

# ZIP EAGLE

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



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

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

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

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

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

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

to be set up to meet any conditions.

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

**WHEELS** - Light alloys heat treaded mono wheels fully machined all over. Bosses manufactured from solid and machined all over.

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

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

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

**BUMPERS** - Both front and rear are fully rubber mounted.

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

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

**EAGLE OPTIONS**

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

**89 FULL BODY**

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

## RESULTS: 1988

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

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4th MAY 1989

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ISSN 0956-411X



David Coulthard has taken the Junior FF1600 Series by storm. He is pictured here in the paddock at Brands Hatch.

- \* Fulbeck & Felton Super One Qualifiers
- \* Easter Silverstone \* Le Mans French Formula E
- \* Rac Cadet Series — Round 1 Kimbolton



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PURPOSE built kart racing trailer. Single kart with big box. £175. Tel: (03270 71975 (day) (0604) 769197 (eves). SIMPSON STAR Wars Helmet, white 7½, hardly used, cost £220, RAC 89 sticker hence quick sale for £60. Tel: (0493) 720039.

ASPES 125 engine for sale. Wanted Barlotti/Star front corner, (stub axles, hubs, brake discs and calipers.) Tel: (0254) 22085.

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125 NATIONAL Zip TVM Yamaha, wets, slicks, bodywork, many spare parts and trailer £640. Trophies in 1988. Tel: James Bedford (0273) 480044 (Sussex).

AERO ROLLING Chassis, Long circuit trim. Complete, less 125 Rotax, slicks and wets on rims, exhaust, sprockets, £300. Tel: (0602) 226801 after 6pm.

250 NATIONAL AERO rebuilt, MK12 Bultaco. Long and short circuit bodywork excellent condition. Two sets wets, spare slicks. Ideal novice. £475. Tel: Cheltenham (0242) 241213.

ZIP GP 125 ROTAX Chassis. 4 meetings old, complete with full body kit, spare overhauled bottom half/engine, numerous wheels and tyres, spare carb. Dino Chassis 250cc, Maico engine, spare exhaust. Offers for part or all equipment. Very good condition. Tel: (0307) 65588.

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100cc TKM and Kart-Pro frame. Fully tuned TKM and DAP engines, pair of Zip Bandit pods, slicks, wets, plus trolley, wheel stand trailer. Ideal for beginner. £960, ono. Tel: Steve Hoar (0283) 75333.

FOR SALE, nearly new outfit. 125a/c Lazer Minarelli long and short circuit kart. Comes complete with one piece Bandit bodywork, Kelgate brakes, Duplex drive with spare sprockets. New one piece wheels with new wets, rev counter and all usual Lazer extras. Engine purchases in January, tuned to full specification with smooth bore carburettor. £2600. (Very reluctant sale.). 1987 1225 A/C ROTAX with surespeed clutch basket. Recently rebuilt by Surespeed with renabised bore and new bearings on big end.

1986 ZIP GPX rolling chassing with fitted R2 Dunlop slicks in good condition, spare wheels and wets, some bodywork, £290.

WHITE SCOTT LEATHERS with red and blue trim, used twice £235 new — £180. New Sparco boots — size 8 £50 new — £28.

SUPERB 3 MOTORCYCLE or 1 superkart trailer, new bearings just fitted — £175. Contact Barry Higgins on (0844) 51195.

ROTAX AIR-COOLED 125, Motiv Tuneo, new head, Dellorto carb, pipes x 2, with all bits — £475. Tel: Wythall (0564) 823704 (eves).

100 BRITAIN Zip rolling chassis with Tillett seat. 6 races only, immaculate condition. Tel: (0705) 596629.

KELGATE ZIP GP 1986 model, all new Kelgate extras. Full bodywork, rev counter, 250 Yamaha air cooled, fully re-built. Little used must be seen. Tel: Simon Winter (0430) 872176, will split. Also pair Bandit stub axles — £10 each.

CSK/MERLIN 125 exhaust (below limit), as new — £35. 2 Carbs, both brand new: 38mm smooth bore Dellorto with selection of slides, etc — £70; Mikuni 36mm fully tuned with jets — £25. Telephone: (0706) 849562 (eves) (0204); 399633 (day) — John.

ZIP GP Rolling chassis, full rebuild just completed, brake overhaul, new seals, chassis coating, bearing replacement, in Long and Short Circuit trim — £500. Tel: 091 2575107 or (0860) 247337.

100 NATIONAL SPRINT 87 SE, TKM L95, 8 meetings. TKM Slide Carb, 35mm axle, Mono wheels new Vega, Tillett sea, Vega wets — £850. Tel: (0234) 852294.

MECHANIC/HELPER WANTED for Senior Britain driver based in Leeds. Competitive outfit, experience not essential. Expenses. Tel: (0532) 528649 (after 6pm).

ZIP BANDIT Rolling chassis, ex-Martin Hines/Alvin Heaton, for 125cc or 250cc. Completely rebuilt with new brakes, Aeroquip, etc. Full body (unused) and Short Circuit bodywork. All like new — £950. Tel: John (0706) 849562 (eves); (0204) 399633 (day).

100 BRITAIN Waddon Kart, Manx engine. Suitable for beginner. Ready to race — £350. Telephone:- (0689) 59790.

PHOENIX 125 LONG CIRCUIT Rolling Chassis fitted with Stratos full body, mono wheels and hubs. Also Short Circuit bodywork including Nerf bars. Good condition. Spare including 1 spare chassis — £750 ono. Also possible 1988 125 Rotax CSK tuned engine sale. 'Phone (0743) 4977 (after 8.00pm)

250 ZIP ROTAX with Reg Gange's Silverstone GP winning engine. Brembos, hand or foot clutch, wheels, sprockets, jets, various parts and tools — £1050. Also for sale — bare ZIP GP Chassis with some parts, used at three meetings only. Two single Rotax heads, one '82 crank, one new set of YBF wets, kart stand and pit trolley. Offers on parts or £1250 for the complete outfit. Telephone:- Gary Lyons on 01-590 0437.

1982 NISSAN, tax, MOT, seats four, carries superkart plus 80B Barlotti rolling chassis LC/SC PMP, Mikuni slicks, wets, highback seat, posting abroad £1300 ono 0243 671488 Sussex.

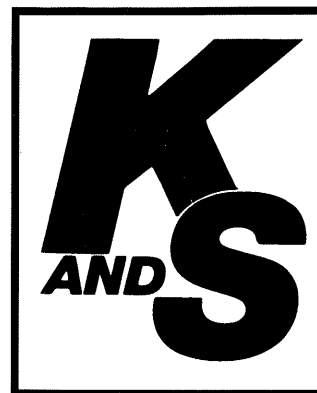
YAMAHA TZ 'G' 250 Superkart, Zip GP chassis. Kelgate brakes. Mikuni 38mm with power jets, 3 sets good tyres. Engine just rebuilt. Very good condition. Ready to race — £1,500 ono. Telephone: 01-767 5321 (after 7pm).

### ZIP GP 125

Anderson tuned air cooled Rotax, Kelgate brakes, complete with full Silverstone bodywork, spares, include Silverstone nosecone, short circuit pods, wets and spare set of slicks on rims and trailer, all in very good condition.

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### FRONT COVER:

Mark Allen, 1988  
Short Circuit 210  
National Champion,  
will be out to defend  
his title in the  
forthcoming event at  
Little Rissington.  
(Pic: Doug Rees)

(Inset Pic: Ian Shaw)

MONTHLY

No. 121

## Ed, Says!.....

Following the spate of accidents at Snetterton on Sunday 12th March, understood in some cases to be the result of tyres rolling off rims, the RAC MSA subsequently legislated that in future all classes racing on Long Circuits must have three bead retention pegs inserted on the outside of the rear wheel rims, the instruction to be immediately effective.

If one looks at 'Blue Book' Regulation SI.5.4., it states:- 'For Long Circuits all wheels must be fitted with some form of bead retention,' which has been in the 'Blue Book' for at least the past three issues. Whilst the rule, in terms of English, is clear enough, it does lack guidance to the competitors as to which is the safest and most practical form of bead retention to employ.

The inference resulting from the RAC's recent legislation is that, whilst bead retention is being used, the attempts at its application are, to say the least, half-hearted. Now, that is something which would straight-away lead one to suspect the quality of scrutineering. Having been associated with Long Circuits (and Short) for many years and taken a keen interest in scrutineering practices I would be the first to cast aside doubts as to the integrity of Scrutineers and, in the case in point, would venture to suggest that perhaps the problem is not being addressed properly. The problem may not have lain with the bead retention or its effectiveness, but simply with the tyres. . .

Now, some late news on dates. The RAC has announced that Langbaurch will host the CIK 'Holiday Trophy' event for Intercontinental 'A' on 12-13th August and an overseas contingent of 20 plus is envisaged; UK 100 Supers will be eligible to enter. The circuit also has another meeting this month, on 21st, besides the Super One on 27th-28th On the Formula E front there are still only two definite dates for the European Championship — Paimio (SF) 19th-21st May and Cadwell Park — 1st and 2nd July. However, there is word that the Dutch Kart Grand Prix, due to take place at Assen on 22nd-23rd July, may play host to the European and, possibly as an outside chance, Zolder (B) on 16th-17th September may be a candidate. The CIK's decision is awaited. . .

All readers and competitors are reminded that the annual Kart 'Open Day' will take place in Motor Sports House, Riverside Park on Wednesday 28th June, commencing at 11am. Items for discussion should be submitted to Karts Executive Ron Brassey by the beginning of June. Similarly, Kart Traders' 'Open Day' will take place on Tuesday 4th July, with the Kart Committee meeting being held on Wednesday 5th, both at 11am.

Ed McCormick

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STRICTLY CLASSIFIED

Next month's features include:- Montpellier Formula K— Formula Super Hundred Round 1; Super One Qualifier Clay Pigeon; Cadwell Park British Champs Round 2; JRRDS — George Robinson looks at the Donington Vauxhall GTE brigade. Plus our regular round-up of club and karting news. (These items correct at time of going to press).

Publication date:- Thursday 1st June 1989.

PIT TALK . . .
1990 INTERNATIONAL KART SHOW

Next year's International Kart Show will take place at the Donington Park Exhibition Centre during Saturday and Sunday 10th and 11th February. Friday 9th will be allocated for setting up and all stands must be completed on that day. The Show will be open at 9.00am on Saturday 10th February for Trade and Press previews and will be open to the public from 10.00am onwards. All stands will have to be removed by midnight on Sunday 11th February.

Stand space, which is at a similar cost to this year, will be reserved upon receipt of a 30% deposit, the balance payable no later than 1st December 1989. Following this year's successful Dinner and Dance there will be another one next year at the Redgate Lodge which will be for exhibitors and friends. There is a maximum seating capacity of 150, so early booking is a must. Tickets will be £12.50, payable in advance.

John Morrish and Keith Schofield have formed a company called 'Kart Promotions' in order to promote the Show and promote a more professional image for karting. Kart Promotions also offers a wide variety of other services, available to other forms of motorsport for many years.

\* Companies who are launching new products or equipment may wish Kart Promotions to organise promotional days at circuits or other venues most suited to their needs.

\* Organisers of championship series may wish them promoted to their full potential.

For more information on the services available, ring John on (0270) 628910, or Keith on (0270) 582146.

\* Roger Kiesa announced recently that the Kiesa Noise Box is now C.I.K. Registered and any driver who wins a race, using a Kiesa Noise Box, will receive a cheque from Roger to pay for his/her next meeting entry fee, after confirmation of the win of course. Further information can be obtained direct from Roger at:- 58 Roman Gardens, Kings Langley, Herts., WD4 8LP.

DUE TO PRODUCTION COSTS WE REGRET THAT THE COVER PRICE OF KART AND SUPERKART WILL BE RAISED TO £1.50 AS OF THE JUNE ISSUE. — ED.

HUNT'S KART CLUB

Sunday 14th May — 125 Challenge Round 4/HKC Club Series Practice Saturday 13th — 10.00am to 4.00pm (by class) Entries to: Miss Charlotte Butler-Henderson, Beckfields Farm, Sandon, Buntingford, Herts SG9 0RL. Tel: 076 387 335.

BUCKMORE PARK

Please note that Buckmore Park Kart Club meets on the 4th Sunday of each month. All enquiries and entries should be directed to the club

Competition Secretary, as follows:

Mrs C Baines, 37 Cygnet Drive, Larkfield, Kent. Tel: (0732) 841070

Buckmore Park is located on the Maidstone Road, Chatham, Kent, just off M2, Junction 3.

