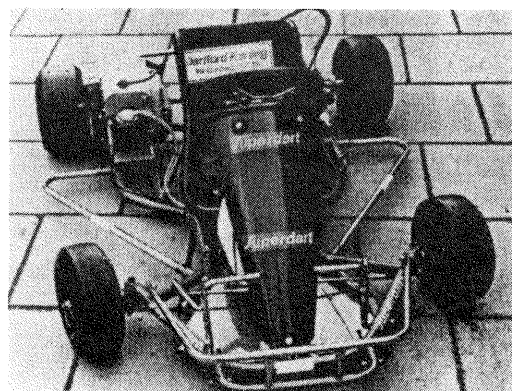


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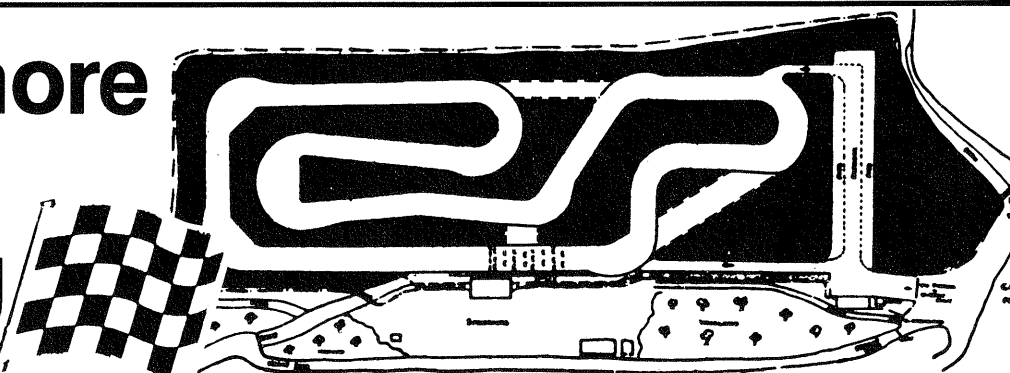
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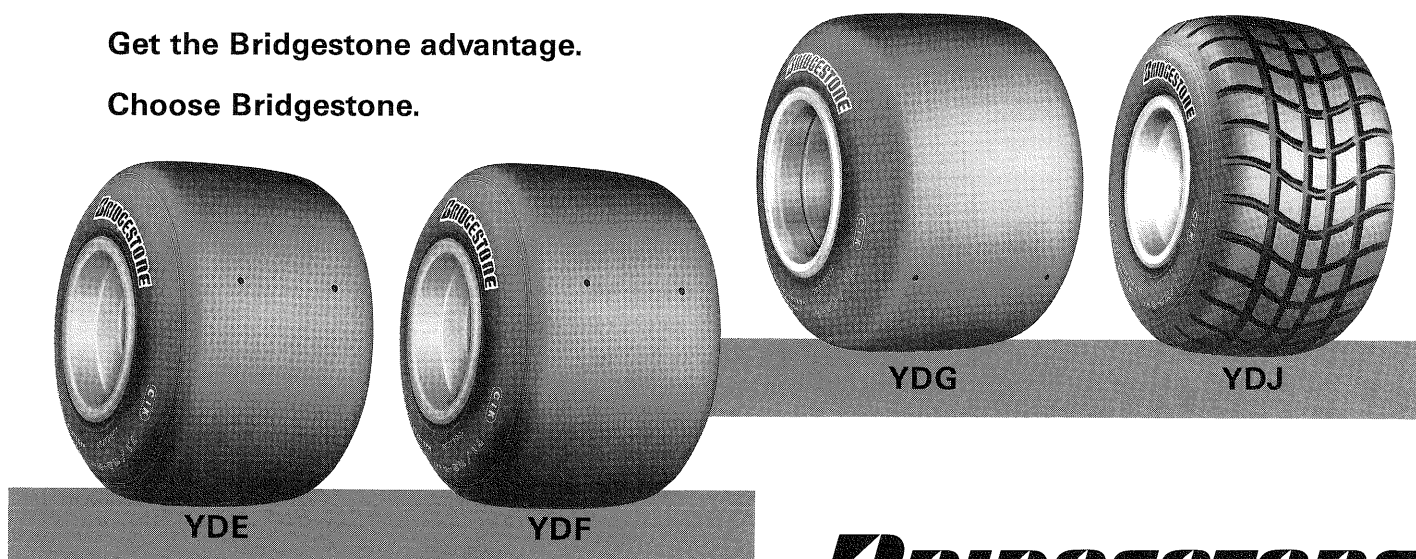
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CLUB SCENE

Tilbury

SUNDAY, FEBRUARY 12th

We are back!! February's meeting at Tilbury started damp with a cold wind blowing. With a good entry and the weather conditions getting better by the minute, we all had slicks on for the start of the heats.

The racing was fast and furious and with big grids and dry weather, it made for a good days entertainment.

JUNIOR BRITAIN

Heat 1: 1st M Craddock, 2nd A Liell, 3rd D Robinson.

Heat 2: 1st M Craddock, 2nd J Rampling, 3rd T Field.

For the final, Craddock had pole position with Liell on 2nd, Rampling 3rd and Melen 4th. At the hairpin, Robinson who started in 7th position was now in 3rd place. Lap 2 saw Rampling battle with Melen for 4th place and a lap later Rampling succeeded. Halfway through, Liell kept trying to take 1st place from Craddock who had no intention of giving up his position. The field was now spreading itself out when Robinson spun and left Rampling promoted to 3rd place. At the flag it was Craddock, with Liell 2nd, Rampling 3rd and Melen 4th.

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st A Weston, 2nd J Huggins, 3rd S Walters.

Heat 2: 1st P Murrell, 2nd A Weston, 3rd A Armiger.

Weston took pole position with Huggins alongside and Walters and Armiger behind. A fast start sees the front men keep their positions until lap 2 when Walters passed Huggins for 2nd place. Within 2 laps Walters was on Weston's rear bumper which is how it stayed until the flag although Walters had given it all he got.

HEAVYWEIGHTS (MILLER-LITE)

This class is proving very popular at Tilbury with big grids and some very good racing of which today was no exception.

Heat 1: 1st Q Searle, 2nd T Rampling, 3rd A Moon.

Heat 2: 1st A Moon, 2nd G Broughton, 3rd Q Searle.

Searle was on pole and at the green light he was just in front of Moon, Broughton and Holdich. By lap 3 Searle and Moon were pulling away from the rest and Rampling got in front of Holdich to 4th position. Searle was continuing to increase his lead and looked uncatchable when disaster happened and he retired with mechanical trouble. This promoted Moon to 1st place, Broughton 2nd, Rampling 3rd and Holdich 4th where they stayed to the flag.

100 NATIONAL RESTRICTED

Heat 1: 1st P Askari, 2nd K Smith, 3rd J Mullender.

Heat 2: 1st C Putt, 2nd J Callow, 3rd T Moore. Our restricted class are once again eager to start with Askari on pole, Moore alongside, behind in row 2 we had Callow and Mullender. Askari gets a brilliant start and leaves the others to sort out the first bend. Callow emerges in 2nd place followed by Putt, Broughton and Hall. By lap 3 Askari had opened a substantial gap and behind Callow and Putt were having a battle for 2nd place of which Putt eventually won. These stayed the positions to the flag.



No. 20 S. Horrobin, No 8 G. Jones.

SENIOR BRITAIN RESTRICTED

Heat 1: 1st J Smith, 2nd M Goodwin, 3rd J Martin.

Heat 2: 1st N Brian, 2nd B Jenkins, 3rd M Goodwin.

With two ladies racing in this class, one of them Jessica Smith had pole position with Goodwin at her side and Brian and Hain behind her. On lap 1 it was Smith, Goodwin, Brian and our other lady Janine Martin. Goodwin spins under pressure. At halfway through, Smith was pulling away on her own leaving Brian, Martin and Hain having their own battle. It was not until the 9th lap that the race was decided with Jessica Smith way ahead to deservedly take 1st place, and Martin gets past Brian into 2nd who had to settle for 4th as Hain nipped in to take 3rd.

100 NATIONAL

Heat 1: 1st S Horrobin, 2nd C Hawes, 3rd G Jones.

Heat 2: 1st C Hawes, 2nd C Dean, 3rd S Horrobin.

For the final Hawes took pole position with Horrobin alongside and Horncastle and Dean behind. After 3 rolling laps they were away, it wasn't until the 4th lap that we saw any change in the first half a dozen men when Jones who had started in 10th position gradually picked his way through to sit in 3rd position only to go out

in the next lap after a clash with another kart.

Hawes and Horrobin were pulling away at the front and it didn't look like anyone would catch them when bad luck hit Horrobin on the penultimate lap and he blew his engine. A convincing win however for Hawes, with Horncastle in 2nd, Dean 3rd and White 4th. A consolation prize for Horrobin — he's just become a daddy, congratulations.

SENIOR BRITAIN

Heat 1: 1st J Herbert, 2nd J Dicker, 3rd S Melen.

Heat 2: 1st P Wells, 2nd T McCarthy, 2nd S Melen.

Jan Herbert who last year was one of our Juniors found himself sitting at the front of the grid with Melen next to him and McCarthy and Wells behind. Unfortunately on the hairpin we lost McCarthy and Wells plus a few others when a pile up occurred. With the 2 leaders avoiding the incident, Sims, Murrell and Gibbs also managed to slip past to join them. On lap 4 Gibbs gets past Murrell on the inside and 5 laps later he does the same to Sims to finish in 3rd position. Melen makes one last attempt on the last lap to pass Herbert but to no avail. This young man held on to his place.

Report by Ronnie Rotax



G. Colegate, Britain standard.



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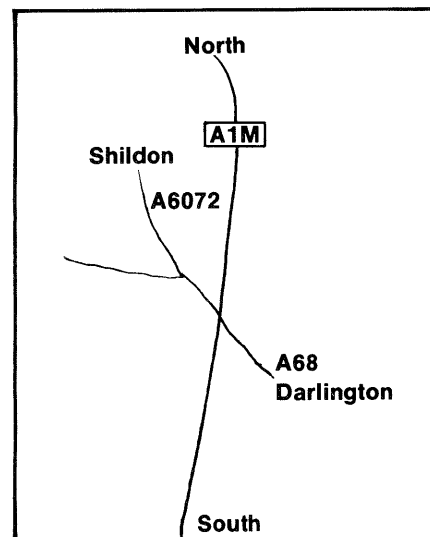
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WHERE AND WHEN

14th-16th APRIL

Montpellier (F) — Formula K/Formula Super Hundred — European Champs — Rd 1

16th APRIL

Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset) — Super One Qualifier
Jurby — (Jurby Airfield, Isle of Man)
Crail — (9 miles southeast of St Andrews, Fife, Scotland) — Speed Trophy Meeting
Plymouth — (Riverside Raceway, Ennesettle Lane, Plymouth)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon)
Langbaugh — (Cleveland, south of River Tees) — Felton NKC meeting
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, junction 3) —
Playscape Pro-Kart Series)

23rd APRIL

Cadwell Park — (Midway Horncastle and Louth, on A153, Lincs) — RAC Long
Circuit Championships — Rd 2
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 — (Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield,
Lancs)

29th APRIL (Saturday)

Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

29th-30th APRIL

Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon) —
National Gearbox Bonanza/125 Challenge Rd 3

30th APRIL

Dunkeswell — (5 miles from Honiton, Devon)
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) — ASK Super Series
— Rd 1
Langbaugh — (Cleveland, south of River Tees)
Carnaby — (Auto 66 Club, 2 miles west of Bridlington, North Humberside)
Felton — (7 miles from Morpeth, on A1, Northumberland) — Super One Rd
1/Castrol Spring Trophy

1st MAY (Monday)

Carnaby — (Auto 66 Club, 2 miles west of Bridlington, North Humberside)
Ellough — (2 miles from Beccles, Suffolk)
Felton — (7 miles from Morpeth on A1, Northumberland) — Newton Moor
Trophy/Club Champs 2/Castrol Spring Trophy

6th MAY (Saturday)

Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

5th-7th MAY

Jesolo (I) — Formula K/Formula Super Hundred — European Champs — Rd 2

7th MAY

Little Rissington — (RAF Station near Stow-on-the-Wold, Glos) — RAC Short
Circuit Gearbox Championships
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Jurby — (Jurby Airfield, Isle of Man)
Summerlee — (Larkhall, Hamilton, Strathclyde) — Border Champs Rd 1/Ford Trophy
Meeting

13th MAY (Saturday)

Kirkistown — (Approximately 12 miles from Newtownards at Rubane Road, Cloughiey,
Co Down, Northern Ireland)
Three Sisters — (Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield,
Lancs) — National Schools Karting Association Meeting

13th-14th MAY

Paimio (SF) — CIK Junior European Championship

14th MAY

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 west of Banff, Grampian) — Granville Grubb Memorial Trophy —
Gearbox Classes
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs) — 125 Challenge Rd 4
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South
Yorks) — RAC Cadet Series — Rd 2/210 Challenge — Rd 2
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, junction 3)

15th MAY (Monday)

Jersey — (Channel Islands) — Jersey Kart & MC National Endurance Event

SNETTERTON SCENARIO

RAC LONG CIRCUIT CHAMPIONSHIPS — ROUND 1

Story: Ed McCormick

Pics: Doug Rees

Sunday 12th March turned out to be anything but an incident free meeting for the 185 plus drivers who turned out to contest the opening round of this year's RAC British Championships. There were four horrific-looking accidents. Two occurred on the exit to Russell Chicane, involving first Peter Morgan in 250 National, then Mike Hole in 125 Open during the heats, both drivers clipping the rumble strip on the outside and stacking it in the armco. On the 125 Open restart, into Riches, Steve Perry and Bruce Moore finished up bouncing off the tyre wall, Bruce fared better than Steve, Steve's banana-shaped Zip bore testimony to the force of the impact. The other incident was during the Formula E heat, when Ron Banthorpe cart-wheeled along the grass by the Start-Finish line. He was thrown clear but sustained broken ribs and some internal injuries. All but Ron and Peter were released from Norfolk & Norwich Hospital after periods of observation. To Ron, Peter, their families and friends, we wish speedy and full recoveries. A special vote of thanks must go to the Central Kart Club officials, the rescue crews and medical services for the swift way they reacted under the extreme emergency circumstances. People complain about the cost, which in part go to cover the very services and facilities mentioned above. The maxim 'if you don't pay you don't get' holds water in such circumstances. Had the services been of inferior quality the outcome might well have been much different.