ISLE OF MAN

Please note the undermentioned changes of Secretary and Competition Secretary of the Isle of Man KRA:

Secretary: Mr R M Messenger, 2 Harbour View, Onchan, Isle of Man. Tel: 0624 29971.

Comp. Secretary: Mr B Kerfoot, 26 Friary Park, Ballabeg, Arbory, Isle of Man. Tel: 0624 822882.

\* It was nice to see in the Cambridge Evening News a quite extensive write up on Charles Butler-Henderson. He told us of his dreams of F1 racing and what his plans are for this season. The accompanying picture showed his proud mum Valerie furiously polishing one of his many trophies. She informs us that Charles' father Guy is pictured in another regional paper and I can only comment that I'm glad I only saw the Cambridge edition. — DG

\* Northumbrian Kart Club celebrates its Silver Jubilee on Sunday 4th June and will be hosting an Historic Kart Jubilee. Anyone who can supply karts of 25 years ago to help the Club run the event should contact George Price on (0670) 354169 as soon as possible.

\* Wigan Racing Club will be holding the first kart

meeting for the disabled on Friday 5th May. England, Scotland, Ireland and Wales will all be involved in the event which is to be televised by Channel 4 and presented on their programme "Don't Just Sit There."

LAZER KARTING — "THE MOST FUN YOU'RE GOING TO HAVE SITTING DOWN . . ."

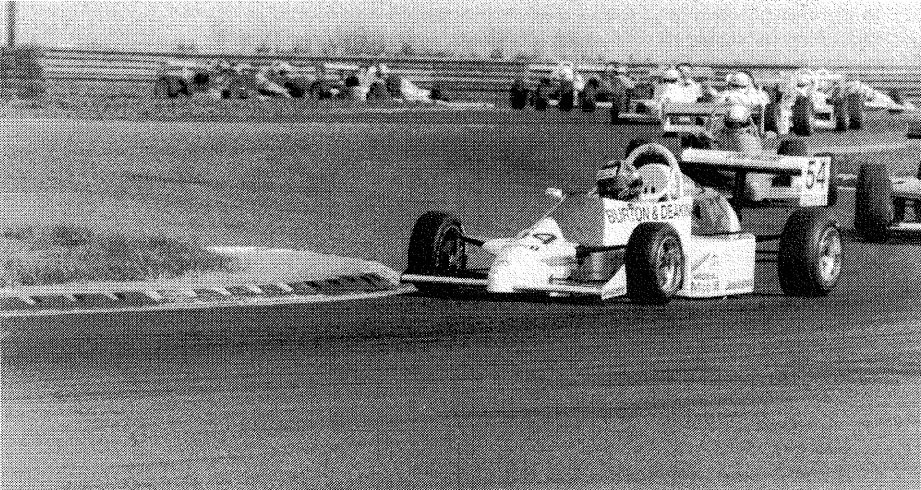
"Will you come and be part of the demonstrations race at the opening of Lazer on 3rd March Vicki?" Darron Gibbs asked me a few weeks before the event. I said I would love to and after being told what was to happen, I looked forward to the evening.

I knew that Derek Bagnall — the owner — and Darron had put a lot of hard work and time into a new indoor kart track and I hoped that their efforts were to pay off. I arrived on the day at 6.30pm-ish (by kindness of my sister — thanks a lot) and opened the door to be greeted by final preparations, a fantastic-looking track, music and the organisers. I was introduced to Derek Bagnall, whom I had met once before, who is "The Boss" of Lazer Karting. He is an extremely charming man and deserves every success.

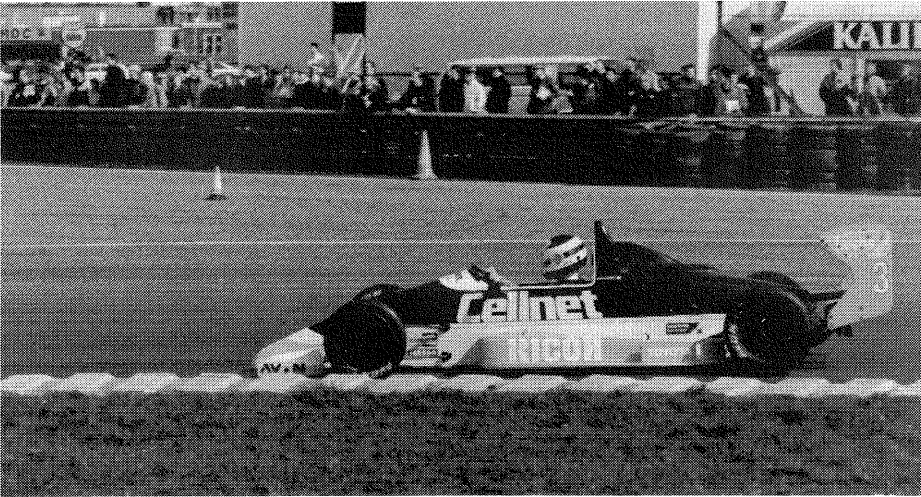
I headed straight for the bar entitled "The Pits". The drinks on this opening night were free and ranged from coke to pink champagne. Food was being prepared upstairs for later in the evening.

About 150-200 invited people turned up for the 7.30pm start and they were all impressed with the whole Lazer image.

After allowing time for everyone to socialise and admire the splendid track, I went upstairs to one of the changing rooms and donned my racing suit, etc. So, at 9 o'clock I, John Yeomans



Kurt Luby had a successful Easter Monday win at Silverstone in Vauxbaull-Lotus. . .



. . . although ex-Champion Vincenzo Sospiri had mixed fortunes in Formula 3 (Pics: Iain Blair)

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

BANK HOLIDAY RACING DATES

SATURDAY 27th MAY — PRACTICE DAY
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GEARBOX KARTS PM 1250m CIRCUIT
SUNDAY 28th MAY — KART MEETING
100cc KARTS 1070m CIRCUIT
GEARBOX KARTS 1250m CIRCUIT
MONDAY 29th MAY — FULL CIRCUIT (1499m) circuit for gearbox karts
MODIFIED CIRCUIT FOR 100cc

Table with 2 columns: ENTRIES £12 Non-members £9 Wigan Racing Club Members; CLOSING DATE Tuesday 23rd May No late entries accepted

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AERO 250 E TZ 250 water cooled Yamaha. Full bodywork, slick and wet tyres. Complete spare T2 engine, exhausts, electrics, carbs barrels, pistons, sprockets, £795. Tel: (0254) 055940 or (0254) 775492.

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CHENGSHIN SPORT TYRES
CHENGSHIN WET TYRES

# CLUB SCENE

who had spun earlier, now back in 4th place. On the last lap, Jones who was catching Horncastle suddenly pulled off to the side with mechanical trouble leaving the first three drivers to finish in their positions.

**Ronnie Rotax**

## JUNIOR BRITAIN

1st	Alistair Weston	Superdart/Sirio
2nd	Alec Liell	Superdart/Sirio
3rd	Neil Melen	Superdart/Arrow

## JUNIOR BRITAIN RESTRICTED

1st	Stuart Walter	Wright/Parilla
2nd	Kys Wheatley	Zip/TKM
3rd	Paul Murrell	Colt/Parilla

## CADETS

1st	Dean Panrucker	Wright/Comer
2nd	Jay Howard	Superdart/Comer
3rd	Matthew Ripley	Zip/Comer

## HEAVYWEIGHTS

1st	Colin Gray	Superdart/Parilla
2nd	Quinten Searle	Fullerton/Rotax
3rd	Adrian Moon	Fullerton/PCR

## 100 NATIONAL RESTRICTED

1st	Kim Smith	Zip/TKM
2nd	Terry Moore	Wright/Sirio
3rd	J Callow	Superdart/Arrow

## SENIOR BRITAIN RESTRICTED

1st	Neil Smith	Superdart/TKM (UK)
2nd	Jessica Smith	Gillard/Parilla
3rd	Malcolm Goodwin	TKM/DAP

## Wigan

### SUNDAY, FEBRUARY 26th

Just over a hundred turned up to contest the 4th round of the Winter series on a dull, damp winter's day at Three Sisters. The circuit was also playing host to a new car presentation but the miserable weather played havoc with the expected bumper crowd. However the racing purists amongst us had some good exciting racing to combat the cold.

## JUNIOR BRITAIN

An unusually small entry with both series leaders missing so once again opportunity for the others to close the gap. The heats went to Glen Chamberlain and Martin Coupe with each taking a second in the other heat and Mark Wilson took both thirds. In the final Chamberlain grabbed the lead and quickly began to pull away. Wilson got the second spot but had Coupe crawling all over him for the first three laps until the latter overdid it into Lunar bend and spun out of contention. In the closing laps Michael Knaggs closed onto Wilson's bumper and the pair swopped places several times before Knaggs made the telling break to clinch second some 80 yards behind the leader. So at the flag it was Chamberlain, Knaggs, Wilson, Garie, Jamie Wall and Michael Goodacre. So no change at the top of the series points with Blair still leading Greensmith, Chamberlain up into third just ahead of Wilson and all to play for next month.

## SENIOR BRITAIN

Series leader Michael Haughton comfortably took both heats from Gary Gough whilst the thirds went to Alan Crankshaw and Norman Sutton. In the final Haughton led out of the first bend with Gough, Crankshaw, Gary Vipond and

Sutton in hot pursuit. Round by the pits Crankshaw dived up into second only to be retaken a lap later at Lunar bend. By midway Haughton was battling hard to hold off Gough whilst Crankshaw was sat on their bumpers waiting his chance to nip through. Poor old Norman Sutton took an early bath coming on to Rogersons and I did wonder where all the steam was coming from especially when he did it again a lap later and gave up in disgust! Lap seven and Crankshaw, having squeezed past Gough, who looked to be in trouble, dived up Haughton's inside into the top bend to lead for the first time. At the three quarter distance Haughton disappeared, I think into the fence at Hyde corner, and Vipond passed Gough now clearly in trouble with a puncture and coming under pressure from Paul Key. However the remaining laps saw no change and at the flag it was an easy win for Crankshaw from Novice Vipond, Gough, Key and Adrian Chue-Sang. Gough's third place was enough to give him a share of the lead in the series with Haughton but Crankshaw now moves menacingly closer in third with Sutton back in fourth.

## 100 NATIONAL

There seems to be a shortage of 100 Nats who can keep finishing finals and no one has managed to establish a grip on the series so far. The heats looked like they may be able to change the situation as Mike Barnard (that's his real name — sorry for all the others I apparently keep giving him!) took them both comfortably with Rob Birnie settling for both seconds and Eric Rimmer and Ron Haywood taking the thirds. On the rolling lap for the final both front row men managed to spin and chaos reigned as two more laps were needed to sort out the order again and clerk of course Ken Wright appeared to be trying to chalk 24 numbers on the warning board. However at the third attempt they were away and Coward got a flyer from the second row taking Haywood with him and someone lost it into the first bend sending karts here, there and everywhere. As the dust settled Coward led from Barnard, Haywood, Birnie and Rimmer. But as they came up the straight Barnard thundered past Coward to take the lead and Haywood started to put pressure on the Fastrak driver. Lap two and Birnie took advantage of Coward and Haywood taking the top bend so tight they nearly stopped and a lap later he was up into the lead taking Barnard round Lunar only to be repassed up the straight. The first three were literally glued together and a gap appeared back to Coward desperately trying to hold off Rimmer who finally squeezed through at the end of the straight. As the leaders came across the tail first one then another got baulked as most people seemed immune to the furiously waved blue flags. Nevertheless the order remained intact until the last lap when Birnie went out onto the grass coming out of Lunar only 100 yards short of the flag leaving Rimmer to inherit third, giving the final order Barnard, Haywood, Rimmer, Coward, Stuart-Hughes and Paul Grice. In the series Barnard takes over the lead from Coward and Rimmer but it's still jolly close and with 18 points for the last round winner several people could lift the title.

## 125 NATIONAL & P&R

Both heats went to Fairless, making it look easy as usual. Nearest challengers were Brian Winder and Bob Bellerby whilst Dave Peers and Graham McCarthy led the P&R charge. In the final Fairless made a most uncharacteristic start allowing the TM of McCarthy to fly past him into the lead and lead them round the first lap, but the Minerelli had the legs up the straight and

Fairless was back in his usual spot. By lap five the two Rotaxes of Bellerby and Mark Haswell had relegated McCarthy's P&R to fourth and Dave Peers had got the better of Culley in the Japanese battle just further back. Lap nine and Fairless disappeared leaving the Bellerby/Haswell battle in the lead and Winder got the better of McCarthy. At the flag Bellerby had it from Haswell, Winder, McCarthy, Pears, Culley and Mike Morris. However the noise man removed Winder and McCarthy, leaving Peers to take the P&R honours. In the series the National situation is still wide open with Bray and Fairless on 16 points and Bellerby on 14 but in the P&R's Culley leads comfortably from Peers and McCarthy.

## 250 NATIONAL and 210 NATIONAL

This month the 210's were back with the 250's, Ray Hyde apparently having no sympathy for my peace of mind. The heats were won by Chris Clarke with seconds for Neville Robinson's 250E and Charlie Kennerley and thirds for the Villiers of John Haigh and Frank Williams (amazingly back after last month's horrendous accident). In the final Clarke got the lead from Robinson and with the Villiers of Williams and Haigh up in third and fourth. By lap two Haigh was up to second, Williams third and Kennerley fourth and for a change yours truly actually in the fray with the third Villiers spot mid grid. However as my luck goes this was to be shortlived as a broken barrel stud gave the impression of driving a compressor and the field passed by. Kennerley finally used the Yamaha's power to remove Haigh and Williams but was unable to do anything about Clarke who was untroubled to the flag. With three to go Haigh shredded his second primary chain of the day leaving the final order Clarke, Kennerley, Williams, Chris Thomas, Robinson and Gary Long. In the series Clarke leads the 250's from Denton, both well clear of other competitors but the 210's are desperately close with Williams now a point ahead of yours truly and Malcolm Collins just a single point behind. Will the darned thing stay together for the last round I ask myself.

## JUNIOR BRITAIN

1st	Glen Chamberlain	Boxer/Parilla
2nd	Michael Knaggs	Zip/Parilla
3rd	Mark Wilson	Boxer/Parilla

## SENIOR BRITAIN

1st	Alan Crankshaw	Firebird/Parilla
2nd	Gary Vipond	Gillard/Parilla
3rd	Gary Gough	Zip/Parilla

## 100 NATIONAL

1st	Mike Barnard	Fullerton/Rotax
2nd	Ron Haywood	DAP/TKM
3rd	Eric Rimmer	Superdart/Rotax

## 125 P&R

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

## 125 NATIONAL

1st	Bob Bellerby	Stratos/Rotax
2nd	Mark Haswell	Zip/Rotax
3rd	Nick Brooks	Zip/Rotax

## 210 NATIONAL

1st	Frank Williams	Stratos/Quantum
2nd	Malcolm Collins	Anderson/Villiers
3rd	Brian Lord	Zip/Invader

## 250 NATIONAL

1st	Chris Clarke	Zip/KTM
2nd	Charlie Kennerley	Zip/Yamaha
3rd	Chris Thomas	Zip/Yamaha

and a couple of other "professional karters" got into the British Racing Karts, powered by 80cc Hondas and gave the demonstration race, in which I came second. The guests were enthralled and couldn't wait to get in the karts.

On the exit from the pits you were on the main straight, followed by a very fast right-hander as you go under the "Dunlop" bridge, then a sharp right, smooth left, sharp right and, after another flat out right-hander, you find yourself back on the main straight. It is a very well designed track (though I hear it is has been slightly re-designed to help less experienced drivers). The track is smooth with plenty of room for overtaking and takes about 11 seconds to complete.

After that nearly all of the guests rushed upstairs to sign-on and obtain a racing suit and helmet. Having done some laps they were keen to get back out again. The expressions on their faces as they came out of the karts was testimony of the sheer fun they had experienced.

I had a really wonderful evening and would like to thank Derek and Darron for a great time and I wish them both every success with Lazer.

**Vicki Butler-Henderson**



Dear Mr Brassey

## RAC JUNIOR BRITAIN CHAMPIONSHIPS

I have spoken to you on the telephone on two occasions regarding the proposed date of the

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qualification round at Rowrah for the above Championships. During these conversations I raised the problem of the date co-inciding with the GCSE examinations many young competitors will be involved with during the month of June.

You indicated your acknowledgement of this problem and indicated efforts were being made to find an acceptable solution. In the absence of any RACMS'A' statement I feel it is appropriate to air the matter publicly.

Whilst I appreciate the difficulty of organising a comprehensive fixture calender, it does appear the RACMS'A' has once again shown a remarkable lack of foresight in scheduling this particular fixture at a time when the majority of 16 year olds will be faced with intensive study. To illustrate this point I outline below my own son's examination timetable immediately prior to and after the Rowrah fixture:

Monday 5 June	—	English Language
Tuesday 6 June	—	Geography/History
Wednesday 7 June	—	English
Thursday 8 June	—	Biology/English
Friday 9 June	—	Biology
Monday 12 June	—	History

Now I'm not sure if you or the other members of the Committee have sons or daughters faced with a similar timetable but if so I would imagine you are making arrangements for him/her to have as few distractions as possible during this important time in their school career. Why then do you expect Junior Britain fathers to risk their child's success by continuing with the Rowrah fixtures?

I do not believe it is impossible to change this date of the qualification round, there are other circuits in the UK who would be prepared to host the meeting — but I do believe the RACMS'A', in typical style, will deliberate until it is too late to make alternative arrangements. I hope I am proved wrong. I would remind you that the RACMS'A' has a duty to act in in the interests of competitors and to this end appoint specific officers to oversee the various areas of motorsport. These officers are supposed to be professional in their undertakings and yet they clearly have failed in this particular matter to consider the interests of a large number of Junior Competitors. This oversight cannot be excused but it can be corrected. You, Mr Brassey, together with your colleagues on the Kart Committee have the authority to change the date of this qualification meeting. I trust you will acknowledge your responsibilities and act accordingly.

In the meantime, I hope other parents faced with this problem will make the effort to voice their concern directly to you.

Yours sincerely  
**David A White**

c.c. — Kart and Superkart

## Dear Reader

Upon reading the notes, in the RAC yearbook, on homologated engines for the 250 National class, I discovered that, amongst other types, my air cooled 250cc Honda will have to be re-homologated for use in 1990. To re-homologate the Red Rocket engine, a number of units have to be available for inspection, therefore if you own one of these motors, and wish to continue using it in 1990, please contact me on the number below.

Only when I have located the required number of engines, can I proceed with the homologation process.

**Yours hopefully**

**Andy Scott**  
**10 Hawshill Road**  
**Slough, Berks**  
**0753 29991**

## Dear Sir

I am writing to inform you, of the dates for our forthcoming Kart Race Events at Jurby Airfield, to be included in your Short Circuit Calendar for 1989.

The dates are as follows:

APRIL	16th
MAY	7th
JUNE	11th
JUNE	25th
JULY	23rd
AUGUST	20th
SEPTEMBER	17th
OCTOBER	1st
OCTOBER	29th

**Yours faithfully**

**Barrie Kerfoot**  
**Competition Secretary**

## Dear Ed

I thought I would like to drop you a line to thank you for the good wishes you expressed in last month's K&S.

I am progressing very well and hope to be able to attend some meetings very soon (purely as a spectator).

Would you please be kind enough to put a thank you in the next issue of K&S for all the kind good wishes and get well cards from everyone, also thanks to the tremendous amount of people who made the effort to phone and visit me.

My grateful thanks to the Medical staff at Snetterton for their excellent attention.

**Kind regards**

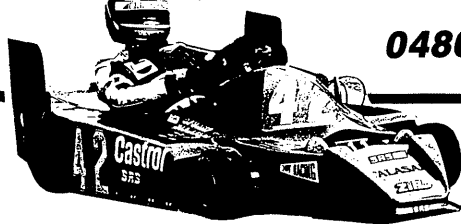
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Dear Ed  
Re Super One Qualifier Fulbeck.

We would like to point out a few discrepancies which appeared in the Kart and Superkart April issue.

All clubs concerned were notified by the Super One co-ordinators that the Qualifier should be run as a normal club meeting with tyres as per "Blue Book".

The marking of these tyres is not a normal procedure at a club meeting.

The only stipulations made were that the Super One points system be used and that the entries should be accepted from registered drivers only.

Fulbeck adhered to all requests. The rounds of these Qualifiers follow the same pattern as 1988 and unfortunately Fulbeck like Sherington in 1988 were unable to get permission to practice on the Saturday prior to race day.

Trying to arrange dates is a mammoth task with so many rounds of other championships taking place. We tried to be fair to all drivers by choosing venues in the North the South and the Midland.

Incidentally, there are many drivers who prefer to race, quote in the outer darkness of windswept airfields.

Super One Co-ordinators  
Not hiding behind anonymity  
P Connell and N Walsh

Dear Ed  
After reading comments on Page 15 Fulbeck Fiasco, I had to write to you to put things correctly. The writer NO NAME PRINTED, makes remarks about the scales soon due to appear in *The Antique's Road Show*; these scales have recently been recalibrated to to metric and tested at Avery's and they are very accurate. They may be older than some but they never give a

false reading. It appears the writer does not know the problems we have at FULBECK. The circuit and all surrounding land is owned by the MOD, who impose very strict rules on our club, hence no *electricity*, no *water supply*, no *permanent buildings* only permission to hold meetings one month at a time, no *overnight parking*. That's the reason no practice day, in fact if they so decide, we have only *24 hours to get off* the site, and now contractors have moved on and are taking up all the hard standing surrounding the circuit. The MOD have *trebled* our rent this year, and made it plain after *28 years* they want us off the land, so we are running a club with one hand tied behind our backs. We have money to purchase *new scales*, yes we even had the *circuit resurfaced* but we are not going to spend money under these restrictions. Yet

despite all the mentioned problems we soldier on with far more *good* comments about our club, than bad. On the following page its that club again *Fulbeck 26th Feb winter series*, with the remarks over *200*. YES TWO HUNDRED entries, we had to turn some down followed by the comment's *IF YOU WANT TOP COMPETITION ON A TOP CIRCUIT THEN GET YOUR ENTRY IN EARLY*. So over 200 Karters still like coming to Fulbeck. Ain't bad for a February meeting is it and they all weighed on those awful old *scales*. So please if you can't help us, don't knock us, life is difficult enough. Hoping you will print this reply Mr Editor to clear up a few points.

Yours sincerely  
R J Chester LKRC  
Committee Member



Matthew Davies proved his worth very convincingly in Cadets and is now heading down the same road in Junior Britain (Pic: Mike Haydon, Fulbeck Super One Qualifier)

his heels. Again, most exciting to watch but those over fast flying starts just cannot be accepted in this class.

GEARBOX

The gearbox drivers once again turned out to demonstrate first class skills and gave magnificent displays throughout the day to complete the laps. Fifteen of them made a grand spectacle though at times there was a high attrition rate in the fog on a day when back end slides were as frequent as gear changes. After Paul Studley had won the first heat the remaining top spots were taken by A Coleman, Richard Leitner and Andy Hall who persisted in passing the flag in third place all day — though of course first in his class. For the final we were lucky and could see across the track during a lull in the weather, and after the start they all stayed very close round Billy's and into bottom straight. Richard Leitner was first into the hairpin with Philip Maycock close behind until Coleman nipped through on inside bend to take the number two slot. On lap two Richard just lost it by going rather too fast into bottom straight and his excursion into the mud allowed Coleman to have his share of the lead until he also took to the grass on lap four. By this time C Robinson was having mechanical problems but managed to nurse his way to a finish and with only two laps to go Ian Williams drifted to a halt, though he made up enough to recover sufficient points to win his class followed by Steve Lee and Andy Norsworthy. Thank you gearbox people, picturesque, practical and personable.

JUNIOR BRITAIN

1st Julian Thomas Wright/Parilla  
2nd Michael Graham Dino/Parilla  
3rd Matthew O'Hara Sprint/Parilla

SENIOR BRITAIN

1st Anthony Cleal Dino/Parilla  
2nd Andy Clarke Sprint/Parilla  
3rd Simon Hart DAP/Tabor DAP

100 NATIONAL

1st Andrew O'Hara Sprint/Rotax  
2nd Bobby Game PCR/Rotax

125 NATIONAL

1st Ian Williams Anderson/Rotax

250 NATIONAL

1st Andy Hall Zip/KTM

250 INTERNATIONAL

1st Philip Maycock Dino/Rotax

LATE NEWS

All recognised Kart Clubs in the South West and Wales have expressed a desire through the Wessex Association to encourage the introduction of the 100 UK class as the way to go for the future of an economical class more within the financial reaches of the majority of interested karters. As a contribution to this encouragement 100 UK entries at Clay will be at a reduced fee similar to that used when the 100 Britain class was originally introduced.