Due to the accidents, the resultant delays and the inclement turn in the weather after the lunch break, racing was reduced to the one heat or Pre-Final per class, with the finishing order from the heats automatically providing grids for the Finals.

THE HEATS

After practice and Formula E qualifying the first of the scheduled heats got under way, that of the Villiers. The race was to be totally dominated by John Brennan, all the way from Kilkenny and racing a Zip Invader. John Newton, complete with the 'O' plate and Bill Longdon tuned Villiers, ran home second whilst Terry Percival held onto third some five seconds adrift. Igor Ashwell led home 'GP' winner Phil Featherstone and Steve Hurst to complete the first six places. Simon Quance was seventh ahead of Steve Jones, Garry Parker and Peter Baxter from Thornton. Amongst the large contingent of non-finishers



Phil Glencross wound up fourth in the Formula E final, collecting 3 points.

were the likes of British Champion George Bett, Keith Trainer, Brian Borwell, Jeremy Pinney and Kelvin Bonarski who won at the first Cadwell.

In 125 National the honours were to very convincingly go to Boyd Barrington aboard the Zip with the Chris Stoney prepared Rotax, clocking in about 6 seconds ahead of a good drive by Gary Ashurst, from Graham Stephens, Mark Thompson, the 'UK' Cup winner Steve Young and Gary Cordner. 'GP' winner Graham Sykes was next along with Steve Pridmore, Gordon Brown and Andy Griffiths filling the places to tenth. Both British Champion Colin Mason and Derek Wilson were excluded because their outfits were beyond the acceptable noise levels. Again the attrition rate was pretty high, with some 17 non-finishers logged by the time the flag came out, among them Ian Mason, Malcolm Clark and Brian Kennedy.

An on form Derek Rodgers claimed victory in 250 National, the race shortened by a lap following Peter Morgan's accident. Andy Martin, now aboard a red and yellow Zip with Hayton Coulthard emblazoned all over the bodywork, was second, almost 3 seconds ahead of Martin Pluck. Bill Garner was next along, chased by Adrian Wilcox, Robin Gillam, Jamie Vale, Andrew Harvey, Steve Matthews and Mark Allen. Excluding Peter Morgan there were 12 non-finishers and one noise exclusion, that of Mike Doble. 'GP' winner Mark Webster was well down, finishing in seventeenth position, although he would make amends for that later. . .

The ill-fated 125 Open heat was stopped after one lap for the rescue services to attend to Mike Hole and, on the restart, ran 5 laps before the incident at Riches involving Steve Perry and Bruce Moore. Richard Crump, back after a karting lay-off, stamped his authority on the race, although by the flag there was only a seven-tenths margin between him and Graham Barker. Alex Pettigrew was next along, leading Nigel Wigg, Simon Cullen and Stephen Webb. Andy Flemming, Paul Hobson, Mike Barnes and Paul Umney concluded the first ten home.

Timed practice was to decide the grid positions for what was to be the Formula E 'Pre-Final', following all the incidents, and it was to be the Anderson outfit of Phil Glencross that posted the quickest time. He was followed in ascending order by — Ian Shaw, Roger Goff, Chris Stoney, Martin Hines and Tim Parrott. In fact the times were thus:-

Phil Glencross	1 min 04.4s
Ian Shaw	1 min 05.2s
Roger Goff	1 min 05.4s
Chris Stoney	1 min 05.4s
Martin Hines	1 min 05.8s
Tim Parrott	1 min 06.1s
Alan Pritchard	1 min 07.1s
Berny Roberts	1 min 07.2s
Steve Budd	1 min 08.0s
Peter Wall	1 min 09.9s

It was interesting to note that Ryan Baptiste was out trying a 250cc, although the day was unsuccessful. Martin Hines, running the 'old 42', the first time since he relieved Butty of the British No.1 back in 1982, was back on top form, striding away to victory over Roger Goff in the unfortunately shortened race following Rob Banthorpe's accident. For Roger it was first time he'd tried the Eagle in the wet and, Tim Parrott who finished third had only got behind the wheel of his on the Sunday morning. Ian Shaw, running the new Eagle full body, was next along, ahead of Chris Stoney and Phil Glencross, somewhat off peak after his qualifying performance, however, the weather had turned lousy. John Denton, Alan Pritchard, Berny Roberts and Shaun McLaughlin, up from 125's completed the order to tenth place.

The rain had commenced around 2pm, just before the Formula E Pre-Final and steadily worsened, not helped by the strong wind.

210 NATIONAL FINAL

A healthy grid of 210's rolled out for the first



Second in 125 National for Graham Stephens behind the flying Barrington.

Final of the afternoon, the first few rows looking like this:-

Ashwell	Percival	Newton	Brennan (Pole)
Quance	Hurst	Featherstone	
Johnson	Baxter	Parker	Jones, S

On the green light it was Brennan who made the best of the start from Newton, Ashwell and Percival as they swept in spray up to Riches. Quance was already in the Pits on the rolling lap and rejoined the race half a lap down and was not destined to feature in the proceedings.

By the time they had completed one lap Newton had relieved Brennan of the lead, towing Ashwell through with him, leaving the Irish ace in third. Featherstone was holding fourth ahead of Percival, Kelvin Bonarski, Mark Johnson, Garry Parker, Steve Jones and Jeremy Pinney.

As in the heat Brennan was soon to make his presence felt in earnest, he scorched to the front by the end of the second tour and was destined to stay there for the duration, the Invader running sweetly. The only ones anywhere near him were Ashwell and Newton, the pair continually swapping places, towing each other in an effort to haul Brennan in. Featherstone had gone missing and Bonarski had taken up the running in fourth spot, trailing behind him Parker, Borwell and Thompson. George Bett running a lowly ninth, having a lousy day and was to eventually retire.

Brennan began to pull out a considerable advantage as the laps rolled by. Newton and Ashwell continued their scrap, Newton managing to fend off the latter until the halfway stage when a concerted effort on the part of Ashwell gave him the advantage, one he was to maintain to the flag.

Bonarski rode along in fourth with Parker close by, ahead of Percival, Johson, Sutch who went missing a lap later, Trainer and Andrew Mairs.

Brennan continued to build his lead, picking off backmarkers like there was no tomorrow. Ashwell still ran in second with Newton, trailing a little, in third. It looked like he was experiencing some trouble and that was soon proved when Bonarski passed him as the race entered its closing stages.

The attrition range was very high in the conditions and only thirteen were to take the chequered flag.

John Brennan ran home an easy winner to applause from Tom Thacker and the Invader camp. Igor Ashwell was second followed by Kelvin Bonarski, John Newton who rolled across the line, Garry Parker and Terry Percival.

was to prevail though for Bell before the distance was run...

Past halfway now and Barrington's lead measured the distance from Coram to Russell. The dispute over second was fierce, Sykes, Thompson and Stephens swapping places frequently. Then Stephens found that bit extra and managed to put a safety buffer between himself, Thompson and Sykes. Murray was still holding fifth from Mason and Clark; Bell was gone from the immediate order. Wayne Bray had taken up the running in eighth spot ahead of Eamon Talbot and Gordon Brown.

An outstanding performance from Boyd Barrington deservedly earned him the chequered flag, a good twenty seconds clear of second placed Graham Stephens, Mark Thompson, Ian Mason, Graham Sykes who had lost out a little on that last dash and Malcolm Clark, grabbing the last point.

1st	Boyd Barrington	Zip/CSK Rotax	9 Pts
2nd	Graham Stephens	Anderson/Goff Rotax	6 Pts
3rd	Mark Thompson	Stratos/Minarelli	4 Pts
4th	Ian Mason	Zip/Minarelli	3 Pts
5th	Graham Sykes	Stratos/Minarelli	2 Pts
6th	Malcolm Clark	Zip/Rotax	1 Pts

Race Time: 14min 59.9s-76.68mph

Fastest Lap: (Barrington) — 1min 28.00s-78.42mph



Derek Rodgers (1) lost his early lead in the 250 National final to Mark Webster (GP), the latter netting himself 9 points for the eventual win.

125 NATIONAL FINAL

A full grid of 125cc machinery paraded out for the second Final of the afternoon, the grid taking on the following aspect on the first few rows:-

Thompson	Stephens	Ashurst	Barrington (Pole)
Sykes	Cordner	Young	
Dunn	Griffiths	Brown	Pridmore

As in the heat Barrington soon showed the rest he meant business. He was leading from the word go. By the end of the first tour the order was — Barrington, Pridmore, Stephens, Thompson, Sykes, Murray and Mair, with already a considerable gap back to Frank Hynds leading the rest of the field.

The second tour and Pridmore was gone from the action leaving Thompson to try to get on terms with a literally flying Boyd Barrington. Graham Sykes had tucked himself into third at the expense of Graham Stephens, towing Steve Murray through with him from sixth spot. Mair, Brown and Malcolm Clark followed closely.

With four laps under their belts Barrington still led convincingly from Thompson, Sykes and Stephens and now the field had begun to spread out. Steve Murray still held sway over the rest although there had been a few changes to the order, notably Chris Bell and Ian Mason were now leading Malcolm Clark, not a situation that

250 NATIONAL FINAL

Derek Rodgers' margin in the heat over Andy Martin was almost 4.5 seconds and thus guaranteed him pole position for the Final with Martin alongside, the rest of the opening few rows taking on the following aspect:-

Garner	Pluck	Martin, A	Rodgers (Pole)
Vale	Gillam	Wilcox	
Martin, D	Allen	Matthews	Harvey

'GP' winner Mark Webster had not enjoyed much success so far and sat back on the fifth row.

The rolling lap complete and on the green it was Jamie Vale from the second row who got the jump at the lights to lead the horde into Riches. Storming through the field came Webster, determined to pick up top points and by the time the first lap was over he lay in second behind Vale with Rodgers, Pluck, Andy Martin and Colin Breeze from the sixth row hard on his heels.

It took another half a lap before Webbie hit the front, Rodgers driving hard to keep in touch whilst Vale had dropped back to third ahead of Pluck and Martin. Breeze led Allen, Wilcox, Gillam and the rest of the field.

Webster and Rodgers gradually eased away from the following pack, Vale and Pluck scrapping hard over third spot, with Pluck gaining the advantage by the end of the third tour. Andy Martin held onto fifth with Breeze

ROWRAH SEASON OPENER

MARCH 12th 1989

A dull but dry day greeted the 70 or so drivers who entered for the seasons opener at the North's premier circuit, Rowrah — Jewel of the North.

The gathered masses were able to see part of an ongoing improvement to the facilities as a large bulldozer gave away the fact that our pit area is being extended. By the April meeting we should have doubled the available space and can then concentrate on raising the £60,000 or so required to put another 400 metres onto the circuit length. This will then convince the doubters (if any exist) that our venue is without equal ANYWHERE in the UK.

Once again, our continuing commitment to Junior karting was rewarded with a Cadet entry into double figures and a very good JB entry. Directly opposed to last year was the lack of numbers of 125 National anxious no doubt to see how the new noise regs will affect them. On the evidence so far, the answer appears to be not a lot.

The dull outlook on the weather eventually gave way to quite heavy rain but that was still some hours into the future as the meeting commenced with the cadets.

JUNIOR CADET

Pole position to Mark Nadolski after two wins and a second, joined on the front row by a delighted Dickie Wilson, building on the experience gained last year. Hans Christofferson and Thomas Ford were the occupants of row two with Paul Jones and Daniel Gibson on the third with the remainder of the grid made up by James Billington, Andrew Park and Stacey Fell.

From the off, Nadolski made the best of his pole position but Wilson wasn't in the business of giving up and harried Mark all the way to the flag. The two leaders made a clean break over the rest and had a very handy lead as the flag fell but the drive of the final was a fine recovery by Hans Christofferson after a disastrous first lap. He picked up a few places on a glassy surface and was rewarded with 5th for his pains behind Gibson and Ford respectively.

JUNIOR BRITAIN

The racing here had rather a Caledonian flavour to it as Nick Flemming took pole from Steve Wilson, both driving with commitment and skill. Andrew Kirkaldy and Robert Jenkinson were on the next row with Stephen Laird and Mark Wilson on the third. Jenkinsons performance was particularly pleasing as he's got his head right and is heeding the advice of ace tuner Duncan White too.

After a brief pause to relocate Peter Dumbreck who found himself four rows higher than he should have been, the final got underway. Flemming took up the cudgels from the lights with Wilson and Jenkinson tagged on behind. After suffering engine bothers all day, Dumbreck got one to work in the final and within a couple of laps had fought up to 5th but some way behind the battle for 3rd consisting of Jenkinson and Laird, these two having been dropped slightly by Wilson and Flemming. As the race progressed, the gap between first and second eased out until the flag where Flemming ran out a comfortable winner over Wilson from Jenkinson, Laird, Dumbreck and Kirkaldy.

100 BRITAIN

With some good heat results, pole went to Chris Rankin with local hotshoe Mark Walker along-

side. Duncan Bullock and John Jenkinson held the second row with Neil Sutton and Andrew Unsworth holding the third.

The opposite rank made the best start with Walker breaking first followed by Jenkinson. Bullock deposed the poleman on the opening lap but even at that early stage was powerless to stop the onslaught by the two locals as they controlled the race from the front. Unsworth made it up to 4th at about 1/5 distance with Rankin slipping back still further and indeed it was a matter of three laps before Chris spun off for good. That turn of events placed Paul Coulthard just behind Unsworth in 5th but on the very last lap, Bullock disappeared from the fray elevating those behind a place. With the final shuffling, the order turned out to be Walker the winner from Jenkinson with Unsworth, Coulthard, Sutton and Mark Gales. A truly famous victory and deserved as much for Ken Linfoot who has guided Mark over the winter.