Vic Sirett

fortune of the rain staying away until 10 minutes after racing had finished for the day.

JUNIOR BRITAIN

Heat 1: 1st Neil Melen, 2nd A Weston, 3rd M Picrce

Heat 2: 1st D Robinson, 2nd A Liell, 3rd A Weston

At the lights in the final it was Weston who got the better start from Liell, Robinson and Melen. Robinson saw the opportunity on lap 2 to pass Liell for 2nd position. By the fifth lap our three leaders were pulling away from the rest of the bunch with Robinson continually pushing Weston to make a mistake but our leader bravely drove on. Unfortunately on the last lap Liell and Robinson became entangled on the hairpin and only Liell managed to keep going allowing him to clinch 2nd place behind Weston with Melen in 3rd.

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st S Walter, 2nd K Wheatley, 3rd A Armiger

Heat 2: 1st S Walter, 2nd K Wheatley, 3rd P Murrell

In the final Walter got a flying start with Wheatley, Murrell and Armiger sorting out the next three places. By lap three Walter was beginning to pull away leaving the battle for 2nd position behind him. Throughout the race Walter kept increasing his lead while Wheatley, Murrell and Armiger continually fought over 2nd place. There was absolutely nothing between these boys and it was anyone's guess who was to end in front. On the penultimate lap Armiger let the pressure get to him and spun leaving Wheatley to take 2nd place from Murrell in 3rd, not forgetting of course Walter who must have had a lonely race out there in front

CADETS

Heat 1: 1st D Panrucker, 2nd J Howard, 3rd C Parfett  
Heat 2: 1st D Panrucker, 2nd M Ripley, 3rd C Parfett

With Dean Panrucker winning both heats he rightly took up pole position with Jay Howard alongside, Chaz Parfett and Matthew Ripley behind.

A clean start as usual for our Cadets saw Matthew Ripley get the better of Chaz Parfett. On the famous hairpin Jay Howard went a little wide to let Matthew Ripley through but being quick to correct himself did so on the next bend. Gaps opened up throughout the field which kept everyone in their positions, so at the flag it was Panrucker, Howard, Ripley and Parfett.

HEAVYWEIGHTS (MILLER-LITES)

Heat 1: 1st Q Searle, 2nd T Rampling, 3rd F Mott  
Heat 2: 1st C Gray, 2nd A Moon, 3rd T Rampling

It was Gray who got the better start from Rampling with Moon and Searle sitting close behind. It was close and fast but by lap 4 Rampling lost his 2nd place to Moon and lap 5 saw him lose another place to Searle.

Three-quarters of the race through and it still wasn't decided. All three leaders go into the hairpin virtually stuck together, when I opened my eyes again! Gray had emerged first, Searle 2nd and Moon 3rd. The last two laps saw Searle try every way possible to pass Gray who was not going to surrender his hard earned win.

100 NATIONAL RESTRICTED

Heat 1: 1st T Moore, 2nd P Askari, 3rd K Smith  
Heat 2: 1st L Bellamy, 2nd P Askari, 3rd S Hart

It was Askari who had pole position with Alan Smith alongside and Kim Smith and James in the row behind. On the first hairpin we lose James

and it's Askari 1st, Kim Smith 2nd, Alan Smith 3rd and Callow 4th. Kim Smith challenges Askari for 1st position and at the end of lap 2 he passes him. Lap 4 sees Moore increase two places to 3rd position and Askari in 2nd begins to slip right back with some mechanical problem. Moore who had picked his way through the field tried for 1st but Kim Smith managed to hold him off, 3rd was Callow and 4th to Alan Smith.

SENIOR BRITAIN RESTRICTED

Heat 1: 1st J Smith, 2nd T Moore, 3rd N Smith  
Heat 2: 1st N Smith, 2nd M Goodwin, 3rd C Mills

Goodwin had the front of the grid for the final with Neil Smith next to him and Moore and Jessica Smith in the next row. On the first hairpin we lose Moore in a clash with two other karts. At the front end of the field everyone was holding onto their position, although by the seventh lap Goodwin was under pressure from Neil Smith and Jessica Smith. Eventually he made a mistake on the hairpin when Neil Smith sneaked through onto the inside and Jessica Smith tucked herself in behind and followed through which was where it finished with Neil Smith 1st, Jessica Smith 2nd Goodwin 3rd and Brown 4th.

This month sees the introduction of the Britain Standard class which is the LKC's intermediate class between restricted and full white plate drivers.

Heat 1: 1st S Melen, 2nd Jan Davis, 3rd S Moulton  
Heat 2: 1st J Herbert, 2nd S Melen, 3rd G Colegate

Melen got in front of poleman Colegate with Herbert and Davis following behind. By lap 2 Herbert had got past Colegate and was threatening Melen, who reacted by pulling away. Our leaders were continuing to hold onto their positions when, from behind in 9th position came Ticehurst into 6th place. It wasn't until the last lap was nearly completed that the end result was decided when Moulton in 5th and Colegate clashed leaving Ticehurst in 3rd place, Melen winning and Herbert 2nd.

SENIOR BRITAIN

Heat 1: 1st P Wells, 2nd M Kelly, 3rd C Murrell  
Heat 2: 1st P Wells, 2nd M Kelly, 3rd C Murrell

Wells had earned pole position with Kelly alongside and Murrell and Wright behind. A very quick start saw the first four drivers hold their positions with the others behind dicing in and out to find their places. On lap 4 Murrell gets past Wright while Wells never looks like being challenged with a near half lap lead with Murrell 2nd and Wright 3rd.

100 NATIONAL

Heat 1: 1st S Horrobin, 2nd G Jones, 3rd T Horncastle

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

Due to an accident on the back straight in which all involved recovered quickly, our National final was stopped and sent out again as the last race of the day.

Horrobin was front man with Jones next to him and Putts and Horncastle immediately behind. At the hairpin on the first lap all was to change when in a collision which happened behind Horrobin and Jones, only a few managed to slip through in the order of Mack, Hawes, Leonard and Horncastle. These set out to chase the two leaders who had been given a lucky lead. Jones spun on lap four to give Mack 2nd, Hawes 3rd and Horncastle 4th. Horrobin now had a very large gap between him and the others. By the eighth lap Horrobin was a third of a lap in front with Mack 2nd, Horncastle 3rd and Jones

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**Tilbury**

**SUNDAY, MARCH 12th**

Our third meeting of the year was held on March 12th and although the weather was chilly, we were blessed with the good

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## DIARY

Date	Event	Entries Close
July 2nd (R)	All classes	210 Challenge round
July 23rd (C)	All classes	Closed to Club + RAFMSA CHAMPS
September 2nd/3rd (N)	All classes	MIDLAND CHAMPIONSHIPS
October 1st (R)	All classes	The Castrol Clubmans Day
November 5th (R)	All classes	The Castrol Autumn Final

## CLUB SCENE

Tigwell. From the middle of the grid Matthew Davies pulled up well into a nose to tail battle to eventually pass Simon Oliver as they went into Billy's, though Matthew then went a bit too fast into the hairpin and came off. Heat two was Richard Whiteley's all the way with some great racing for second between Michael Simpson, Jamie Wood, Michael Graham, Paul Giles and Danny Honey. Matthew Davies executed a picturesque pirouette in front of the pits and still managed to finish fourth. Bad luck for Brendan Rawle who sustained heavy damage from a side collision. The highlight of heat three was Richard Whiteley chasing Jamie Patten for fourth place while novices Richard Plummer, Benedict McLoughlin and Ben Brown all hung in there for good finishes. In the final Julian Thomas got away to a good start from pole with Richard Whiteley trying so hard behind that he went round Billy's on the grass. Damien Tigwell spun on lap three and Matthew Davis did well to miss him. Some good racing near the front with Matthew O'Hara overtaking Michael Simpson on the outside then himself being overtaken on the same lap before eventually spinning out at Billy's and losing four places. Julian Thomas took the chequered flag, but the prospect of some fine competition is already evident in this class.

### SENIOR BRITAIN

Six heats were required to sort out the final positions. Andy Clarke won two, Anthony Cleal won two, while Stephen Hall and Gary Frost took one each. Simon Hart, Andy Sheahan, Kevin Mills, Steven Godber and Simon Davidson also had some good finishes which earned them spots in the front four rows in the final. With only 12 completing the first heat the Britains very quickly got the message that it was too early

in the season, and also too wet, to engage in foot hard down tactics. There were some fine individual performances with noticeable scraps among the midfield runners between Cliff Jones, Andrew Pinn and Richard Haskell while it was nice to see a sporting handshake between Robert Harris and Ian Mittell after they had been bumper to bumper for some time. Adrian Chue-Sang was on pole for the B final with Graham Cutler beside him. In the second row it was Edward Moore and Paul Elliott who, as the race progressed, were joined by Darren Lane and Ian Sherrin in the battle to make the front four. From the green light in the final Anthony Cleal streaked into a comfortable lead position and stayed without any serious challenge, though as the race progressed Andy Clarke was creeping up and Simon Hart was always ready to get in there had either of the front two made a mistake. As always the entertaining action was in the middle and Mike Horder drove well to earn his place and Robin Chuter stayed on Richard Page's tail before finding that little extra necessary to get past both him and Gary Anderson on lap four. Despite all the thrills from start to finish the competition between Kevin Mills and Gary Frost was most noteworthy with both karts going round side by side or nose to tail and the lead changing three times. Steve Horlock and Matthew Best both had a good day finishing the final in style along with sixteen others. Some excellent performances by the Seniors showing the skills and ability which make the sport enjoyable for spectators and drivers alike — well done.

### 100 NATIONAL

Thirty five drivers from seven different clubs had entered though the numbers did reduce a bit

when some decided they were not too keen on the water sport aspects. During the heats it was Andrew O'Hara who took three of the honours. David Cuff and Bobby Game took the other two while Robert Schirle and Jeremy Cotterill both gained good second places. The heats were real crackers for most of the time and under the conditions it was not surprising that quite a few took to the country. It is difficult to single out specific contests though the duels between Robert Knight, Martyn Philips and Gary Tupper were memorable while heat three saw Nick Green and Paul Briggs having their own private duel after Russell Hicks had hiccuped at the start and lost a few places. By heat four there was an overflow of adrenalin and the start was delayed after some quite unnecessary queue jumping. Once they had settled down the interesting scrap was between Colin Ree who was closely pushed by Ron Whitney and Francis Wood. Philip Goodwin seemed to go quite well without a rear bumper, though the exhaust did rattle a bit. In the B final Lee Parker and Richard Ayling, who were both in with a chance, unfortunately spun out which meant that Robert Schirle, Richard Dunn, Stephen Merry and Lee Burford made it through to the A. O'Hara and Cuff were on the front row for the final and after some excessively fast rolling laps and the appropriate warnings they got away with Cuff in front then O'Hara, with Game and Cotterill in hot pursuit until Cotterill went into the tyres at the end of the straight. It stayed neck and neck at the front and fairly bunched up further back we saw some fine racing between Simon Barrett and Christina Baker, both of whom were pushed by Richard Hewland who eventually got through to a well earned sixth place. We lost David Cuff on lap six so at the flag it was O'Hara with Game on



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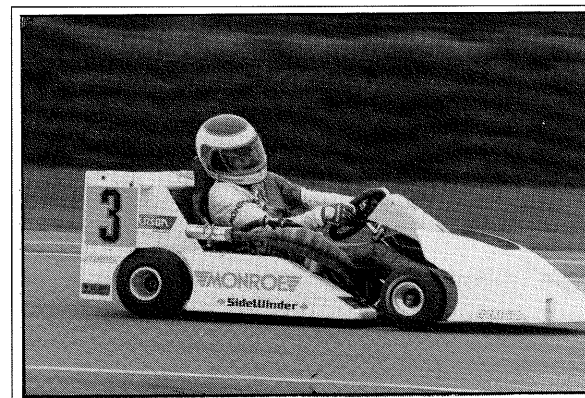
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1st Simon Cullen  
2nd Graham Barker  
3rd Richard Crump

# SUPER ONE QUALIFIER — FULBECK SUNDAY 19TH MARCH

Report by Mike Hayden

The first qualifying round had upwards of sixty drivers in each class, all competing for the small number of places that will allow the fortunate the opportunity to go forward to the main series, to join the seeded talent from last year. Changeable weather did not detract from the excellent racing enjoyed on the day, although the proceedings were somewhat marred by what was generally regarded as three silly protests, that held up the programme for 90 minutes whilst the Stewards attempted to sort the fiasco out. A special thank you must go to the officials, drivers and spectators for their patience which was tested to the full, as the delay necessitated a change to the running order of the Finals.

Before the good news, which was the excellent racing, I will get the bad out of the way first. The three protests eventually resulted in the following:

Senior Britain — Stephen Phillips — Abusive behaviour — kicking another driver — £50 fine, 30 days suspension — licence endorsed.

100 National — Peter Raynor — Abusive behaviour — licence endorsed.

100 National — Gary Tupper — Careless driving — £25 fine, licence endorsed.

The sport does not need this type of behaviour and any violence towards any other person needs to be dealt with swiftly and expensively.

## SENIOR BRITAIN

*Heat 1:* 1st Stephen Quinn, 2nd Robert Seth-Smith, 3rd John Yeomans

*Heat 2:* 1st Andy Cox, 2nd Paul Ibbotson, 3rd Mike Barrett

*Heat 3:* 1st Jason Yeomans, 2nd Phillip Cook, 3rd Mark Fothergill

*Heat 4:* 1st Terry Stamper, 2nd Rupert Ivey, 3rd Sean Pitts

*Heat 5:* 1st Graham Pettit, 2nd Darren Quinn, 3rd Richard Connett

*Heat 6:* 1st Paul Ibbotson, 2nd Gary Munro, 3rd Rupert Ivey

*Heat 7:* 1st Andy Cox, 2nd Graham Pettit, 3rd Michael Riley

Protests finally over with and the hour getting late, insufficient drivers turned up for the 'C' Final, so:

## ‘B’ FINAL

A slow rolling lap as Darren Quinn led from pole, whilst hot on his heels came Fothergill, Hall, Rainbird, Mansell, Kelly, Armstrong and Hayden. Into the chicane for the first time and Hayden was tapped from behind, spinning on the chicane entry and taking off four other drivers, including the tapper. End of the main straight and the second placed Fothergill spun entering the chicane, allowing Rainbird to take up the pursuit of the leader Quinn. Hall held third from Kelly and the wheel banging duo Jason Yeomans and Mansell. Quinn and Rainbird were pulling away at the front, whilst Hall and Kelly battled for third. Three laps to go and we had three separate fights, as Rainbird pressured Quinn, Kelly harassed Hall and Yeomans/Mansell tried to get on terms for the last place in the 'A'. At the flag Quinn swept by with a four length cushion over Rainbrid, the last two places in the 'A' going to Hall, who just headed Kelly across the line.

## ‘A’ FINAL

A big rush for the qualifiers as they joined the

dummy grid. Pettit lead them out, from double heat winner Cox, Kinsey and John Yeomans on row 2, and Stephen quinn and Ibbotson off row 3. Panarama Sunroof entered Robin Perkis on grid 7, fouled up on the rolling lap, but the starter sent the field round again giving him chance to rejoin the fray.

At the first corner, half a dozen drivers spun mid grid, breaking up the field, as Pettit lead down to the chicane, from Cox, Kinsey, Cook, Quinn and Perkis. At the small harpin before the complex, Cox spun, his race effectively over. This left the way clear for Ibbotson to have a go at Pettit for the lead, which he took on the second lap. With eight laps to go, the first five had moved ahead of the rest, Ibbotson still in front, followed by Pettit, Kinsey who was being challenged very hard by Stephen Quinn and John Yeomans. Over the next couple of laps Yeomans was caught by Cook, who passed him with two laps to go. Ibbotson had taken the race by the scruf of the neck and was opening up a sizeable gap at the front. pettit insecond was having to fend off Kinsey, who in turn had Quinn breathing down his neck. Back in seventh Ivey was starting to close on the Cook/Yeomans dice, as Riley broke free of the chasing group to claim eighth. Last lap and Ibbotson made it look so easy in the end, leading the second place scrap across the line by over six seconds. Pettit was second from Quinn who was almost alongside as they took the flag. Kinsey was next as Yeomans got the better of Cook on the final lap. Having closed the gap in the dying stages of the race, Ivey had to settle for seventh, with Riley a few lengths further back.

## 100 NATIONAL

*Heat 1:* 1st Jamie Beasley, 2nd Daniel Stilp, 3rd Jeanette Peek

*Heat 2:* 1st Gordon Duncan, 2nd Barry Hill, 3rd Gary Tupper

*Heat 3:* 1st Oliver Gavin, 2nd Roy Dickson, 3rd Moss Thorpe

*Heat 4:* 1st Simon Richardson, 2nd Rob Bernie, 3rd Paul Evans

*Heat 5:* 1st Jamie Beasley, 2nd Graham Gannon, 3rd Victor Threadgold

*Heat 6:* 1st Jeanette Peek, 2nd Craig Caldwell, 3rd Barry Hill

*Heat 7:* 1st Daniel Stilp, 2nd Dave Redfearn, 3rd Victor Threadgold

## ‘C’ FINAL

Eight out for this one, with Bobby Game on grid 8. No doubt wishing to forget the heats, he had no problems in this one, as he took his PCR/Rotax into the lead on lap 2, pulling well clear of the rest to win very easily. What happened in the heats Bobby? Initial leader Martin Riman remained second throughout, also well clear of Whitney third. Once again fourth was where the action took place, as Bellamy gave all he had, to keep no. 28 behind him. This he did by one length at the flag.

## ‘B’ FINAL

No rest for the wicked as the first four from the 'C' were immediately carried round to the back of the 'B'. The new Ninja kart of Bernie led the warm-up on pole. Thompson held grid 2, with the next two rows comprising Gavin (heat 3 winner), Askari, Hartley and a very stylish looking Krebbex. The rain stated to fall on the warm-up laps, Tooley spinning before the start. Into the bottom hairpin for the first time and two drivers took to the fields, as Thompson led to

the chicane, from Bernie, Duncan, Gavin and Hartley. Several more drivers went off here, in particular Tupper and Tidmarsh, with Tupper moving threateningly in Tidmarsh's direction, but then thought better of it. With one endorsement already, did he really need another? Main straight and the first seven were all glued nose to tail and pulling away from the bulk of the field. A lap later and Gannon spun to make it six, as Thompson still led, hotly pursued by Bernie, Hartley, Gavin Liddle and Franchitti.

This was one of the best races of the day as these drivers indulged in a tight scrap for the lead. Half distance and Hartley caught Bernie on acceleration out of the lap scorer's chicane, losing another place to Gavin on the next corner. Bernie quickly fought back to retake third at the complex. All change again on the following lap as Hartley emerged in front. Thompson back in second, from Gavin, Bernie, Franchitti and Liddle. However a wolf was slowly hauling in the pack, as Game had forged his way through the field, having now climbed into seventh place. Bernie was having difficulties and was Game's first victim, falling back to seventh. Bernie was next as Game made it fifth. One lap to go and Hartley had built a small cushion, back to Thompson in second, who was under pressure from Gavin and Franchitti. Game was literally glued to Franchitti's exhaust as they took the last lap board. At the flag, Hartley was the worthy winner, as Thompson hung on in second place from gavin. And fourth? Franchitti could not stop Game's advance, losing the final 'A' qualifier with half a lap to go. Well timed Bobby.

## ‘A’ FINAL

As the karts came on to the circuit, it started raining again, but not sufficient to use wets and all the drivers remained on slicks. With this being his third race in quick succession, would Game's luck hold out? Plenty of weaving on the rolling laps, with plumes of exhaust smoke as Hill and Peek led the field very slowly towards the lights. Green light and yet again the outside of the front row was the place to be. Peek leading out of the first corner, heading the sprint to the first chicane. Caldwell had squeezed into second, with poleman Hill back in third, from Beasley, Stilp and Evans. Lap 2 and Caldwellhammered down the inside of Peek at the hairpin to take first place, as Beasley moved into third at Hill's expense. By the next lap the first three had moved clear of the next group of drivers, as Stilp, Hill, Evans, Gannon, Richardson and Jack, disputed third place. Beasley's pressure on Caldwell paid dividends on the fourth lap, when he moved into a lead that he would never lose. Back in tenth place, another kart had disengaged itself from the second group and had started to close on the leading bunch. Would you believe Bobby Game? Two laps later as Gannon, Evans and Jack disputed fifth, Game latched onto the back of this little tussle. At the chicane Gannon lost control, as the rest streamed by. A good piece of driving from Gannon saw him execute a neat 360° turn inches from my feet and powered back into the race, although now well down the field. The fight for the lead was still in the balance, Beasley, Caldwell and Peek still in tight formation. Stilp was fourth, chased by the scrapping Jack/Evans and Threadgold/Game. Penultimate lap and Game was past Threadgold for seventh. At the flag, Beasley was first, a couple of lengths ahead of the nose to tail Caldwell and Peek. Stilp was a lonely fourth, three seconds ahead of Alex Jack and Paul Evans, with the impressively quick Bobby Game, leading Threadgold across the line to claim seventh.

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# CLUB SCENE

**2nd** Paul Ibbotson Boxer/Parilla  
**3rd** Michael Mills Jeta/DAP

**100 NATIONAL**  
**1st** Dominic Connelly Wright/Rotax  
**2nd** Barry Hill Sprint/Rotax  
**3rd** Michael West Mondial/Parilla

**125 NATIONAL**  
**1st** Dave Scott Hutless/Rotax  
**2nd** S J Lawson Lazer/Rotax

**210 NATIONAL**  
**1st** Philip Whymark Lazer/Villiers

**250 NATIONAL**  
**1st** Russell Smith Motiv/Yamaha

**SERIES**  
**1st** Daniel Wheldon 303 pts  
**2nd** Daniel Yeoman 290 pts  
**3rd** Matthew Shaw 269 pts

**1st** Val Fernandez Breezechill 260 pts  
**2nd** Stephen Grundy All Hallows 260 pts  
**3rd** Valerie Lord Breezechill 246 pts

**1st** Guy Smith 308 pts  
**2nd** James Matthews 293 pts  
**3rd** Richard Westbrook 265 pts

**1st** Steve Hazlett 269 pts  
**2nd** Paul Ibbotson 292 pts  
**3rd** Gary Longbottom 241 pts

**1st** Roy Dickson 280 pts  
**2nd** Barry Hill 275 pts

**3rd** Nick Clarke 246 pts

**1st** Dave Scott 247 pts  
**2nd** Melvyn Hopkinson 200 pts

**1st** Anthony Whymark 122 pts  
**2nd** Philip Whymark 120 pts

**1st** Martin Hallums 165 pts

## Clay Pigeon

### SUNDAY, MARCH 12th

**Race entries:** Mrs Jacci Whiteley, 4 Summersell House, Benton's Rise, West Norwood, London SE27 9TY. Tel: 01-670 0079  
**Membership:** Mr Clive Shutler, Tel: 0202 486286

**CLAY CHAT**  
Welcome to 1989. A most encouraging start to the season with many new faces on this year's committee with an evident commitment to improve the facilities at the track. The Annual General Meeting was held in January and was particularly well attended. A broad variety of items were discussed and explained by the Club Chairman, Neil Hann, who outlined the need to continue the introduction of fencing around the track within RAC guidelines so that the quantity of tyres could be reduced. This will be the major improvement scheduled for this year. The 1989 committee were voted in unanimously for this season and with membership at a higher level than previous years the omens for '89 look good.

February saw the first working party of the year. Masterminded by the energetic Gren Tye some twenty painters, brickies and chippies set up a base camp and spent the day in sub zero temperatures and snow, carrying out a myriad of cosmetic and constructional tasks. The end result was excellent and our thanks go to those whose efforts allowed us to start the season with the track surrounds in better shape than for some time.