100 NATIONAL

Pole here went to the rapidly emerging senior talent of Alex Jack, taking up that place at the expense of John Docker who shared the front row with him. Stephen Coward lined up on the inside of the second row beside the first prototype chassis to emerge from the stable of Stamper Boardman Motorsport, piloted by the irrepressible Nick Stamper. Stu Davison and David Tooley held the third row with Jonathon Hugh and Don Ashbridge on the fourth. A very high powered line up indeed.

Jack got the jump on the rest at the lights and with excellent balance at his disposal, really had the race sewn up from the off. John Docker kept him very close company for the first few laps but a lack of rear end grip in the rain saw his challenge evaporate and he did well to maintain his gap over the chasing group. This was in effect a four way battle with Coward, Davison, Tooley and Ashbridge eventually finishing in that order after several place changes and some superbly controlled wet weather driving. The expected challenge from Stamper came to nought with the thread on his rear tyres turning to slicks before the end of the final. Seventh was to be his lot but he was pleased with the way the new kart went.

125 NATIONAL, P&R AND 210 NATIONAL
CSK tuning has obviously made a great difference to David Blackshaw's kart as he took pole with seemingly little opposition. Alan Tolson scratched after heat one and Brian Bird was just having a day to forget. Brian would take up position on the outside of the front row sandwiching John Heatlie with Blackshaw.

Karl Geary was the only other 125 to complete a race. The P&R category boasted three entries with Roy King the most successful from D Richardson and C Eplett (christian names next time chaps!!).

210 had also three entries with Tom Earl taking pole despite coil troubles he'd just isolated. Fiona Glynn was next up with the grid completed by Paul Hunwick suffering terrible carb bothers.

The rain in the final eliminated several front runners in the opening laps. Karl Geary pulled off on lap one as did Bird with Hunwick not even making the start. That made it really a one horse race in the 125's with Blackshaw strolling away to an easy win over the only other survivor, John Heatlie, having his best ever meeting at Rowrah. Tom Earl was the only driver on the same lap as David at the end with Fiona Glynn

tagging along some way behind in the appalling conditions. The P&R drivers provided the biggest shock as King's outfit refused to play and handed the win to Richardson.

250 NATIONAL

Pole to Brian Crickett, still taking flak for not running me over at Cadwell! The very rapid Mark Read was next up with the front row completed by Tim Jones and the second occupied by Stewart Liddle and Charlie (NB) Kennerley.

Crickett shot off the line in the final with Read not very far away but leaving Jones with a struggle to keep up. Kennerley was in 4th but Liddle had disappeared already giving the last spot to Tom Dockerty running what seems to be an ex-Crickett outfit. Round and round they went with no change in the order until with a lap and a half to go, Crickett spun at St Johns dropping two places in the process. He was too late to make any sort of recovery at that stage of the race so the win went to Supernovice, Mark Read with Jones second and a shamefaced Crickett third. Kennerley was clearly suffering from a badly handling kart in finishing 4th from Dockerty learning Rowrah the hard way in 5th.

So that's the first one out of the way, see you next month. You'd be silly to miss it.

Iain Blair

RESULTS

CADET

1st	Mark Nadolski	Gillard
2nd	Dickie Wilson	Jeta
3rd	Paul Jones	Zip
4th	Thomas Ford	Sprint

JUNIOR BRITAIN

1st	Nick Flemming	Sprint/Parilla
2nd	Steven Wilson	Gillard/Parilla
3rd	Robert Jenkinson	Gillard/White Parilla
4th	Stephen Laird	Gillard/DAP
5th	Peter Dumbreck	Wright/Parilla
6th	Andrew Kirkaldy	Wright/BTR TKM

100 BRITAIN

1st	Mark Walker	Zip/KenL TKM
2nd	John Jenkinson	Gillard/Parilla
3rd	Andrew Unsworth	TKM/EME
4th	Paul Coulthard	Gillard/White TKM

100 NATIONAL

1st	Alex Jack	Gillard/White Parilla
2nd	John Docker	DAP/Redhill TKM
3rd	Stephen Coward	Fastrak/FT Parilla
4th	Stu Davison	TKM/TKM
5th	David Tooley	Wright/SWRD Parilla
6th	Don Ashbridge	Sprint/KenL TKM

125 NATIONAL

1st	David Blackshaw	Zip/CSK Rotax
2nd	John Heatlie	Zip/Rotax

125 P&R

1st	D Richardson	Barlotti/Kawasaki
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210 NATIONAL

1st	Tom Earl	Stratos/TEV Villiers
2nd	Fiona Glynn	Aero/Villiers

250 NATIONAL

1st	Mark Read	Zip/Honda
2nd	Tim Jones	Zip/KTM
3rd	Brian Crickett	Zip/Yamaha
4th	Charlie Kennerley	Zip/NB Yamaha

CHESHIRE SCHOOLS
SPRING CLASSIC THREE SISTERS

The sudden upswing in entries has infiltrated the schools ranks as well as the Northern Karting clubs. Twenty odd schools provided a 110 strong entry for the first round of the Cheshire Schools Spring Classic Series at Three Sisters on March 4th and was justly rewarded for all the hard work put in by Secretary Paul Clewes in promoting Karting in the area. All the schools classes were on view with the new arrangements in operation for the first time. Not unnaturally the majority of entries were in the 50cc classes where the signs are that many Fizz owners have opted to run them in the open class giving that a superiority in numbers for a change.

GEARBOX CLASSES

What a fabulous sight from full grid of 50 karts trundling round to the flag in heat one. As the dust settled Tarporleys Steven Fewtrell hit the front, a place he was to fill in each of the four races. Behind him, National Champion Val Fernandez was carving his way through the field from 40 odd on the grid each race to claim second place and sue the late entry that caused his plight. Never out of the first four Queen Elizabeth DT claimed third place with St Wilfrids Fizz taking fourth. In the new class 3 for four speed engines with limited tuning aids the two Breezehill Fizzers of Raphael Fernandez and Danny Schofield beat St Wilfrids' Mark Beckett into third place.

FIXED GEAR 50CC CLASSES

Another bumper grid with a high percentage of novices here but again no doubt about the winner with Andrew Fewtrell (brother of gearbox driver Steven) taking all four heats with Breezehills Valerie Lord charging through the grids to collect second apparently none the worse for her accident at Wombwell a fortnight earlier. Hot on her heels was Tarporleys Howard Robinson with the two Queen Elizabeth outfits never far away. The class one battle was taking place well down the field with the two Breezehill fizzers of Craig Pemberton and Damian Fernandez collecting the honours from the Cloughwood entry. Class 10 (Comer) had only a couple of entries from Tarparley and these were comfortably seen off by the 50's as were the two class eleven entries from Brookvale and Bedford.

LOW POWER 100

Little doubt of the winners here either as the two

Brigshaw team entries powered their way to easy first and second places. However the battle behind them was fierce and very little separated the next six or seven karts with none of them able to dominate. When all the points were totalled up All Hallows had clinched the third spot ahead of Waverhams nad Queen Elizabeths.

HIGH POWER 100

The smallest grid of the day but by far the quickest and none quicker than Breezehills Richard Jones who took the Yamaha to three straight wins after a mixture of problems in the first heat. Tarparley's Ian Henderson took the Cheshire Schools Mac 92 into second place ahead of the schools other ageing Mac whilst rotary honours went to St Josephs school from Weaversham.

RESULTS

CLASS 1

- 1 94 Craig Pemberton Breezehill Fizz
- 2 90 Damian Fernandez Breezehill Fizz
- 3 12 Team Cloughwood Fizz

CLASS TWO

- 1 33 Andrew Fewtrell Tarparley Yamaha Y2
- 2 91 Valerie Lord Breezehill Yamaha Y2
- 3 30 Team Tarparley Suzuki

CLASS THREE

- 1 90 Raphael Fernandez Breezehill Fizz
- 2 94 Danny Schofield Breezehill Fizz
- 3 61 Team St Wilfrids Fizz

CLASS FOUR

- 1 33 Steven Fewtrell Tarparley Yamaha Y2
- 2 5 Val Fernandex Breezehill Yamaha Y2
- 3 69 Jonathan Hateley Queen Elizabeth Yamaha DT

CLASS SIX

- 1 E Team Brigshaw Honda H100
- 2 16 Team Brigshaw Honda H100
- 3 27 Team All Hallows Honda H100

CLASS SEVEN

- 1 99 Richard Jones Breezehill Yamaha KT

- 2 3 Ian Henderson Tarparley Mac92
- 3 35 Team Tarparley Mac 7/8

CLASS EIGHT

- 1 80 Team St Josephs KTT
- 2 64 Team Weaverham DAP

CLASS TEN

- 1 35 Team Tarparley Comer
- 2 31 Team Tarparley Comer

CLASS ELEVEN

- 1 6 Team Brookvale Passola
- 2 72 Team Bedford Passola

BROMSGOVE KC

At the Annual General Meeting of Bromsgrove Kart Club Ltd on 19th February the following club officials were elected:

CHAIRMAN Mr D White, The Corner House, Church Lane, TODDINGTON, Glos. Tel: 0242 69472.

CLUB SECRETARY Mrs J Cox, The White House, Stock Green, Nr. Redditch B96 6SX. Tel: 0386 793119.

TREASURER Mr P Cox, The White House, Stock Green, Nr. Redditch, B96 6SX. Tel: 0386 793119.

COMPETITION SECRETARY Mr P Ogden, 28 Montreal Close, Lower Wick, Worcester WR2 4DZ. Tel: 0905 429611 after 4.30pm

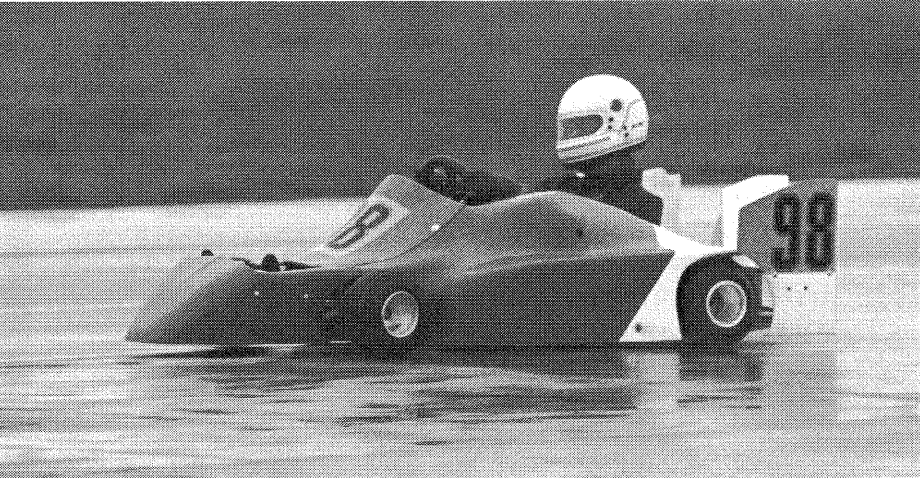
MEMBERSHIP SECRETARY Mrs S Ogden, 28 Montreal Close, Lower Wick, Worcester WR2 4DZ. Tel: 0905 429611

in sixth.

Half distance Webster, Rodgers and Pluck still controlled the proceedings, Martin had edged Vale back a notch with Breeze looking to relegate him even further. Keith Bisp had made an appearance in seventh place having started from a lowly eight row, Wilcox and Allen tailed him. Mike Doble, normally a front contender, was not enjoying a good day, having been excluded from the heat results for a noise infringement and now running in tenth.

Webster was now encountering backmarkers, useful tools to cover the rearguard. However, Rodgers was soon clear of the holdups and giving chase again but Webster was untouchable, a good five plus seconds away in the distance. Andy Martin had eased himself into third at the expense of Martin Pluck and Jamie Vale. Colin Breeze had gone into retirement. Bisp held sixth, chased hard by colleague Mark Allen whilst Adrian Wilcox and Paul Fox gave chase, Mike Doble bringing up the rest of the field.

At the flag Mark Webster had the edge by over six seconds from Derek Rodgers. Andy Martin took a comfortable third from Martin Pluck while Jamie Vale and Keith Bisp collected the rest of the points.



The return of Richard Crump to the 125 Open ranks saw him pick up a useful third after a befty battle with Graham Barker.

- 1st Mark Webster Anderson/MRW KTM 9 Pts
- 2nd Derek Rodgers Anderson/Wood Yamaha 6 Pts
- 3rd Andy Martin Zip/CKC Honda 4 Pts
- 4th Martin Pluck Lazer/TC Suzuki 3 Pts
- 5th Jamie Vale Zip/TC Suzuki 2 Pts
- 6th Keith Bisp Dino/KMP Honda 1 Pt

Race Time: 13min 58.2s-82.33mph

Fastest Lap: (Webster/Rodgers) — 1min 21.6s-93.51mph

125 OPEN FINAL

The heat results were an indicator that the men to beat would be Richard Crump and Graham Barker. They had dictated the pace, crossing the line only seven-tenths of a second apart. Obviously they headed the grid line-up. . .

- Wigg Pettigrew Barker Crump (Pole)
- Fleming Webb Cullen
- Poole Umney Barnes Hobson

On the green it was Barker from Crump as they tore up to Riches in the spray. Down Revitt, through the Esses and up to Coram now Crump had the edge as they completed one lap, Simon Cullen from row two was into second, Graham Barker on his tail followed by a string of karts — Steve Sykes, Nigel Wigg, Alex Pettigrew, Trevor Roberts, James Posing, Derek Price, Colin Poole and Stuart Ziemelis.

Cullen hit the front by the end of the next tour with Crump and Barker struggling furiously over second place, Sykes holding station in fourth with little change behind. Another couple of laps under their belts and the lead trio were well clear of Sykes and the others, Cullen extending his advantage over Crump and Barker. Wigg sat in fourth heading Pettigrew, Roberts, Hobson, Price, Webb and Ziemelis with Posing next, looking after a long snake of karts.

Halfway through now and Cullen was out on his own, emulating Barrington in National and clocking 1min 23's. Crump and Barker were still slugging it out, Barker finding a way through on the sixth tour. Sykes remained in fourth, Wigg next along, then Pettigrew, Roberts, Price and Hobson. There was a fair distance back to Webb who was fending off James Posing, Posing and Fleming both having bettered Ziemelis.

Whilst Cullen sailed away Barker managed to cling onto second place with Crump climbing all over his back bumper trying to find a way past. He did so on lap eight though it was very marginal and he had a fierce struggle on his hands to hang onto it.

As Simon Cullen strode ahead to grab the chequered flag all hell broke loose in the points

scramble. Graham Barker beat Richard Crump to second place by mere inches and Trevor Roberts came through well to secure the next spot. Paul Hobson and Alex Pettigrew filled the last points places, with Price, Sykes, Wigg and Webb leading home the rest of the field.

- 1st Simon Cullen Anderson/CSK Rotax 9 Pts
- 2nd Graham Barker Anderson/Goff Rotax 6 Pts
- 3rd Richard Crump Anderson/CSK Rotax 4 Pts
- 4th Trevor Roberts Zip/Rotax 3 Pts
- 5th Paul Hobson Zip/Rotax 2 Pts
- 6th Alex Pettigrew Zip/CSK Rotax 1 Pt

Race Time: 14min 10.8s-81.11mph

Fastest Lap: (Cullen) 1min 23.00s-83.14mph

FORMULA E FINAL

Martin Hines' somewhat devastating drive in the curtailed heat assured him of pole position for the wet ten lap Formula E Final. The grid looked like this:

- Shaw Parrott Goff Hines (Pole)
- Denton Glencross Stoney
- Sherwood McLaughlin Roberts Pritchard
- Topham Budd Edwards

On the green light it was the familiar 'GP' plates of Ian Shaw that quickly got the jump off

the line, but the lead was not to be his. Through Riches it was Tim Parrott heading the queue, everybody eating his spray. Out of Coram and through Russell the order was — Parrott, Hines, Shaw and Goff as they tore across the Start-Finish line. Another lap complete Parrott still had the front and was driving well. Hines, still second, had Goff on his bumper with Stoney now close by trying to look in on the action. Glencross was next up and Shaw, running the Eagle full body, had dropped back to sixth, then came Berny Roberts, Alan Pritchard, Kevin Sherwood, Peter Wall and the rest of the field.

Hines was still chasing Parrott next time around, Stoney hanging onto his rear bumper. Behind, there had been significant changes to the race order — Glencross was now fourth, Shaw had gone missing out in the country with tyre trouble, Roberts sat in fifth, Pritchard next, then Roger Goff ("What happened? I don't know yet. You see we'd never tried it in the wet before. I think we just did too much to the kart and it wouldn't handle. . ."); Sherwood and Wall led the rest of the field.

As Parrott increased his lead Hines was still hanging onto second spot and managed to do so for a further two laps until relieved of it by Stoney, ("The motor was alright, you saw that in the Pre-Final. There didn't seem to be a lot of traction. I think we just opted for the wrong rubber. . ."). Glencross held onto fourth ahead of Roberts and Pritchard.

The field really began to spread out, and deplete, as the laps rolled by, the order unchanged, until Roger Goff managed to oust Alan Pritchard from sixth spot on the penultimate tour, collecting a Championship point. The order over the line was — Tim Parrott (a splendid drive) just over one second clear of Chris Stoney, then came Martin Hines, Phil Glencross, Berny Roberts and Roger Goff.

- 1st Tim Parrott Anderson/Goff Rotax 9 Pts
- 2nd Chris Stoney Anderson/CSK Rotax 6 Pts
- 3rd Martin Hines Zip Eagle/Zip Rotax 4 Pts
- 4th Phil Glencross Anderson/Anderson Rotax 3 Pts
- 5th Berny Roberts Zip Eagle/CDPT Rotax 2 Pts
- 6th Roger Goff Zip Eagle/Goff Rotax 1 Pt

Race Time: 12min 32.8s-91.67mph

Fastest Lap: (Parrott-Stoney) — 1min 13.8s-93.51mph



To Martin Hines third in the Formula E final and 4 valuable points.

Buckmore is Back

Kent's only purpose built kart circuit has been completely resurfaced and has a RAC licence. This 650m circuit is open 7 days a week (12 noon start Sunday), and from March '89 will be used to promote meetings monthly. All weekday use must be pre-booked. Fun Karts available for hire. Schools, Parties, Scout Groups, Youth Clubs and Charities welcome. Incentive Company Days a speciality. Kart School available. Buckmore Park Activity Centre, Maidstone Road, Chatham, Kent. (Just off M2 - Junction 3). Telephone: (0634) 61295. Booking details from: Bill Sisley, Rock Cottage, New Church Road, Bilsington, Ashford, Kent. Telephone: Aldington (0233 72) 416.

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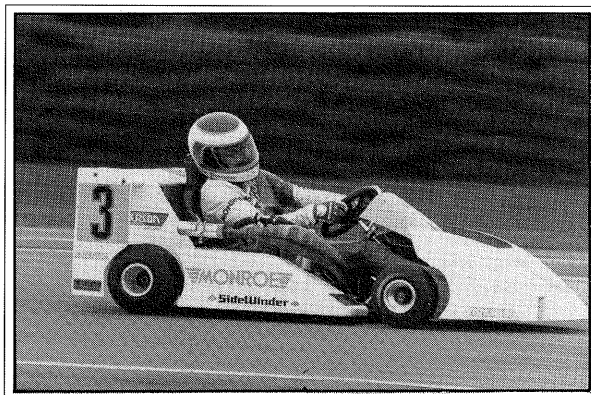
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1st Mark Webster
2nd Derek Rogers
- ★ SNETTERTON 125 OPEN
1st Simon Cullen
2nd Graham Barker
3rd Richard Crump

through Forest Curve and onto Park Straight up to fourth by the end of the exit rumble strip and flat until the braking area for Hatchet Hairpin. Down through the gears into second in time to turn in for this the tightest corner on the circuit. Smooth but hard acceleration from the exit of Hatchet is required to arrive at the 90 degree right named Spitfires, a tight line through here is the only way to approach the next wide open 90 degree left — Diben Bend. This is perhaps the most difficult corner on the circuit with a flat out clipping and exit point leading back to the Start-Finish line.

During this, Formula Drive's first day of operation, there was very little trouble with the cars and only one nose cone damaged by an overenthusiastic journalist being haymaking in a Formula Ford! They have a lot less ground clearance than a Massey Ferguson! One or two others had the odd excursion into the countryside without damage and at least three of the cars were intact for their next event. On this first day there were almost double the ideal number of drivers, in spite of which everyone still got a very wide range of drives, even if there were some waiting for the more popular cars; only half of them dared to go as far as Formula 3! It is a stipulation of the organisers that only those proving to be proficient in the less powerful cars can in fact be asked if they would like to graduate to Formula 3 cars. Any racing car is powerful enough to get you into trouble very quickly — a Formula 3 car can land you in it before you know it. If you leave the circuit in a car, it is not like a kart which usually stops or at least slows before hitting something solid. A car on grass seems to accelerate straight towards the hardest obstacle in the locality (viz my close inspection of the concrete wall at Donington Park last year). Firstly the cost of damaging a racing car is the same as a kart but you just add a couple of zeros to the bill! Secondly you could hurt yourself

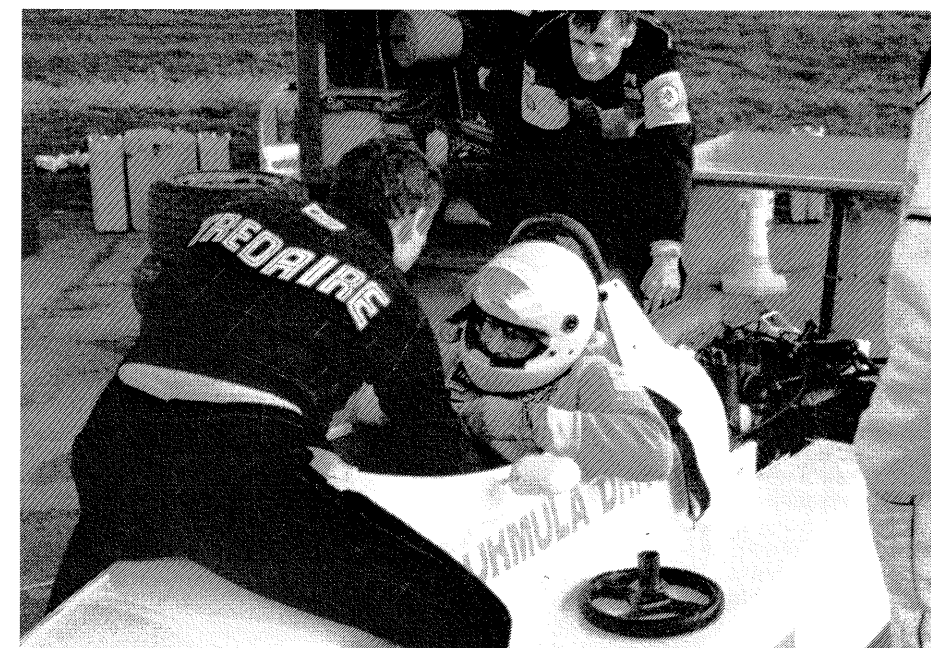
more easily because you hit things so much harder — ask anyone who has torn a corner off a Formula Ford — he will quickly explain the painful experience. First a few bruises, swiftly followed by searing pain in the wallet. Formula Drive is determined to avoid these sort of problems and has begun as it means to continue with a policy of safety first.

In summing up, I can only recommend a day at Pembrey with the Formula Drive squad as an ideal first introduction to car racing. If you have been karting the transition should be fairly easy. The concept is a fun day, it is not a racing school

and for some a racing school should perhaps be the next step. However, Formula Drive does provide an insight into motor racing which until now was impossible without a great deal of expense. A day at Pembrey can be viewed either as simply a pure fun event or part of a learning course to discover if you really have the nerve to drive one of those things! From the look on some of the faces strapped into cars exiting the Pits, I'm sure only about 10% could ever go serious motor racing!

For anyone interested in having a go please refer to the advertisement on this page.

G.R.



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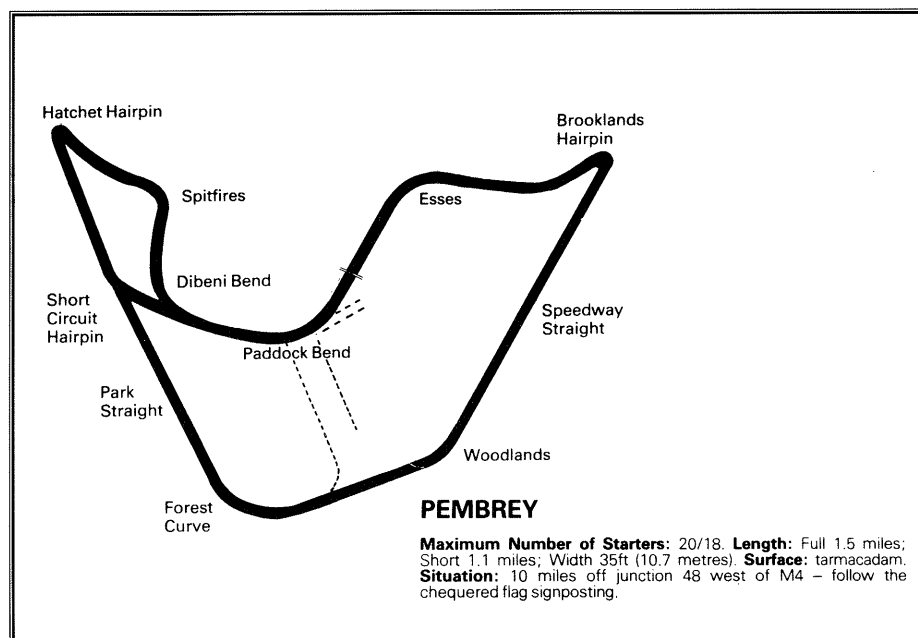
On Monday 13th March on a windswept Pembrey circuit Formula Drive was born. A new concept in racing car initiation Formula Drive is a subsidiary company of the successful and widely known Playscape Racing concern. Directed by Bob Pope and Martin Howell Formula Drive is to be managed at Pembrey by Mike Bryant, former manager of Playscape's Clapham indoor kart circuit.

As a kart racer you will have already mastered the basic skills required to drive a racing car with safety, provided that great care is taken in the early stages or learning curve. The cars provided at Formula Drive included saloons for instruction, Formula Ford 1600, Ford Fiesta Challenge cars, a Thundersaloon Escort, Formula Ford 2000 with slicks and wings, Sports 2000 two-seat racers and two Formula 3 cars. The cars are all in race trim and they are recent chassis and are attended to by two full time mechanics under the watchful eye of Frank Bradley of Swift Europe who is a joint Director of Formula Drive. The Formula Ford 1600's and 2000's are all 1988 Swifts. The Sports 2000's are an Apache-Ford and Tiga-Ford. The Formula 3 cars are both Ralt VW's.

A day with Formula Drive begins early with a full English breakfast at 8am, followed by a short journey down to the circuit in time for drivers' briefing at 9am. Mike Bryant is responsible for the briefing and is quick to point out the risks involved in providing a selection of powerful racing cars for novices to play with! There are a minimum of rules, but those that do exist must be adhered to — to the letter. The briefing lasted for about 20 minutes during which overtaking manoeuvres, flag signals and car types were explained. Before going onto the circuit each driver must be assessed by an instructor. Taken three at a time in a saloon the instructor laps the circuit explaining brake, gear change, turn in, clipping and exit points for each corner. Each driver then has a turn at the wheel and providing that they have listened to and learnt from the instructor he will then sign their record cards. With your card safely signed you can then take your pick of the lower powered race cars by presenting the card to Event Control. Each session lasts for 5 laps of the 1.5 mile long circuit. A lap in the Fiesta takes 1 min 18 seconds, whilst the FF2000 will do the same about 18 seconds faster! I hasten to add that the emphasis is not on speed but safety! Formula Drive's official marshalls are at every corner and anybody driving recklessly, too fast or without con-

sideration for others on the track, will be reported to Control by radio and black flagged. A normal number of participants would be twenty, which split between the ten cars will give everyone plenty of time in the hot seat. It should be no problem to complete fifty laps in the day.