So to race day and the first meeting. It may be the hole in the ozone layer causing it but the weather was atrocious. The Clerk of the Course had very little difficulty declaring a wet meeting. It was wet, cold and misty with a ten mile an hour fog which reduced visibility to a few hundred yards all day. As always though, the lousy weather brought out the karting character and most people managed to keep smiling, while the drivers deserve congratulations for perseverance and generally sensible driving skills. Thanks to the officials, and in particular our competition secretary and her lap scorers who seem to have devised a way of seeing through the fog, the first meeting went very smoothly indeed. There was a little confusion about pit spaces. Please remember that the numbered spaces are reserved. If you have any doubt whether or not you are entitled to a pit space then check with the treasurer, Clive Shutler.

## JUNIOR BRITAIN

With 24 drivers, all keen to start off well, competition was keen with different winners in the heats being Matthew O'Hara, Richard Whiteley and Julian Thomas. In heat one Matthew O'Hara maintained the lead throughout while the struggle for second place was closely contested between Henry Stanton and Damien

# CLUB SCENE

in our February report we stated he was excluded due to an illegal engine. In fact the engine was perfectly legal but he was excluded for using a third engine which had not been declared at scrutineering. Sorry Roger!

P.S. Please note — membership applications should go to Jill Wood, 18 Willow Road, Great Horwood, Milton Keynes MK17 0QH.  
**Lesley Allen**

## JUNIOR CLUBMAN

<b>1st</b>	Edward Horner	Wright/Parilla
<b>2nd</b>	Stuart Wood	Allkart/Parilla
<b>3rd</b>	Oliver Childs	Wright/Parilla

## JUNIOR SUPER

<b>1st</b>	Ralph Firman	Wright/Parilla
<b>2nd</b>	Nick Dudfield	Wright/Parilla
<b>3rd</b>	Darren Malkin	Wright/Parilla

## 125 NATIONAL

<b>1st</b>	Graham Stephens	Anderson/Goff Rotax
<b>2nd</b>	Dennis Gale	Anderson/Sed Minerelli
<b>3rd</b>	Steve Puddiphatt	Zip/Goff Rotax

## 125 OPEN

<b>1st</b>	James Ponting	Anderson/TM
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## 210 NATIONAL

<b>1st</b>	Steve Thornell	Dino/Invader
<b>2nd</b>	Clive Bisp	Barlotti/Villiers
<b>3rd</b>	Alan Poole	Zip/Villiers

## 250 NATIONAL

<b>1st</b>	Lenny Knox	Anderson/KTM
<b>2nd</b>	Chris Tomkinson	Dino/KTM
<b>3rd</b>	Edward Mellor	Zip/Yamaha

## 250 FORMULA E

<b>1st</b>	Malcolm Green	Anderson/Rotax
<b>2nd</b>	Tim Mathews	Dino/Rotax

## SENIOR BRITAIN CLUBMAN

<b>1st</b>	Richard Wallington	Sprint/Arrow
<b>2nd</b>	Anthony Cheshire	Gillard/Hewland
<b>3rd</b>	David Storey	Superdart/Parilla

## SENIOR BRITAIN SUPER

<b>1st</b>	Martin Verity	Wright/Parilla
<b>2nd</b>	Neil Robinson	Superdart/Minerelli
<b>3rd</b>	Simon Broad	DAP/Parilla

# Wombwell

## SUNDAY, MARCH 12th

Full grids yet again at Wombwell for the last round of the winter series and with race control constantly signing on new members and fielding questions on how to get involved in karting things look good for SYKC. Although this year we haven't had any disruption due to snow the clean sweep of dry days was narrowly missed when rain arrived mid afternoon to rather put a damper on things. The trophy table in the centre of the circuit was groaning under the strain of absolute mountains of silverware and there were cash incentives as well, no wonder drivers had come from the length and breadth of the country to be with us.

## SCHOOLS GEARBOX

With most of the quicker drivers having failed to finish in some races this title was still wide open and even more so as new faces appeared

in the heat places. Heat one went to Tarporley's Fewtrell Brothers from British Champion Val Fernandez and Jon Hatley third. Heat two and All Hallows' Andrew Scholes, the defending Champion, came home ahead of Hatley and team mate Stephen Grundy. With the non finish of Fernandez and the lowly placing of Valerie Lord, Grundy was best placed to take the title. In the final Fernandez was found guilty of a little overtaking on the rolling lap and relegated to the back of a 28 strong grid and with failing light reducing the race to six laps his chances of the title looked slim. Fewtrell got a flyer and was never troubled again but behind the action was furious. By lap two Fernandez had rocketed up to 5th and more importantly having passed Grundy en route. Valerie Lord had also worked her way through the field in treacherous conditions to claim 3rd. The penultimate lap proved critical as Fernandez passed Lord whilst St Wilfrid's Mark Beckett, and Windsor Boys Westbury Gillett eased past Grundy to push him back to 8th at the flag, where the order was Fewtrell, Scholes, Fernandez, Lord, Beckett and Gillett. There were anxious moments as the points were totted up before Fernandez became Champion having the same points as Grundy but more race wins. Valerie Lord took 3rd a point ahead of Hatley.

## JUNIOR BRITAIN

Another capacity grid with three heats and a 'B' final necessary. Heat winners were Guy Smith and James Matthews (2) with 2nds for Richard Westbrook, Stuart Capstick (now Zip mounted with his 'O' plate) and Smith and the thirds for Westbrook, Alan McKay and Graeme Melville. The 'B' final was won by the Chairman's son Craig Faunch, in what was proving to be a good day for the Committee's kids, followed by Michael Knaggs, Darren Wandless and Sean Swainson who duly took up their places on the rear of the 'A' final grid. From the lights Matthews got the lead but Smith took him in the top bend to lead an incredible Indian file of karts through the first lap marker. By lap three it was beginning to split up as Smith pulled away from Matthews who had a comfortable gap back to Westbrook with further gaps back to Capstick, Melville and McKay. Towards three-quarter distance six karts were involved in a terrific scrap for the 5th place which split up as Chris Clarke and Steven Warburton tangled in the old pit bend. At the flag Smith won comfortably from Matthews, Westbrook, Capstick, Blair, Melville and Gary Broughton and it was once more down to the hard pressed ladies to decide who'd won the series and once again how close it was. Smith had it by jsut 15 points from Matthews with Westbrook in third and Darren Manning 4th.

## SENIOR BRITAIN & 100 UK

How nice to see half a dozen 100 UK's out with the Britain novices. Interst has really taken off in the past two months with both Britain and National drivers joning the UK ranks. Several more have expressed an interest and we expect to see the class grow steadily over the coming months. The heats were won by our Treasurer Richard Guest, followed each time by Neil Richardson and with the best Novice performance from Jonathan Hepworth. The final left our Treasurer in a bit of a spin and Richardson won comfortably from Hepworth and Matthew Hopkins with Novice Michael Scott (a member of the Windsor Boys School team) clinching second in the UK's. The main Britain grid was consequently free of black plates and some superb racing saw Steve Hazlett and Paul Ibbotson take the heats from Michael Mills, Richard Connnett and Paddy Walsh (after a six

month lay off). The final saw Ibbotson get the lead from pole but Hazlett squeezed past him in the top bend for the pair to lead Mills, Walsh, Riley and Connett round the first tour. Normally the Wombwell Britain finals are nerve tingling affairs with outstanding driving throughout but today virtually the whole grid held station throughout the race. The only real scrap was between Walsh and Connett with the former having lost little of his natural skills and was able to hold on to 4th to the flag, where the order was Hazlett, Ibbotson, Mills, Walsh, Connett and Riley.

## BRITAIN SERIES WINNERS

The series was desperately close with Hazlett home by just a couple of points from Ibbotson and quite surprisingly Gary Longbottom, who I don't recall featuring in the major places, collecting third thanks to some very consistent drives.

## 100 NATIONAL

Alas, another depleted group of Nationals, these entries go up and down more than the average lift but as usual some very quick lads. The heats went to Pual Henderson and Barry Hill with Michael West, Kerry Thorpe and Dominic Connelly taking the other places. The final saw Kerry Thorpe go from the second row into the lead out of the first bend and rapidly pull away from Henderson, Connelly, Hill and Ray Dickson. Slowly Connelly reeled in Henderson, finally passing him at the halfway stage as the latter seized into the top bend. Most would have said it would be impossible for him to catch the flying Thorpe but relentlessly he broke down his lead to pass him on the penultimate lap in the top bend and to add insult to injury Thorpe spun out on the right-hander to leave Hill in second and West, who had worked his way patiently through the field, up to third ahead of Dickson. Again the series was remarkably close with Dickson just edging out Hill by five points and Nick Clarke taking third ahead of Peter Blake.

## GEARBOX

Despite my promise of not racing during the winter series it had done little to improve the size of the grid and those that had turned up seemed loathe to come round to see the chequered flag. However Martin Hallums' 250 took the first heat from Dave Scott's and Graham Morris's 125s. Heat two and it was Scott from Russell Smith and Steve Lawson. The final had only five karts left by the end of the first lap and they stayed that way for the whole of the ten laps. Scott led throughout and there were considerable gaps back to Smith (250), Lawson (125), Melvyn Hopkinson (125) and the lone 210 of Philip Whymark. Because of the small entries there were no Winter Series goodies but the club gave free entries to the winners who were Dave Scott for the 125's, Martin Hallums in the 250's and Antony Whymark in the 210's.

## SCHOOLS

<b>1st</b>	Fewtrell Bros	Yamaha YZ
	Tarporley	
<b>2nd</b>	Andrew Scholes	Yamaha YZ
	All Hallows	
<b>3rd</b>	Val Fernandez	Yamaha YZ
	Breezehill	

## JUNIOR BRITAIN

<b>1st</b>	Guy Smith	Gillard/Parilla
<b>2nd</b>	James Matthews	Boxer/Parilla
<b>3rd</b>	Richard Westbrook	Wright/Parilla

## SENIOR BRITAIN

<b>1st</b>	Steve Hazlett	Knight/Parilla
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## JUNIOR BRITAIN

*Heat 1:* 1st Nicholas Smith, 2nd Brad Lintern,

3rd Michael Simpson

*Heat 2:* 1st Stephen Warburton, 2nd Jamie Scoggins, 3rd Jonathan Greensmith

*Heat 3:* 1st Brad Lintern, 2nd Christopher Clark, 3rd Natalie Whaley

*Heat 4:* 1st Matthew Davies, 2nd Verney Wood, 3rd Henry Stanton

*Heat 5:* 1st Brad Lintern, 2nd Jamie Davies, 3rd Dominic Harlow

*Heat 6:* 1st Stephen Warburton, 2nd Christopher Clark, 3rd Marc Craddock

## B FINAL JUNIOR BRITAIN

A six lap race to sort out the four for the repechage to the 'A' as Broughton, led the field to the lights, with Whaley alongside, Chamberlin and Higginbottom next up, from O'Hara and Honey off row three. Three rolling laps and a clean start from the outside of the front row, put Whaley into the lead, chased by Broughton, Higginbottom, Chamberlin, O'Hara and Stanton. Out into the main straight and Broughton challenged, squeezing into first at the top hairpin. Whaley tucked in tight in pursuit, as Higginbottom and Chamberlin gave chase, watching the scrap between the leaders. This was a good dice for the lead, Whaley keeping the pressure on, slipping back into first place in the Complex in lap 2. Stanton had closed in rapidly on Chamberlin, grabbing fourth place at the same time.

Back in sixth, O'Hara and Cornwell were having a really good time, as they tried to stay in touch. Chamberlin lost ground as he bumped wheels with Higginbottom at the lap scorer's chicane, falling into O'Hara's clutches. Whaley was pulling away quite comfortably at the front, reeling the laps off to take a four second victory over Broughton, having cushioned himself

against any possible attack from Higginbottom in third. A rapid pursuit by Cornwell put the magic fourth spot in doubt, as Stanton fought back the challenges from his race long duel with Chamberlin, who in the last two laps had Cornwell to worry about. Nose to tail at the flag, Stanton survived to take the final place in the 'A'.

## A FINAL JUNIOR BRITAIN

On pole position was the very quick Brad Lintern, Warburton joining him on the front row. Row 2 held Clark and Craddock, from Davies and White next along. Away at the first time of asking, Warburton sweeping across from the outside to lead into the bottom hairpin and away to the lap scorer's chicane, chased by Lintern, Davies, Clark, White and Simpson. The closely following Stanton spun as he turned into the chicane, as Craddock went straight on, for which he was later penalised. Lap two and Litern challenged down the inside into the second chicane, but Warburton held his line.