Lunch is provided as part of the package, although arrived to order and was piping hot, it was not allowed to interfere with the day's lapping for more than a few minutes. The Pembrey circuit is under constant improvement by the Llanelli Borough Council, the surface is good, 35 feet wide and made of medium grade asphalt. Work in progress at present is to build a Pits complex on Park Straight between Forest Curve and the short circuit hairpin. There is a very good mixture of interesting corners, the Start-Finish line is on the short straight immediately before the Esses which is in fact a 120 degree right hand, third gear corner. A short sprint down to Brooklands which is either third or second gear, depending on the car, leads you on to the fast section of the circuit, up through the gears and through Woodlands flat out in fourth. A short braking area and third gear takes you



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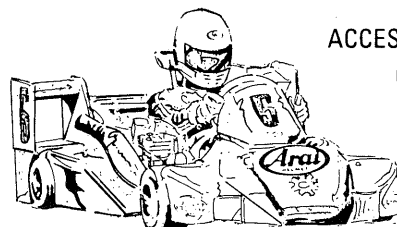
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Class 1 Column

KARTERS IN CARS continued...

1988 saw Derek Higgins & Alan McNish make a strong impression in their respective classes, Higgins in Formula Ford wrapping up both championships for the works Duckhams Van Dieman team and McNish winning the Vauxhall Lotus UK championship and considerable praise from countryman Jackie Stewart. For a while it looked that of the two only the young Scot was destined to progress further, having retained Marlboro sponsorship and gained a place in Formula 3 in West Surry Racing Ralt/Mugen set up. Happily Benneton's Peter Collins was able to offer Derek, once known as the 'John Macenroe of karting', sponsorship for the second seat in the same team. Testing suggests there may be another ex-karter to watch in Formula 3 — the diminutive John Alcorn whose Reynard/Toyota has been quickest so far, run by his dad Harry who used to organise the Green Man karting series, pre-cursor of the Super One series.

Also in Formula 3, albeit internationally, are Allesandro Zanardi 1987 European 135 champion, and Maximilliano Papis 1988 works PCR driver, the former having proved already very quick. Vincenzo Sospiri's fine victory at the Formula Ford Festival has already elevated him to the class... still wearing his DAP patch on his overalls!

In 'senior' Formula Ford this year there is Nicky Hart who went well in his first year but attention is focused on 'Il Dominatore' himself, Terry Fullerton, whose Playscape/Texaco backed works Swift is bound to 'shake some action' as they say.

So far however the biggest impression, predictably some might say, has been made by young Scot David Coulthard whose talent was partly obscured in his only year of senior karting by equipment problems despite a brilliant Junior karting career. Coulthard, backed by Eternit, has already taken his Van Dieman RF'89 to victory in both of the Junior rounds, Oulton Park and Brands Hatch, an auspicious start to a very promising season. Also competing are Adrian Coles and Jason Weller, both top Senior Britain exponents, while in Formula First the man to beat is James Rhodes, undoubtedly worth watching.

FULBECK FIASCO

The first qualifier of the 1989 Super One series has just taken place at Fulbeck, and it was not a good start to the serious season. This column is reluctant to criticise any organisational shortcoming in karting since drawing an unnecessarily sharp response to the lamentable state of the scales at this circuit, (rumoured to be appearing soon in a forthcoming edition of 'Antiques Roadshow') but with the credibility of karting at large in mind is it reasonable to run a race of such importance to prospective competitors in the series with no practice on the Saturday? There were only 5 laps allowed on Sunday morning, no possibility of testing motors, carbs, tyres,

gearing and so on for people who may have spent thousands of pounds and travelled hundreds of miles.

More outrageous must be the fact, discovered very late in the day by many, that Super One tyre rules were not enforced at all so that any number of slicks could be used, they weren't marked at the outset, and, worse still, any RAC wet or intermediate tyre could be used. In other words, those who arrived with the Super One series 'mandatory' Vega wets would, had it rained, been at a great disadvantage.

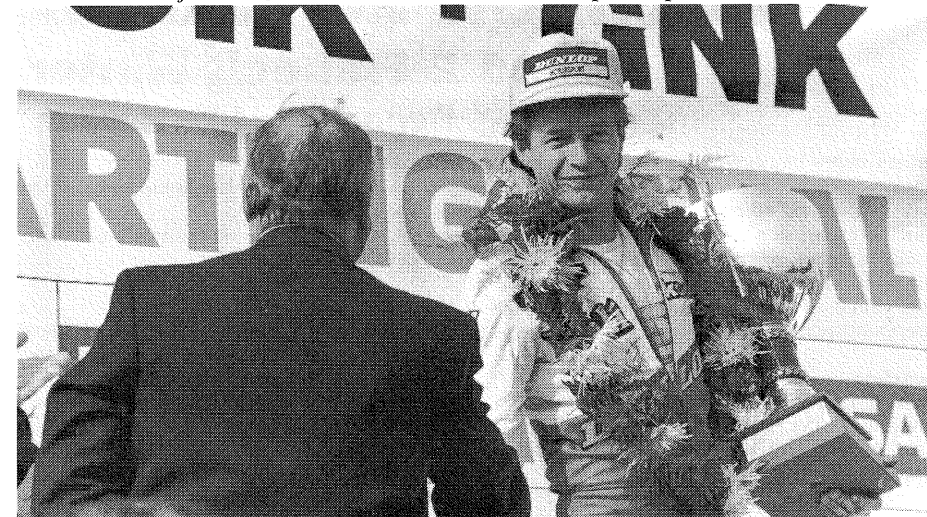
Much is said about the improving image of karting and the high degree of professionalism

demanded today; that sadly is the exclusive preserve of a few competitors and traders whose considerable investment of time and money is completely negated by meetings like this. The RAC's contention is that International karting is a cul de sac, which needs only the imposition of more bureaucracy to torpedo it completely, and that the future lies in the exciting new world of indoor go-karting!

As long as there are meetings run this way karting will roam forever in the outer darkness of windswept airfields, quite understandably ignored by mainstream motorsport and kept from public view by the increasingly influential media.



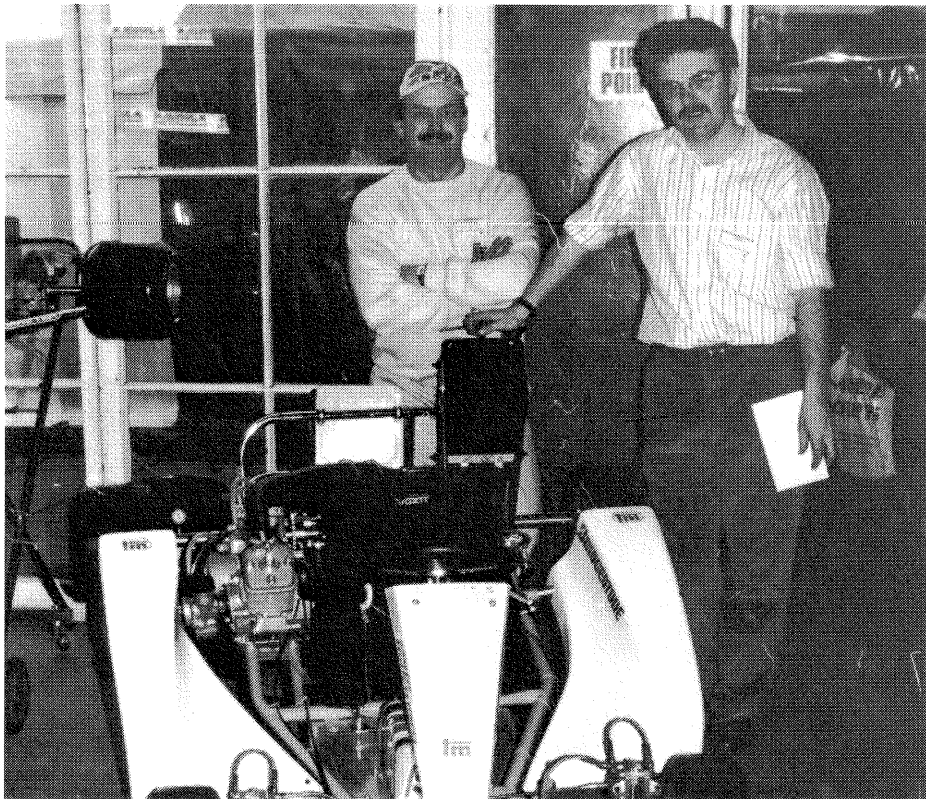
Tension mounts for the 135 Formula K 1988 World Championship Final.



Mike equalled Goldstein's record.



The lads proudly display their helmets, though Steve wasn't sure about DICK'S.



Ked and Vyv with their latest Red Dragon, (the bat is extra).

SHORT CUTS

The Red Dragon Racing works line up for 1989 is set. Graham Pettit, whose ability was demonstrated in 100 Super some years back, is to contest the Senior Britain class using Parilla and RKD power. Simon Richardson will be in 100 National, returning after one year's absence from karting, while 100 Super remains Steve Tillett's province, both will be Rotax powered.

Pettit and Richardson have to qualify for the Super One while Steve Tillett in 100 Super does not. All three drivers will run Swiss Hutless chassis and be supported at the circuit by Ked and Vyv, who are not brothers of course, as reported in another magazine, but just good friends.

British Racing Karts' drivers for this year do not include any of their previous line up (where are you Kevin?) and are all in 100 National. Robert Schirle is pre-qualified in the Super One but Peter Rayner and Gary Tupper will be at Felton and Clay Pigeon attempting to regain ground lost at Fulbeck in two separate protests. BRK's boss the dashing Chris Newbent is confident his men will make amends. "They're simply not like that," he commented.

The Class 1 Column commiserates with Bromsgrove Kart Club on the loss of longtime stalwart Charlie Box. His integrity and great personal charm, exceeded only by his gift for packing into a two day meeting what most clubs could only achieve in one, will be sadly missed.

FULBECK 26 FEBRUARY 1989

Round 2 Fulbeck Winter Series

Report by Mike Hayden

Entries were so numerous for this meeting, that many race entries had to be turned down. With over 200 drivers taking part the paddock was crammed with all manner of vehicles, with all available space being put to good use. The message is clear, if you want top competition on a top circuit, then get your entry in early to avoid disappointment.

Gearbox

Heat 1: 1st Peter Geeson (250N), 2nd Ashley Barnard (250N), 3rd No.12 Mr Lowe.
Heat 2: 1st Colin Kay (250N), 2nd Mr Lowe (250N), 3rd Tim Plant (125N).

Kay made a perfect start, chased by novice Lowe, novice Gregory (210), Robinson (125N) and first heat winner, novice Geeson. By lap 3 the weather had turned sour, causing problems for the slick shod drivers. The rain was heavy for a number of laps, but Kay was making it look so easy as he increased his lead each lap. Lowe was clear of Robinson laying third, who was pulling away from Gregory. By mid distance the rain had eased off and the cold wind quickly dried the track surface. By this stage Kay had an 11 second advantage over Lowe, with the rest of the field well spread out. The only real fight of the race was between Russell Smith (125N) and novice Keith Morgan (125N), whose fight for fifth place continued all the way to the flag. At the finish Kay was a comfortable winner, well ahead of Lowe, from Robinson and an off pace Geeson, with Morgan getting the better of Smith in the closing laps.

Junior Britain (53 entries)

Heat 1: 1st Stewart Capstick, 2nd Ralph Firman, 3rd Guy Smith.
Heat 2: 1st James Matthews, 2nd Nick Dudfield,

3rd Mark Blair.

Heat 3: 1st Guy Smith, 2nd Jamie Spence, 3rd James Matthews.

Heat 4: 1st Gareth Hession, 2nd Ralph Firman, 3rd Nathan Ferriday.

'B' Final

Excitement at the start as front man O'Hara fouled up on the rolling lap. Fortunately the starter was feeling kind and sent the field round again. So at the lights, Wandless accelerated into turn one from Broughton, O'Hara, Cornwell, Cooper and Harlow. The chicane for the first time and Broughton snatched first, as six drivers took each other off. This allowed Broughton to make a break, as he eased away from O'Hara in second, chased by Cooper and Wandless, with novice Weston going well in seventh. By half distance Broughton was well clear and was in a class of his own. O'Hara was giving a good account of himself back in second and was safe from the third place scrap involving Cooper and Cornwell. Whaley and Hogg were also inseparable as they fought for fifth a short distance further back. At the line Broughton was a comfortable winner, O'Hara was second, from Cooper in third, Whaley clinching the final qualifying place at Cornwell's expense on the last lap.

'A' Final

Guy Smith was not prepared to hang about, taking full advantage of pole, to lead from Matthews, Firman, Hession, Spence and Dudfield. These lads looked very quick and all survived the opening lap. Smith was slowly pulling away from Matthews, with Spence briefly in third, until Firman fought back and reclaimed that position. It soon became clear that Smith was not going to be caught, as he dominated the proceedings

in much the same manner as he did last month. By now Mathews was receiving Spence's attentions, Firman having dropped back to become embroiled in a tight fight with Dudfield and Hession for fourth. By halfway Mathews had managed to break away from Spence who was having to contend with the attacking duo of Dudfield and Hession. Into the closing stages and Smith had a lead of half the main straight over Mathews, who had a cushion the full length of the straight on Spence, who was still under pressure from Dudfield. Hession and Firman had fallen victim to the charging Blair, his sights set firmly on Dudfield. Firman and Hession nearly slipped up on the penultimate lap, as they drove into each other at the lap counters chicane. At the flag, Smith won easily from Mathews, who was well ahead of Spence, with Dudfield just surviving Blair's move down the outside at the final chicane.

Senior Britain (25 drivers)

Heat 1: 1st Patrick Walsh, 2nd Martin Verity, 3rd Darren Quinn.

Heat 2: 1st Steve Hazlett, 2nd Steve Cook-Martin, 3rd Michael Mills.

Heat 3: 1st Darron Gibbs, 2nd Paul Ibbotson, 3rd Steven Quinn.

'B' Final (26 drivers)

Another large grid ready to fight for those four precious places. The track was dry but it was bitterly cold and windy. McHugh made the early break, from Pitts, Anderson, Williamson, Herbert and Cullan. At the chicane Cullan's race was effectively over as he spun to the rear of the field. By lap 3 McHugh was well clear. Pitts was second having also opened a good gap on Anderson. 100 UK driver Richard Guest was well

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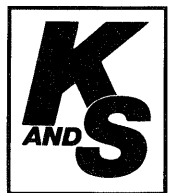
If you damage your helmet — **change it**. Look after your helmet and hopefully it will look after you.

Footnote: Unfortunately racing helmets are still not exempt from VAT, although much inferior road only helmets are. Something not quite right there.

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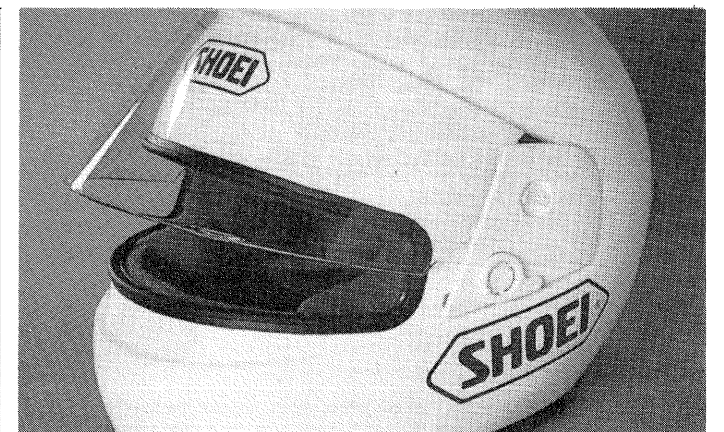
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HEAD HUNTING?

A review of the 1989 helmet regulations and range, what to look for and how to look after your helmet once you've made your choice.

With the possible exceptions of mountaineering and jumping out of aeroplanes, motor-sport is probably the most dangerous activity we humans get up to. Careering around tracks or riding roughshot through the countryside without much thought for our own personal safety. Is that true?

On the insistence of rules and regulations and our plain common sense we endeavour to wrap ourselves from head to toe in protective clothing — fire retardant boots and suits, full gloves and most importantly a good helmet.

But what constitutes a good helmet? The RAC MSA Motor Sports Yearbook says — “A good helmet protects your head from skull fractures, or concussion. The outer shell distributes the force and resists penetration, the liner absorbs blows and prevents the brain from being shaken.

But how does a helmet do all that?

Construction and Role of the Helmet

All good helmets have four main components. The shell of the helmet is smooth so that the energy from an impact is evenly distributed over the surface and is not concentrated in a small area. The most important part of the helmet is the impact absorbing liner. This is generally made of expanded polystyrene which again

absorbs and reduces the energy of impact. The polystyrene crumbles on impact and this absorbs much of the energy of the crash, much the same as if you squashed normal polystyrene in your hand.

The second lining ensures a snug and comfortable fit and is usually filled with polystyrene. This lining also prevents the helmet moving about while being worn. Finally, a sturdy, well-fitted chin strap ensures the helmet stays where it is supposed to — on your head — in the event of an accident and not bouncing down the track without you!

Helmet Care

Clean your helmet only with warm water and a neutral cleaning agent, (one without acid in it).

Don't allow your helmet to be bashed about, buy a helmet bag if your new helmet doesn't come with it. This will protect your helmet from any unnecessary bumps and scratches when you are not wearing it.

Don't spray your helmet with paints that needs extreme heat to dry them. The helmet inner liner may be affected if it is in contact with paint or paint thinner — so be careful.

Finally and most important, if you are involved in an accident or your helmet is damaged in any way whatsoever — **change it.**

Helmets are designed to protect you from just one impact. As I said before, the helmet literally crumbles inside. It may look unscathed outside, but inside...



Supersprox J.E.B. range.

Helmet Brands

There are many helmets on the market that meet the MSA and British Safety Standards. So which ones are the best for you?

I'll list a few major brands and their particular assets, but I stress the best person to contact is your local high street dealer. He will put you straight on anything you may be unsure about. If you have a question ask him.

SHOEI ZR 1 — Top of the range, constructed of a Kevlar and fibreglass weave which offers the head excellent protection. Available in all sizes.

SHOEI ZR 2 — A similar specification to the ZR 1 but a little cheaper. All sizes available.

placed, mixing it with Britain driver Goodwin for seventh place, as they banged wheels into the chicane. Goodwin won this bout, but Guest settled it in his favour on the following lap. Pitts had now been caught by Anderson, at the same time as Herbert demoted Williamson. Half distance and the rain started to fall heavily causing a few casualties. Anderson was one who suffered, losing several places in the process. Last lap and McHugh was the weasy winner by over 17 seconds ahead of second, Pitts ahead of Herbert, followed three seconds later by Williamson to take the last qualifying place.

'A' Final

Cook-Martin got the jump on poleman Hazlett at the lights, pursued by Verity, Gibbs, Ibbotson and Beecroft. By the end of the first lap Cook-Martin and Hazlett were already pulling away from the rest, as Verity hung on in third, from Mills who had sprinted through to fourth. Lap four and the two leaders were literally glued together, with Hazlett giving Cook-Martin plenty to think about, finally snatching the lead in the complex on lap 5. Mills was now third from Verity and Beecroft, with Gibbs, Ibbotson and Walsh indulging in their own war a little further back. Cook-Martin was now giving Hazlett a hard time and a cracking fight it was too. Meanwhile returnee Walsh had moved ahead of Ibbotson and Gibbs to take sixth. Gibbs fought back and retook sixth on the next lap, but Walsh immediately retaliated, back into sixth place on the penultimate lap, after some bumping of wheels through the chicane. Following this scrap, Ibbotson and Steven Quinn were side by side on more than one occasion, Ibbotson getting the verdict at the flag. All through the last lap and the lead was still in the balance, Cook-Martin keeping position very tight and allowing Hazlett no respite, as he threatened at each corner. The flag and Hazlett was first by one length after a terrific dice between two very talented drivers. Mills was a distance third from Verity, Beecroft and Walsh.

Cadet

Heat 1: 1st Charles Butler-Henderson, 2nd Daniel Wheldon, 3rd Antony Davidson.
Heat 2: 1st Jenson Button, 2nd Charles Butler-Henderson, 3rd Matthew Shaw.

Down to the lights and Butler-Henderson took an immediate lead off pole, to lead a weaving mass of twenty nine drivers into the top hairpin, chased by Shaw, Davison, Button, Pell, Wilson and Hall. Towards the end of the opening lap, Wilson squeezed into third as Wheldon joined the leading fray in sixth, Pell having found the opening lap quite eventful and was down in twelfth. Butler-Henderson opened a cushion over Shaw in second, until Button powered by a couple of laps later. Immediately behind Button was Wilson, Wheldon and Davidson, keeping the top six fight very tightly grouped. Hovering on the fringes was James Mills, whose chance came at Wilson's expense, who fell victim to not just Mills, but Wheldon and Davidson also. By lap six, Button had hauled in Butler-Henderson and a side by side manoeuvre into the chicane gave him the lead on the following lap, a position which he immediately consolidated. The chicane on the main straight was certainly providing the action, the next move seeing Davidson demote rival Wheldon back into fifth. By the final lap, Button had daylight between himself and Butler-Henderson, who now had Shaw and Davidson to worry about as they closed in rapidly. Shaw's attempts to take second left him vulnerable to Davidson who swept down the outside to take third at the final chicane. Button was the worthy victor, from a relieved Butler-Henderson, a flying Davidson, the unfortunate Shaw and an off pace Wheldon. Mills rounded off the top six.

100 National

Heat 1: 1st Ricky Flynn, 2nd Andy George, 3rd Jamie Beasley.
Heat 2: 1st Alex Jacks, 2nd Andy George, 3rd Craig Caldwell.
Heat 3: 1st Jamie Beasley, 2nd Daniel Stilp, 3rd Paul Wilkes.

'B' Final

Eleven karts with Oliver Gavin on pole, Jeanette Peek alongside, and Dave Kirton and reigning Club Champion Matt Payne off row two. Peek made the break, hotly pursued by Thorpe off grid six, Gavin, Payne and Kirton. However, by lap two, five karts had broken clear of the rest as Peek led, from Thorpe, Gavin, Payne and now Simon Barrett. It was tight at the front as Thorpe applied sustained pressure on the leader, which resulted in Thorpe bumping Peek whilst entering the chicane at the end of the straight. Lap 4 saw backmarker Kirton get in Peek's way, allowing Thorpe into the lead. Gavin was close in third, as an unusually slow Payne attempted to keep Barrett behind. Two laps to go and Gavin was through into second, as Peek slowly fell back towards Payne and Barrett, who were having trouble getting past backmarkers. In the complex for the last time and Payne was off whilst lapping Nadolski, giving Barrett the final qualifier behind Thorpe, Gavin and Peek.

'A' Final

Recent months have seen a distinct lack of discipline in this Class, with the headbangers motto, “Win at all costs”, much in evidence. After numerous rolling laps, we were treated to an amusingly serious display of aerobatics, as first three karts departed to the scenery at the first corner, followed by no less than THIRTEEN more 100 yards later at the chicane, with a further three half a lap after this. I leave you to form your own opinions. One driver to keep his nose clean was the consistently quick Andy George, who had Flynn tagged on behind. Beasley was third from Jacks, Wilson and Evans. Lap three and Flynn got alongside George on several occasions, their fight so intense, that they were slowing each other up sufficiently to allow Beasley in onto the act. Jacks and Wilkes were still fighting for fourth, with the first two non-Rotax drivers Evans and Game next up. Beasley tried for second at the chicane, but Flynn held his line, hanging on until the hairpin when Beasley was able to squeeze by. Flynn immediately fought back to retake second, settled into an assault on George and took the lead on lap 7. As George gave chase Beasley proved just a little too eager, pushing George from behind as they went into the Complex. George spun and re-started well down, whilst Beasley went on to finish second and was then excluded for his ill-judged move. At the line Flynn took the win, from Jacks now a lucky second, with Evans driving well to come home in third. Game, Wilkes and Dickson rounded off the top six, poor George back in tenth through no fault of his own.

100 Super National

Heat 1: 1st Gary Moynihan, 2nd Stephen Day, 3rd Darrel Beasley.
Heat 2: 1st Paul Rees, 2nd Dominic Connelly, 3rd Martin Jubb.

Two races in one as the Super's indulged in a race on the warm-up, before the main event. It's a common ruse now and leads to premature greyness amongst starters. At the fourth attempt the light stayed red and O'Hara and Nicholson took each other off. Another lap of en masse weaving to give them a chance to rejoin and Moynihan led from the green to lead until the first chicane, when he promptly lost it and spun. Connelly's Fletchers Bakeries backed Wright took over, as Jubb, Brogan, Beasley, Nicholson and Chapman,

looking very professional in his XP Express Parcels Systems livery gave chase. Connelly was very quick opening up a small gap, as Brogan put Jubb under pressure for second. After his slow start Rees had stormed into fourth, whilst Nicholson and Beasley indulged in some contact sport, trying to decide who deserved fifth. On lap four Chapman slammed down the outside of Beasley into the chicane, Beasley leaving his braking too late and overshooting. Jubb was not quite on terms with Connelly and had Brogan to worry about, as three fighting pairs followed, Rees/Nicholson, Chapman/O'Hara and Henderson/Day. Connelly however took the flag first, two seconds clear of Jubb and Brogan, from Rees, Nicholson and Chapman.

Bits n Pieces

There was plenty of contact driving today and plenty of accidents. All it takes is a telephone call to the RACMSA to discover the policy on this. You have been warned.

A special mention for Junior David Thirsk who competed with a red nose fastened to his Zip kart. It's nice to see some charitable intentions in the sport.

The Super One will soon be on us. May I make a special appeal to drivers to keep it clean. The St Johns provide a good service but I prefer to see the ambulance stay in its appointed spot. There is the legal aspect to consider should you push someone off and they are seriously injured. If you wish to 'headbang', then stay out of karting and take up bomber car racing.

Gearbox

1st Colin Kay	Phoenix/Yamaha (250N)
2nd Mr Lowe	(250N)
3rd Jamie Robinson	Zip/Rotax (125N)

Junior Britain

1st Guy Smith	Gillard/Parilla
2nd James Mathews	Boxer/KS Parilla
3rd Jamie Spence	Sprint/Parilla
4th Nick Dudfield	Wright/Parilla
5th Mark Blair	Gillard/Parilla
6th Ralph Firman	Wright/Parilla

Senior Britain

1st Steve Hazlett	Knight/Parilla
(entrant: Thompson & Chappell)	
2nd Steve Cook Martin	Boxer/Parilla
3rd Michael Mills	Jeta/Sap
4th Martin Verity	Wright/Parilla
5th Richard Beecroft	Gillard/Dap
6th Patrick Walsh	Jeta/Dap

Cadet

1st Jenson Button	Gillard/Comer
2nd Charles Butler-Henderson	Wright/Comer
3rd Anthony Davidson	Allkart/Comer
4th Matthew Shaw	Jeta/Comer
5th Daniel Wheldon	Allkart/Comer
6th James Mills	Jeta/Comer

100 National

1st Ricky Flynn	Wright/Rotax
2nd Alex Jacks	Gillard/Rotax
3rd Paul Evans	Dap/Dap
4th Bobby Game	Lane/Parilla
5th Paul Wilkes	Sprint/Rotax
6th Roy Dickson	Sprint/Rotax

100 Super National

1st Dominic Connelly	Wright/Rotax
(Fletchers Bakeries)	
2nd Martin Jubb	Wright/Rotax
3rd Steve Brogan	Sprint/Rotax
4th Paul Rees	Zip/Rotax
5th Shaun Nicholson	Wright/Rotax
6th Gary Chapman	Wright/Rotax
(XP Express Parcel Systems)	

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KARTING DISTRIBUTORS FOR



BLAIR'S BABBLINGS



A Report from the Rambling, Roving, Raving Race Reporter - Iain Blair.