Third placed Chris Clark held a small advantage over Jamie Davies, but Davies was now into full flight and was starting to narrow the gap, as White and Simpson started to fall back. Greensmith was making good progress and demoted Verney Wood to take seventh. Lap 3 and Davies had slipped into third and closed the gap to the battling leaders within two laps. Lintern once again pulled alongside on the main straight, yet once again Warburton refused to be intimidated and remained in front. Unfortunately for Lintern, his assault on the leader was to prove his undoing, as Davies took advantage of a better line into the complex to take second and imemediately put Warburton under pressure. Clark was holding on in fourth, having lost litle ground on Davies as he had hauled in the leaders, and was close enough for Litern to feel les than safe. Next time round though and Davies

poked his Wright into the lead at the complex, and slowly pulled away from Warburton. With little change amongst the leading runners, bar the gaps between them, Jamie Davies was a comfortable victor. Warburton survived in second by less than one length over Lintern in third, who had kept on the pressure since lap one. Only a couple of seconds later Clark came home safely in fourth, from White and Greensmith. From the 'B', Whaley had proved to be very quick, carving her way into ninth by the flag, chasing Simpson and Matthew Davies nose to tail across the line. Another lap and she looked set for seventh. A good drive. Pity the lads if she can start near the front at Felton.

## JUNIOR BRITAIN

<b>1st</b>	Jamie Davis	Wright/Parilla
<b>2nd</b>	Stephen Warburton	Boxer/Parilla
<b>3rd</b>	Brad Lintern	Superdart/Parilla
<b>4th</b>	Chris Clark	Jeta/DAP
<b>5th</b>	Jonathan White	Wright/Parilla
<b>6th</b>	Jonathan Greensmith	Boxer/Parilla

## SENIOR BRITAIN

<b>1st</b>	Paul Ibbitson	Boxer/KS Parilla
<b>2nd</b>	Graham Pettit	Hutless/RKD
<b>3rd</b>	Stephen Quinn	Boxer/Parilla
<b>4th</b>	Darren Kinsey	Gillard/Goff TKM
<b>5th</b>	John Yeomans	Zip/PCR
<b>6th</b>	Phillip Cook	Wright/Parilla

## 100 NATIONAL

<b>1st</b>	Jamie Beasley	Wright/Rotax
<b>2nd</b>	Craig Caldwell	Gillard/Rotax
<b>3rd</b>	Jeanette Peek	Sprint/Rotax
<b>4th</b>	Daniel Stilp	Wright/Rotax
<b>5th</b>	Alex Jack	Gillard/Rotax
<b>6th</b>	Paul Evans	DAP/Rotax

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*Heat 3:* 1st Russell Maple, 2nd Francis Wood, 3rd Nick Clark

With a first bend shunt sidelining Lee Loder, David Homer found himself out front chased by Ron Shone and Christian Baker, the order never changed throughout. A lucky 3rd for Baker though, as his engine cried "enough" and seized on line.

#### 125 NATIONAL AND 125 OPEN

*Heat Winners National:*

*Heat 1:* Andrew Sowerby

*Heat 2:* Andrew Sowerby

*Heat 3:* Andy Clarke

*Open:*

*Heat 1:* Clive Elmore

*Heat 2:* Clive Elmore

*Heat 3:* Clive Elmore

These two classes ran together with a total entry of 20 drivers. Clive dominated throughout taking the final by a comfortable lead. Second in Open was James Ponting and 3rd Robin Thomas. The Nationals found that four into one won't go as they reached pit bend. Andrew Sowerby becoming airborne briefly and forcing retirement. Richard Connick went on to take a well deserved win, 2nd going to Garry Tyler and 3rd to Andy Clarke.

#### 250 NATIONAL and 250 INTERNATIONAL

*Heat Winners National:*

*Heat 1:* Keith Bisp

*Heat 2:* Peter Tillson-Hawke

*Heat 3:* Keith Bisp

*International:*

*Heat 1:* Phil Maycock

*Heat 2:* Robert Perkins

*Heat 3:* Richard Leitner

Again two classes running together providing some spectacular racing. Trevor Harvey managed to find his way out front to take the honours in the Int's followed by Richard Leitner 2nd and Phil Maycock 3rd. Keith Bisp drove faultlessly to take 1st in the Nats with Andy Hall 2nd and Mike Biddlecombe 3rd.

Jo Godber

## Sherington

**SUNDAY, MARCH 19th**

171 drivers turned out to race on the 19th March at Sherington Kart Racing Club near Banbury. Some of our drivers were missing as they were away trying to qualify for the Super One Series. The weather just about managed to keep fine for a fast exciting day of racing.

#### JUNIOR CLUBMAN

*Heat 1:* 1st Gareth Hunt, 2nd Oliver Childes, 3rd Alistair Weston

*Heat 2:* 1st Edward Horner, 2nd Alistair Weston, 3rd Gareth Hunt

In the final it was Gareth Hunt who took the early lead from Edward Horner and Alistair Weston. By half distance it was Weston through to the lead with Hunt dropping out with a faulty silencer. Weston continued to lead with Horner in 2nd, Wood 3rd and Childs 4th until the last lap when Weston lost it at the Stratford hairpin leaving Horner clear to take the flag followed home by Stuart Wood, Oliver Childs, Magee 4th, Rawle 5th and Upperton 6th.

#### JUNIOR SUPER

Although several of our Junior Super drivers were away at the Super One Series we were still

entertained to some very good racing in this class.

*Heat 1:* 1st Nick Dudfield, 2nd Ralph Firman, 3rd Darren Malkin

*Heat 2:* 1st Nick Dudfield, 2nd Ralph Firman, 3rd Alan Kinch

The final turned out to be a brilliant battle between Nick Dudfield and Ralph Firman. Dudfield took the lead with Firman in hot pursuit and determined not to let Dudfield get away. By lap 8 Firman was right up with Dudfield but passing was another matter. On the last lap of the race Firman made his move side by side around hangar bend, Firman taking the win from a disappointed Dudfield 2nd and 3rd to Darren Malkin, a position he held throughout the race.

#### 125 NATIONAL & OPEN

With more than one grid of drivers signed on the 125 drivers raced in two out of three heats.

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

*Heat 2:* 1st Graham Stephens, 2nd Steve Puddiphatt, 3rd James Ponting

*Heat 3:* 1st James Ponting, 2nd Dennis Gale, 3rd Alan Dell

From the start of the final it was Stephens on his Goff tuned Rotax who stormed away from the start followed by James Ponting on his 125 Open Anderson TM, Gale was 3rd on his SED Minarelli with a gap opening up between him and Stephens. By half distance Gale had passed Ponting into 2nd but the gap was now too much to catch Stephens. Meanwhile in 4th place was Mark Gellatly on his KMP tuned Rotax then Steve Puddiphatt and Andrew Sowerby. This order remained unchanged to the flag with Stephens taking his 2nd Sherington win this year and Ponting taking the honours in the 125 Open. After noise tests Gellatly and Sowerby were excluded from the results.

#### 210 NATIONAL

A healthy grid of 210 National was in evidence as it usually is at Sherington.

*Heat 1:* 1st Glen Clarke, 2nd Alan Poole, 3rd Bob Bernelick

*Heat 2:* 1st Alan Poole, 2nd Clive Bisp, 3rd Brian Holloway

From the start of the final it was Glen Clarke making the running from Alan Poole, Steve Thornell, Clive Bisp, Andy Worton and Brian Holloway. By lap 4 Clarke was in mechanical trouble and it was Thornell who was through to the lead with his father-in-law Bisp through to 2nd, Poole in 3rd, Worton 4th, then Nigel Puddiphatt and Holloway. By lap 7 Worton was dropping back and Holloway was up to 4th. At the flag it was Thornell with a comfortable lead from Bisp, Poole, Holloway, Puddiphatt and Wits.

#### 250 NATIONAL

*Heat 1:* 1st Phil Hemes, 2nd Glen Clarke, 3rd Chris Tomkinson

*Heat 2:* 1st Mark Allen, 2nd Edward Meller, 3rd Phil Hemes

In the final it was Mark Allen on his Lightning Windows sponsored KMP Honda who took the lead from Phil Hemes on his Pressprint sponsored KTM. By lap 3 Allan had stretched a good lead. Half distance and Hemes pulls out with a broken fuel pump to be followed a lap later by Allen when a gear lever comes adrift. This left the way clear for Lenny Knox to take the win from Chris Tomkinson 2nd and Ed Mellor 3rd.

#### 250 FORMULA E

*Heat 1:* 1st Malcolm Green, 2nd Tim Mathews

*Heat 2:* 1st Malcolm Green, 2nd Rob Perkins

In the final it was Tim Mathews who took the lead from the start followed by Malcolm Green, Rob Perkins and Pete Hammond. By lap 5 Malcolm Green had passed Mathews to take the lead and Perkins had disappeared. So the win going to Green from Mathews 2nd.

#### SENIOR BRITAIN CLUBMAN

*Heat 1:* 1st Richard Wallington, 2nd Anthony Cheshire, 3rd Carl Willoughby

*Heat 2:* 1st Richard Wallington, 2nd Peter Burden, 3rd Anthony Cheshire

A good grid of Senior Clubman with half the grid being made up of restricted drivers. It was nice to see a new lady driver in this class, Janice Gumbley mother of Jeremy, one of our Cadet drivers, was racing today.

In the final it was Richard Wallington winner of both heats who led from Anthony Cheshire, then David Storey, Carl Willoughby, Peter Burden and David Dixon. Dixon passed Burden on the last lap to take 5th place but otherwise the order remained unchanged with Wallington taking a comfortable win and proving he is Super quality.

#### SENIOR BRITAIN SUPER

*Heat 1:* 1st Martin Verity, 2nd Mark Smith, 3rd Neil Robinson

*Heat 2:* 1st Martin Verity, 2nd Rupert March, 3rd Guy Wood

From lap one of the final it was Verity in the lead from Neil Robinson, Simon Broad, Harry Handkammer, Rupert March and Harvey Small. The order remained unchanged except March passed Handkammer for 4th place. Verity took an unchallenged win from Robinson, Broad, March, Handkammer and Small.

#### 100 NATIONAL

We were pleased to welcome the RAFMSA to Sherington for the first round of their Championship, and they made up half of the grid.

*Heat 1:* 1st Gary Chapman, 2nd Charlie Brown, 3rd Rob Schirle

*Heat 2:* 1st Gary Chapman, 2nd Robert Schirle, 3rd Charlie Brown

With two heat wins to Gary Chapman on his new sponsored XP Express Parcel Systems Wright Rotax, a second and third to Charlie Brown (back into karting after his expedition into Formula Ford), a second and third to Rob Schirle current No. 2 100 National driver, the final promised to be an interesting race.

It was Brown who got the start from Chapman, Gates, Schirle, McLeod and Homer. On lap 3 Chapman was through past Brown into the chicane but Brown was not giving in easily, Gates still had 3rd from Schirle 4th. Halfway distance and Chapman was still in front with Brown trying all he knew, a marvellous dice going on between these two. Gates went off at the top allowing Schirle through to 3rd but now with a gap between him and the two leaders. Now back markers were a problem as the lap times were quicker and quicker, Chapman made the best of these and managed to create a slight gap, it was enough to hold the lead.

They finished Chapman — Brown — Schirle — Griffith — Manley — Cox — McMann. Dave Griffith was the first RAFMSA driver home.

Charlie Brown was later excluded from results when found to be underweight but a great race from two well known drivers.

Can we please remind all competitors that the entries close a week prior to the meeting. No late entries or telephone entries will be accepted.

#### APOLOGY

We would like to apologise to Roger Goff when

CLUB SCENE

**Senior Britain:**  
*Heats 1 and 2:* Matthew Jones  
*Heat 3:* Julian Cooper  
Mervyn Dowrick had earned pole for the final, but, like the Juniors, the surface water proved to be a handicap which Peter Stephens took full advantage of, He led every lap and Dowrick had to be content with second place. Leading the rest was Stephen Narberth. Next came Nicky Smith after first disposing of Mike Mitchell. As Mitchell steadily lost ground, he was overhauled by Robert Tout then Bromsgrove's Nick Clark. Julian Cooper spun as he exited the chicane and two laps later, while attempting to avoid both puddles and the unfortunate Cooper, Dowrick lost it and couldn't restart.

Unlike the heats, Matthew Jones had to content himself with second place to Cooper. Martin Baker however, wasn't too happy with that arrangement and went by both in consecutive laps. But his glory was all too short lived because once in the lead he promptly retired for the afternoon, leaving Jones and Restricted driver Carl Bryer to take the flag.