The month of February held, for me, two most significant happenings. One was the Kart Show at Trentham and the other was the Long Circuit season opener at Cadwell.

Motoring News' involvement with the event came as a pleasant surprise to those of us who have come to regard the Sporting Scene pages as a promotional vehicle for rallycross and hot rod racing. I am fully aware that, like K&S, they can print only what they receive but I am still waiting to see my account of the 100 National champs at Fulbeck, sent in mere days after the event. The answer I fear lies with us club scribes. Bombard MN with loadsapaper and then Mark Skewis (aka "The Monica Strath Fan Club") will be forced to print something. The show itself was brilliant with more trade involvement than last year and talk already of the need to expand for the 1990 event. Much more thought had gone into the stands for the Trentham event and the quantum leap in presentation by the Lion Kart Club and the exhibitors was apparent to those who were at the '88 Show. One puzzling fact was the some of the most successful 100cc manufacturers/importers were conspicuous by their absence. This is rather odd as it will be the only time of the year that the public will have to compare the goods on offer in a relaxed (?) manner without the hassle of scouting round at a race meeting. The firms concerned must have some good reason behind their reticence but I'm damned if I can think of it. Virtually all of the regular gearbox kart manufacturers (Aero and Barlotti excepted) were present at the show and ALL had something new to offer. Then again, the gearbox crowd have always been streets ahead in presentation and promotion. . . An interesting little tale from the Show concerned Derek Warwick and John Mills at the DAP stand. Derek was wandering round the hall when some of DAP's publicity material featuring Ayrton Senna and Vincenzo Sospiri (FF festival winner) caught his eye. JM asked Del if he knew Mr Senna. Derek replied between clenched teeth "Yes, I know him, worse luck."

Connected loosely with the show was a shady deal struck between certain persons connected with KM fibreglass and the staff of this magazine. The object, an elaborate stitch-up job on yours truly. The March issue contains a photo of me at the Cumbria KC "do" strutting my funky stuff, man and captioned "Iain Blair, Raving Mad Pal"



'Le Patron' — Chris Stoney.

This is clearly incorrect and Mr Garrett should note that the proper title would have been "...Raving Drunk Pal." and as I write this, I'm living in an emergency call box on the M6!!!

Cadwell Park, February. Bereft of brass monkey keys as usual but now with the added comfort of a warm bar and restaurant in which to rest one's weary journalistic body and attempt to drink McCormick under the table (never been done yet!). Sadly the view of the Club circuit from here is rather less than nil so, after a quick thaw, its another long trudge up the track to watch the leather clad gladiators in action. Out on the circuit, little has changed. The guys who were indecently quick last year haven't slowed down any this year. Now that Mr Stoney is playing with the big boys does anyone else get a look in? Yes, but they are tending to be CSK supported drivers. Boyd Barrington at present blitzing the air cooled division (and posting times that would have put him well up the 250E grid. . .), with Simon Cullen and Steven Sykes doing likewise with the w/c Rotaxes. Le Patron himself, Chris, has taken to 250E like a duck to water and is seen at present on one of the new Anderson Mirage chassis after a couple of successful seasons campaigning Zip products. On the opening meeting's form, a number of established stars will be looking over their shoulders.

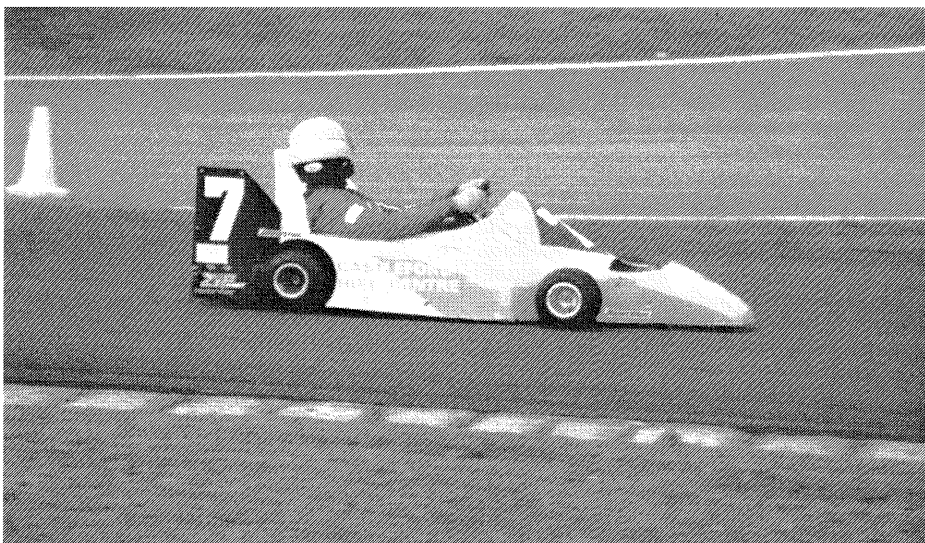
The subject of driver discipline sprang to mind at Cadwell, but this time my thoughts were of how well behaved and responsible the rolling laps were. This is something seen all too rarely on short circuits and hardly at all in 100 Super! The gearbox boys get one lap in which to warm up, tailing a pace car before the SLOW rolling start. If a driver has a problem, tough, he misses

his chance. There is none of this endless lappery waiting for the poleman to change his plug/tyres/Helmet/whatever. Our leading 100cc drivers really should watch their faster compatriots to see how it should be done. The excuse that the Continentals do it this way hold no water. I've seen Riva (the CIK starter) in action and he really is a shining example — in how not to start races.

By the time you read this, the new noise regs will have had an immediate effect, and you should be in position where you hold several noise tests cards, one for each motor. Hold on to them as you may be tested again and forgetting to bring the card will result in another being issued — and another fee charged. By my reckoning, some 100 Super drivers and Cadet daddies will be coughing up loadsamoney just for the noise test. Why a test fee? The answer is simple, £445 + VAT, the cost of the rig which has to pay for itself somehow. Some of you may be saying "I'm not paying that, I can make one cheaper!!" (I know I did). The main problem with building your own is insurance. The RAC item is covered at race and practice days by the RAC insurance which will work out considerably cheaper than arranging your own. In the long term, it makes sense to buy the pukka item.

Did you know that you had to register for the 1989 MSA Championships for the first time ever. Forms should be available from your local club or direct from the RAC. The fees ain't huge but it may go some way to recouping the costs of administering the Championships and boosting the reserves at the RAC.

That about it for now, any subjects for discussion or just a bit of gossip, send them to me either at home or c/o the mag.



Boyd Barrington setting a blistering pace.

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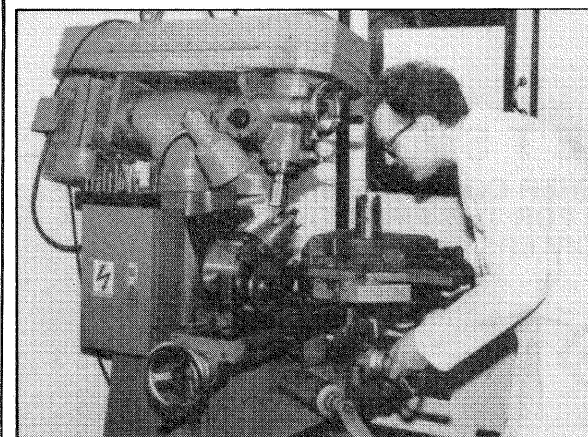


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100 National Restricted
2nd Chas Putt SuperDart Supertune Sirio

Junior Britain
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3rd Jonathan Rampling SuperDart Supertune Parilla

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2nd Stuart Melen SuperDart

DRIVER OF THE MONTH
Trevor Horncastle

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has raced at many circuits and in the British and Midland Championships. Awarded the Dunlop Driver of the Day at Chasewater in 1987 Phil proceeded to the next race at Sherington only to break his collarbone in a shunt. Not deterred by this, his wife Linda, still fully supports him and this year will be supporting us by running the Challenge raffle.

Phil operates a mobile welding and fabrication service and plans in 1989 to compete in the Challenge, RAC British and Midland Championships and at the Isle of Man.

PETER DENYER

Peter started racing in 1988 spending the year gaining driving and mechanical experience. An Engineer with the CEGB Peter plans to compete in the 210 Challenge and local race meetings driving a Zip chassis.

SHAUN GIBBS

Shaun started karting in 210 national in 1973 winning the Welsh Championships in 1986 and has 3 years experience of long circuit racing. A Heating Engineer and sponsored by his Mum!! (we all were at one stage) Shaun's ambitions are to "GET IN FRONT OF JOHN HAIGH AND MARK ALLEN" a position we would all like to achieve. Shaun drives a 1985 Barlotti chassis with 1978bits! powered by an 11 year old engine.

MARTIN JAMES
1988 SHENINGTON KART CLUB
CHAMPION

Martin started karting 15 years ago in 210 national winning the Sherington Championship in 1988. Other successes include being runner up in the Chasewater Club Championship 7 times, 4th in the Midland Championships and has had high

placings in previous 210 Challenge series.

A Civil Servant Martin plans in 1989 to compete in the 210 Challenge, RAC British and Midland Championships as well as the Scottish, Welsh and Sherington Championships driving his Dino chassis.

A special mention must go to Martin's family who have loyally supported his racing especially his dad Ken. I know we will all look forward to their company this year.

ALAN POOLE

Alan started karting in 1967 retired and rejoined in 1984. After winning the Kimbolton Championship Alan entered the 1987 Challenge featuring well until business commitments curtailed his involvement. In the 1987 RAC British Championships Alan was on the front row for the final only to retire through mechanical problems. A Garage Owner and Owner of GP UDrive a Flitwick car and van hire business, sponsors of the series. Alan driving a Zip Bandit chassis, plans to compete in the 210 Challenge.

NIGEL PUDDIPHATT

Nigel started karting in 1986 progressing to being runner up in the Kimbolton Club Championship after several wins. Whilst most of his racing has been at Club level, he has good potential and with the help of his dad and brother I consider him a driver to watch in 1989.

A Fitter Welder Nigel plans in 1989 to compete in the 210 Challenge, RAC British and Midland Championships, Hesketh Cup, Little Rissington and Sherington Club Championships driving his Zip chassis.

BARRY STOKES

Barry started karting in 1987 finishing 9th in the

Challenge series, his first full year of racing. During 1988 Barry only entered 2 meetings, due to other commitments, but plans in 1989 to compete in the 210 Challenge, RAC British Championships and Midland Championships, driving a Korba chassis.

ERNIE WINN

Ernie started karting 15 years ago. He has successfully competed in both the Challenge and RAC British Championships over the years. Travelling from near Dorchester, Dorset, Ernie is a much travelled and most welcomed entrant. A Site Agent he plans to enter all the Challenge rounds driving his Zip 925 chassis.

MICHAEL WARDALE

Michael started karting in 1988. A Laser welder and sponsored by Sisson Computers Michael plans to enter all the 210 Challenge rounds driving his Zip chassis.

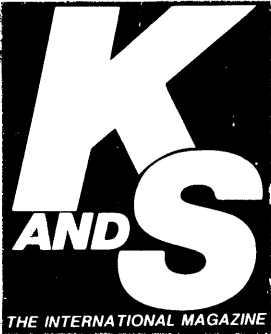
CHRIS WRIGHT

Chris started karting in 1986 progressing to finishing 5th in the Midland Championships and 6th in the Isle of Man. A Carpenter Chris plans in 1989 to compete in the Challenge and a few long circuit meetings driving his Zip chassis.

STEVE WARCROFT

Steve started karting in 1988 competing in the 210 Challenge and Sherington club meetings. The season was spent building, driving and mechanical experience which towards the end of the year produced some creditable results.

A Director of Trackwright a soft furnishing company and sponsors of the series Steve plans to compete in the 210 Challenge and RAC British Championships driving a Dino chassis.



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———— LATE NIGHT THURSDAY ————



CADET COLUMN

EDITED BY DAVE GARRETT

CHASEWATER

Story: Liz Peters

With a much improved number of Cadet drivers on the grid, we hoped there would be some close racing with drivers such as James Goode, Ben Purkiss, Dean Haddon and Daniel Goode all of whom achieved good results at various meetings throughout last year. We had three visitors from Fulbeck Club, Barry Wilkin, Terry Brown and Lee Hammond and also Robert King from Wombwell. The heats were dominated by Ben who had three straight wins being well out in front of the rest of the field. James had the next best results gaining two second places. Also achieving good heat results considering he had to go off the back of the grid as a late entry was Lee Hammond.

We also saw the addition of the third Goode brother Simon, as a Novice. Now they definitely qualify for the 'pet name' we have for them in Race Control, they are affectionately known as 'The Goodies'.

HEAT RESULTS

Heat 1: 1st Ben Purkiss, 2nd James Goode, 3rd Barry Wilkin.

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

Heat 3: Ben Purkiss, 2nd Daniel Goode, 3rd Robert King.

Final: Predictably on Pole position it was Ben with James alongside him. Off the start it was Ben who went straight into the lead ahead of Daniel and brother James. An unfortunate James was forced to retire at the end of the first lap. As the race progressed Ben began to increase his lead over the rest of the field who were at this point quite evenly spaced out but still on each others tails. On lap 3 Dean overtook Daniel to take second place and as the race continued began to open up a gap ahead of Daniel. The best close racing was now developing between Daniel, Lee and Robert King. Towards the end of lap 7 we saw that Dean had lost places and was relegated down the field and as the race progressed a little further Dean who had up until this point driven a very good race was forced to retire allowing Daniel to reassume second place with Lee in third. But the days winner in convincing style was Ben Purkiss.

RESULTS

1st Ben Purkiss
2nd Daniel Goode
3rd Lee Hammond

My thanks to all those who contributed to this column. With your help hopefully we can offer our Cadets the kind of coverage they deserve.

My thanks again. DG



Doug Bell (l) raced to victory at Shenington.

SHENINGTON

A good entry of twenty karts turned up with a top quality field. Heat 1 was won by Doug Bell and Heat 2 by Anthony Davidson using brother Andrew's No.8 plate. Both times Claire Bogan was 2nd and Daniel Wheldon 3rd, Claire surviving a slight dispute over minimum weight causing a little delay to the final. So it was Bell on pole, Bogan alongside but trying to take the lead into Cafe with a threat of rain in the air. Bell soon took the lead followed by Bogan, Wheldon, Davidson, Barrie Wilkins and David Lloyd (Novice) going well until his chain came off. Young Tony was flying and moved up to lead into the chicane doing laps around 51.5 until the rain came. Despite a heroic battle his stiffer Allkart had to give way to the more flexible Zip of Bell. Bogan dropped away initially but towards the end moved up closer followed by Wheldon, Jonathan Stilp and Wilkins. First Novice home was Daniel Gibson in 10th. A really exciting race from the young 'uns, closely fought at the front.

G M Smith & L Allen

1st	Doug Bell	ZIP
2nd	Anthony Davidson	Allkart
3rd	Claire Bogan	Allkart
4th	Daniel Wheldon	Allkart
5th	Jonathan Stilp	

TILBURY

CADETS

These little fellows quite often produce the best racing of the day and today we were treated to just that.

Heat 1: 1st Panrucker, 2nd Howard, 3rd Ripley.

Heat 2: 1st Howard, 2nd Panrucker, 3rd Ripley. Our two local hot-shots Dean Panrucker and Jay Howard were at the front of the grid for the final, with 1 heat win each it seemed we were in for an entertaining race. On the green light it was Panrucker just in front of Howard with Matthew Ripley in 3rd and Mark Rose in 4th place. Our two leaders gradually pulled away from the rest, Mark Rose spun letting through Greg Smith to clinch 4th place. Halfway into the race, Jay Howard nips into the inside at the hairpin forcing Dean to go wide and takes the lead, the race is not yet over as in the same place on the next lap Dean does exactly the same to Jay. Over the last 2 laps Dean pulls away to make sure he gets 1st place with Jay in 2nd, Matthew 3rd Greg 4th.

1989 RAC CADET SERIES DATES AND VENUES

9th April	Kimbolton
14th May	Wombwell
4th June	Felton (2 day event)
11th June	Clay Pigeon
23rd July	Fulbeck
22nd October	Three Sisters (Double Points)

HYNES HITS THE SCENE

On Sunday 26th February, at Clay Pigeon, Cadet pilot Marc Hynes finally got rid of his Restricted plates. Two wins and a fourth in the heats were sufficient to boost his confidence to claim the honours in fine style in the Final — all this on his 11th birthday.

On the Saturday, 25th, at Pembrey, when Marc was out testing who should turn up to test his F1 outfit? Non-other famous racing personality than past World F1 Champion, Alain Prost. All in all a very satisfactory weekend for Marc. Yet another *MH* in the making. . .



Marc Hynes.

1989 210 NATIONAL DRIVER PROFILE

MARK ALLEN 1988 210 NATIONAL BRITISH SHORT CIRCUIT CHAMPION

Mark is one of the most experienced and professional drivers in karting today. He started in Juniors in 1970 from which he graduated into the gearbox classes winning a total of 3 British Championships in 210 in 1979, 1981 and of course in 1988. He won the World Cup in 1981 and has been 7 times Midland Champion and 3 times Welsh Champion driving either a 125, 210 or 250 National. In 1985 he won the Silverstone GP and Long Circuit British Championships in a 250 National and in 1987 he finished 7th in the British and 8th in the World Championships driving a 250 Superkart.

A garage owner from Shrewley Mark also runs Shrewley Kart Shop and KMP Tuning. Sponsored by Lightning Windows he plans in 1989 to race his Dino chassis in the 210 National Challenge and also to compete in the 250 National class.

BRIAN JOHNSON 1988 210 NATIONAL CHALLENGE CHAMPION

Brian was a real find in 1988. Starting karting in August 1987 he completed 6 races by the end of 1987 to enter 1988 on full racing plates. From the start his meticulous preparation and attention to detail ensured continuous high placings and a round win at the August Fulbeck meeting started to seal the Championship. The series went to the last round at Shenington with Brian pacing himself to another high place, gaining enough points to clinch the championship.

A Metallurgical Manager Brian driving an Aero chassis plans to defend the 210 Challenge Championship in 1989 together with entering the RAC British Championships the Midland Championships and a couple of Long Circuit ventures.

GRAHAM PAYNE 1988 210 CHALLENGE RUNNER UP

Graham started karting in 1978 graduating into Formula Ford in 1980 until financial pressures saw his return to karting in 1983. In 1984 he won the Southern Area and Camberley Kart Club Championship and in 1986 started driving with KMP. In 1987 he came 4th in the British Championships and runner up in the 210 Challenge. In 1988 he led the Championship towards the last few rounds only to lose out at the last round.

A Manufacturing Manager Graham is Sponsored by Britannia Blinds and is supported by Shrewley Kart shop and KMP Tuning. Driving a Dino chassis he plans in 1989 to compete in the 210 Challenge and enter the RAC British, Midland and Little Rissington Championships.

LIONEL SIFLEET 1988 210 CHALLENGE 3RD

Lionel started the season well by winning the opening round of the Challenge at Shenington but through a combination of mechanical failures his full driving potential from then until Fulbeck at the back end of the year was seldom reached. From Fulbeck and especially at the last Shenington Club meeting Lionel seems to have found the key to his reliability problems resulting in coming 3rd in the series. A driver with I believe immense driving talent which if it can

be supported by mechanical reliability in 1989 will be one to watch.

A Quality Manager Lionel plans in 1989 to compete in the 210 Challenge and enter the RAC British and Midland Championships driving his Dino chassis supported by Invader Engines UK.

JOHN HAIGH 1988 210 CHALLENGE 4TH

John started karting in the early 1970's from which he has won the Challenge 3 times in 1985, 1986 and 1987. In 1982 he came 2nd in the World Cup and has won the North West Championships 3 times, the Three Sisters Club Championship, the Alistair Mathie Memorial meeting in Scotland and the Talko Trophy at Shenington. John won 3 rounds in the 1988 Challenge and gained pole position at Felton in the RAC British Championships. He is one of the quickest drivers in 210 national which combined with his reliability makes him a highly competitive force.

A Joiner John plans in 1989 to compete in the 210 Challenge and enter the RAC British Championships driving his Anderson chassis powered by a Quantum tuned engine.

BRIAN HOLLOWAY 1988 210 CHALLENGE 5TH

Brian started racing in 1976 in Formula Ford in the Dunlop Star of Tomorrow series driving an Elden and then later a Merlin chassis. In 1978 he graduated into Formula Ford 2000 using a Dulon MP20 chassis in the BAF Championships but due to financial pressures had to retire and started karting in 1985. In 1987 Brian finished 18th in the Challenge and in 1988 with a combination of good finishes collected 5th place. One of the most genuine drivers in 210 Brian even lent me a complete engine to finish the last few rounds, demonstrating the comradery between drivers in this series.

Brian owns Automotion Northampton and has just started the Kartcraft National racing team both sponsors of the Challenge. He plans in 1989 to compete in the 210 Challenge and enter the RAC British and Midland Championships and the Kimbolton Club Championship. Brian drives an SRS Lazer.

STUART WARSOP 1988 210 CHALLENGE 6TH Chasewater Kart Club Champion

Stuart started rallying and hillclimb, moving to karting in 1980. In 1987 he finished 14th in the series greatly improving in 1988 to 6th through a combination of mechanical reliability and good driving. Highly enthusiastic and with the eagerness of a teenager Stuart's hopes are high for 1989 and can't wait to go!, a feeling so typified by us all.

A Mechanical Engineer Stuart plans in 1989 to compete in the 210 Challenge and enter the RAC British Championship and the Silverstone GP.

CHRIS FLITNEY 1988 210 CHALLENGE 9TH

Chris started karting in 1984 the result of a lifetime desire to race which until then could never be afforded. Consistent placings and an ever improving driving skill resulted in him achieving 9th place. This ebullient driver, dancing on his

toes at the thought of racing and a smile wider than the Amazon afterwards, makes him a favourite in the pits when your luck is down.

A Director of Britannia Blinds which not only sponsors Graham Payne but has also sponsored the Challenge for the past two years. Chris plans in 1989 to compete in the 210 Challenge, RAC British Championships and other club races when business pressures will allow. Chris drives a Dino.

GLEN CLARKE 1988 210 CHALLENGE 12TH

Glen started racing in rallying in 1979 changing into karting in 1981. In 1987 he entered the Challenge and with some excellent drives came 4th. In 1988 he again entered the Challenge and the Silverstone GP. Throughout the whole season Glen was dogged with small mechanical problems resulting in some disappointing finishes.

A Bank Manager Glen plans in 1989 to compete in the 210 Challenge, RAC British, Shenington and Little Rissington Championships. Driving a Stratos chassis and sponsored by Clack Plant Hire Glen's hopes are high and if reliable will I'm sure be a strong contender and one to watch.

COLYN FIRTH 1988 210 CHALLENGE 14TH RAC BRITISH CHAMPIONSHIPS 5TH

Colyn started karting in 1978 in 210 National. For many years, like most of us, he tried to master villiers reliability succeeding in 1984 by a win at Lindholm. In 1987 he came 10th overall in the series scoring a 2nd place at Wombwell his home circuit. In 1988 he finished 5th in the RAC British Championships, 14th in the Challenge and won the "Turkey Trot" at Wombwell after 10 years of trying!

A Partner in Bell Brothers Opticians, sponsors of the series, Colyn plans to compete in the 210 Challenge, RAC British Championships, Silverstone GP and other selected long circuit meetings. Colyn drives a Zip Bandit.

NICK AMPS

Nick started racing in 1986 in 210 national since which he has had 3 wins and a 3rd. He attributes his success to his great mechanic (Graham Marshall) whose favourite phrase is "to finish first — first you have to finish". Nick has not raced in the Challenge previously but from what my spies tell me he's a driver with potential and one to watch.

A Director of Heritage Kitchens Nick Plans to compete in the 210 Challenge and Kimbolton Club Championship driving a Barlotti chassis.

SIMON BATEMAN

Simon started karting in 1984 competing in the 210 Challenge from 1985 onwards. Some good placings has resulted in him consistently finishing in the top 10 in the Challenge series.

A Mechanical technician Simon plans to compete in the 210 Challenge, RAC British and Midland Championships as well as the possibility of the Silverstone GP driving his Dino chassis. He is also getting married the week after the first round. Our congratulations go to him and Kate.

PHIL DAVIS

Phil started karting in 1986 in 210 National. He



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CONGRATULATIONS!

Doug Bell 1st Sherington Sunday Feb 19th

Daniel Bailey 1st Kimbolton Sunday Mar 12th

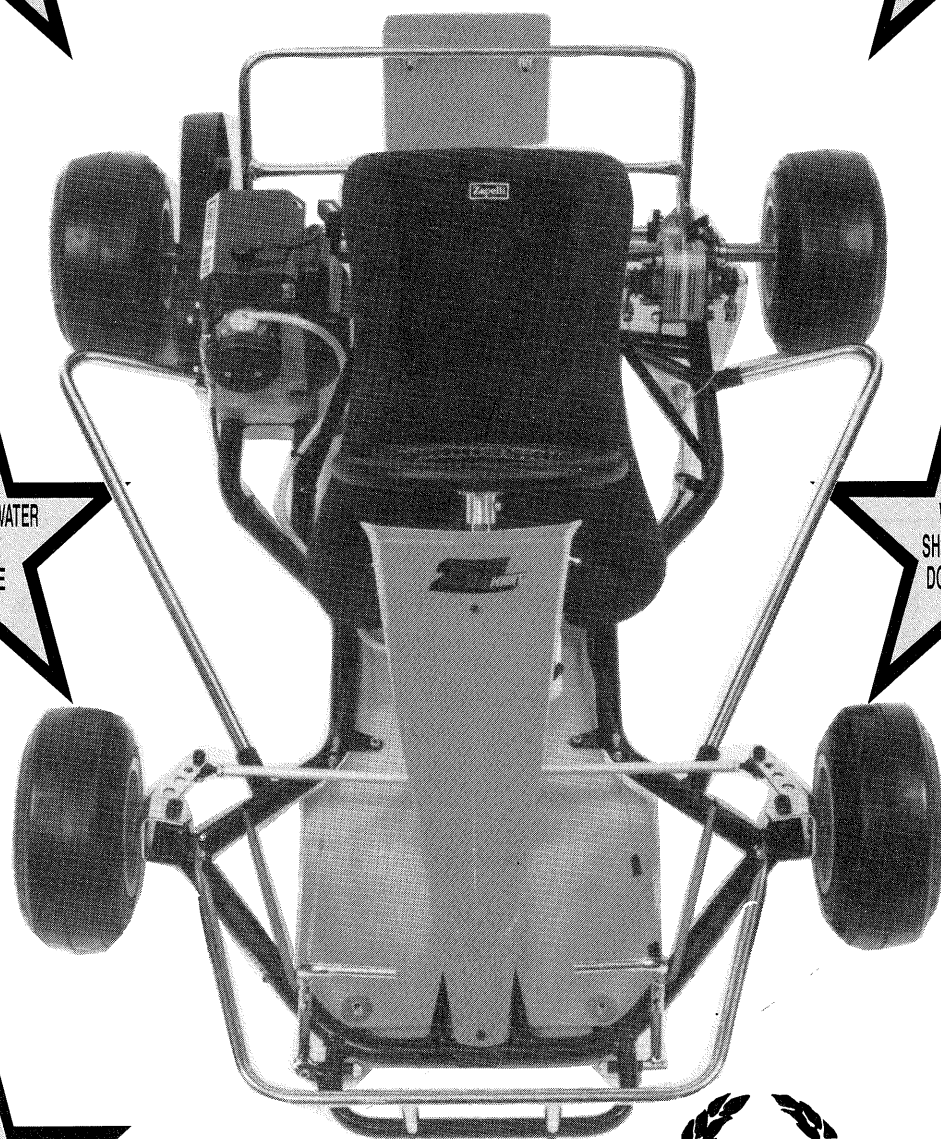
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