**COMBINED 125 NATIONAL, P&R, 250 NATIONAL**  
Really was only two classes combined as P&R man Jeff Bryer never actually turned out to race. The conditions were so poor that even the usually smooth Dave Griffiths managed to spin in the final. And that was probably the single most exciting thing that happened.

**JUNIOR CADET**

1st	Marc Hynes	Allkart/Comer
2nd	Richard Francis	Zip/Comer
3rd	Trystan Watson	Hutless/Comer

**JUNIOR BRITAIN**

1st	Julian Thomas	Wright/Parilla
2nd	Jamie Garcia	Hutless/RKD/PCR
3rd	Shaun Fulford	Superdart/Parilla

**100 NATIONAL**

1st	Peter Stephens	Ninja/Rotax
2nd	Stephen Narberth	Ninja/Parilla

**SENIOR BRITAIN**

1st	Matthew Jones	Dart/Yamaha
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**125 NATIONAL**

1st	Andy Norsworthy	Anderson/Eas Rotax
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**250 NATIONAL**

1st	Dave Griffiths	Zip/Bandit/KTM
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Keith Rann

Ellough

MONDAY, MARCH 27th

A sunny day with a slight wind greeted a large entry for Beccles and District's first meeting of the season. A lot of hard work had been put in by the committee to prepare the track and one or two improvements were welcomed, the most notable being the re-positioning of the dummy grid. Having watched some good competitive racing throughout most of the heats, it looked as though the good sized crowd of spectators were to be well entertained. This was not to be however, as after two of the finals, the 210's only lasted one lap when an accident caused the race to be stopped and the driver needing hospital

treatment. With no other ambulance available, the meeting was stopped with the results of the other finals based on the heat positions.

**125 NATIONAL**

Heat 1:	1st Martyn Baker, 2nd Steven Thexton, 3rd Mick Ariss
Heat 2:	1st Mick Ariss, 2nd Steven Thexton, 3rd Graeme Bulley
Heat 3:	1st Steven Thexton, 2nd Graeme Bulley, 3rd Mick Ariss

*Final:* Steven Thexton was on pole with two "old" campaigners namely Mick Ariss and Graeme Bulley alongside. Thexton was first away with Ariss and Bulley very close. After a few laps Thexton had created a good lead of 50 yards with Ariss being chased by Bulley. By lap nine with Thexton still well ahead and Bulley still unable to pass Ariss, fourth placed Martyn Baker had now moved into a position to attack Bulley. Lap 11 saw Bulley lose his place to Baker who was then challenging Ariss for second place. With Thexton now well ahead of the rest of the field and Ariss having the power to hold off Baker these were the final positions.

**JUNIOR BRITAIN**

Heat 1:	1st Stuart Saggars, 2nd Tommy Field, 3rd James Beales
Heat 2:	1st Stuart Saggars, 2nd James Beales, 3rd Tony Parfett
Heat 3:	1st James Beales, 2nd Stuart Saggars, 3rd Tommy Field

**SENIOR BRITAIN**

Heat 1:	1st Nigel Ibbs, 2nd Ian Gubb, 3rd Paul Pettitt
Heat 2:	1st Jason Lane, 2nd Robbie Adams, 3rd Ian Gubb
Heat 3:	1st Nigel Ibbs, 2nd Robbie Adams, 3rd Ian Gubb

**100 NATIONAL**

Heat 1:	1st Gordon Chenery, 2nd John Coultas, 3rd Ian Tubby
Heat 2:	1st Gordon Chenery, 2nd John Coultas, 3rd Pete Irvine
Heat 3:	1st John Coultas, 2nd Ian Tubby, 3rd Pete Irvine

**210 NATIONAL**

Heat 1:	1st Andrew Mears, 2nd Tony Ayers, 3rd John Lyne
Heat 2:	1st Andrew Mears, 2nd Tony Ayers, 3rd Ralph Mayhew
Heat 3:	1st Andrew Mears, 2nd John Lyne, 3rd Ralph Mayhew

**250 NATIONAL**

Heat 1:	1st Colin Smith
Heat 2:	1st Colin Smith
Heat 3:	1st Colin Smith

**125 NATIONAL**

1st	Steven Thexton	Anderson/Rotax
2nd	Mick Ariss	Spyda/CSK/Rotax
3rd	Martyn Baker	Zip/Rotax

**210 NATIONAL**

1st	Andrew Mears	Bullit/Villiers
2nd	John Lyne	Aero/Villiers
3rd	Ralph Mayhew	Bullit/Villiers

**250 NATIONAL**

1st	Colin Smith	Zip/Suzuki
-----	-------------	------------

**JUNIOR BRITAIN**

1st	Stuart Saggars	Wright/Parilla
2nd	James Beales	Zip/FETKM
3rd	Tony Parfett	Kestral/Parilla

**SENIOR BRITAINS**

1st	Nigel Ibbs	Wright/TKM
2nd	Ian Gubb	Wright/Parilla
3rd	Jason Lane	

**100 NATIONAL**

1st	John Coultas	KCR/KCR
2nd	Ian Tubby	Sprint/Parilla
3rd	Pete Irvine	Superdart/Parilla

W Cass

Dunkeswell

SUNDAY, MARCH 26th

A cold sunny day greeted an entry of 130 drivers for the opening round of the Club Championship on Sunday March 26th. Slicks were the order of the day as temperatures soared to a glorious sunny afternoon's racing. Spectators reached an all time record for the club and were rewarded by a display of close, competitive racing.

**JUNIOR BRITAIN**

Heat 1:	1st Richard Whiteley, 2nd Stu Freegard, 3rd Jamie Patten
Heat 2:	1st Stu Freegard, 2nd Jonathan White, 3rd Jamie Patten
Heat 3:	1st Richard Whiteley, 2nd Jamie Patten, 3rd Jonathan White.

The Juniors set the track alight with a blistering first heat by Richard Whiteley on pole, chased by Stu Freegard. Twice Freegard managed to out-brake Whiteley at pit bend but to no avail as Whiteley snatched back his lead to win. *Final:* With Whiteley on pole and Freegard beside him the crowd anticipated another thriller, but at the green Freegard rocketed away with Whiteley in hot pursuit, fending off Jonathan White at pit bend. As the laps reeled off Freegard's lead increased, Whiteley on his own in 2nd place and White trying to fend off Freeman. However a very determined Freeman found a way past White and at the flag it was 1st Stu Freegard, 2nd Richard Whiteley and 3rd Jason Freeman.

**SENIOR BRITAIN**

Heat 1:	1st Fraser Wells, 2nd Will Collinson, 3rd Kevin Mills
Heat 2:	1st Stewart Baker, 2nd Arthur Wood, 3rd Stuart Etheridge
Heat 3:	1st Mike Horder, 2nd Fraser Wells, 3rd Stewart Baker
Heat 4:	1st Stuart Etheridge, 2nd Kevin Mills, 3rd Mark Hennessey
Heat 5:	1st Stewart Baker, 2nd Kevin Mills, 3rd Malcolm Budd

**'B' FINAL**

Heat 1:	1st Steve Lawry, 2nd Mark Cook, 3rd Nick Powder, 4th James Elliott.
---------	---

**'A' FINAL**  
A superb drive by pole man Baker saw him win by a comfortable lead of some 50 yards. From the green light the order was Baker, Wells, Mills and Budd, but some private duels were fought in earnest behind them. Godbeer caught Budd but was not able to find a way past, letting Collinson and Lawry catch him napping. They both passed Godbeer at three-quarter distance and a determined Collinson found a way past Budd. So at the flag it was 1st Baker, 2nd :Wells, 3rd Mills, 4th Collinson.

**100 NATIONAL**

Heat 1:	1st Ron Shone, 2nd Lee Loder, 3rd Mike Bradley
Heat 2:	1st David Homer, 2nd Christian Baker, 3rd Lee Loder

HESKETH SUPER CHALLENGE

Round 1 – Rissington

Full Grid of Superkarts

The Hesketh Super Challenge drivers were pleased to hear Bolton Kart Club's Mrs Price is, after her problems, back in action. With Mrs Audrey Ash, she is of course joint owner of the original 'O' Plate and World Cup, now the Hesketh Cup. Their joint agreement to incorporate these prestigious awards into the 250 Super Challenge are in no small way responsible for the 30% increase in registerd drivers this year.

The morning at Rissington was cold and wet but this did not deter the full grid, I repeat full grid of SuperKarts. The bottom end of the circuit has been resurfaced and the bumps eliminated, but some drivers even on a drying track experienced an unmanagable amount of understeer when running on their normal chassis settings. These problems in some cases were solved by altering those settings and I think in the future the circuit will prove faster than in the past.

The big question in everyone's mind was would anyone be able to displace King Konsistency Kennings of the Short Circuits. Three times Super Challenge winner, what a record and what a grand guy.

Heat 1

Cryer was penalised for allegedley being late on the grid and sent from his allocated pole position to the back, a misdemeanour he hotly disputed as he had been on the receiving end of a reprimand which was delivered over the tannoy requesting him not to run his motor while on the dummy grid, this happening some time before the grid was formed, but since he was not in the correct position, to the back he had to go.

Lights to green and the start of the Hesketh Trophy 1989 was underway. Bisp made a rapid getaway from the second row as did Studley from the third and Perkins from a lowly fifth row. In this order these three showed the way. Start of lap three and Kennings, Fido and Woodcock made their move past Perkins. Bisp meanwhile increased his lead over second man Studley, who was deposed by Kennings on lap 3. This was real motoring since Kennings started from the sixth row. Fido had a misfortune and disappeared. Nevertheless Bisp was still increasing his lead, then on lap 4 disaster struck. Bisp's petrol pump decided to take a rest and Bisp's race was finished. Meanwhile Harvey held a comfortable fifth spot being followed by Jones and Darrow. Sherwood in his immaculate Goff powered new Eagle had his hopes dashed when he went missing. Harvey after looking good had the cruel luck to blow a big end. At the line it was Kennings with a slight lead over Woodcock, Studley making an excellent third. Jones starting from the seventh row made fourth and Darrow had a solid drive for fifth chased by Blackburn.

Heat 2

24 SuperKarts leapt forward, Kennings, Woodcock, Perkins, Fido, Robinson, Milner led in that order. Woodcock passed Kennings and pulled a small lead. Durance experienced some problem and started one lap down. Bisp on lap 2 from his sixth row start displaced Milner and made fourth spot. Kennings closed on Woodcock and squeezed by on lap 4. Meanwhile Bisp slowed with the recurrence of his first heat fuel

Old Firm in Charge



Through the spray burst a full grid of Superkarts (Pic: Mark Wilkinson)

problems. Paul Pedelty performed some agricultural manoeuvres and scrambled back on the black stuff. The order on lap 4, Kennings, Woodcock, Perkins, Fido. One lap later Fido committed an unaccustomed error and Quigley made full use of it and nipped by. Fido got his act sorted before Studley and Cryer could get by and the order remained the same to the end. Drivers laboured under very difficult conditions demonstrated by Alan Jones finishing last when he has always been a consistent front runner.

Heat 3

Cheers that in many cases turned to tears, the track had dried and slicks were fitted. Away they went, Pedelty had a disastrous start from pole position dropping to seventh on the first lap. Paul Studley having a great time led, followed by Jones, who making an effort to overtake Studley, spun and while stationary was collected by Sherwood so that was two out. Lap 3 and the terrible two Kennings and Woodcock from Studley, Green in his immaculate Anderson was going very well considering he had only recently joined the SuperKart ranks from the 125's. He overtook Studley. Pedelty having, like many others, handling problems, spun and lost four places. Cryer came off three times in consecutive laps at exactly the same spot, the pit bend. This amused Bisp no end, he had become a spectator, his throttle cable having broken, giving him three starts and one finish. The finishing order was Kennings, Woodcock, Green, Studley and Perkins who had an excellent drive in difficult conditions climbing up from 17th place on the grid in only six laps.

Final

Kennings, Woodcock, Studley, newcomer Green and Dunlop Quigley made the first two rows on the grid and Bisp was at the very back. Into the first bend, Kennings, Woodcock, Green, Studley, Cryer, Quigley, Pedelty still with handling problem spun off, all very tight stuff. One lap done Studley and Cryer squeezed by Green at Paddock Bend, Bisp was up to eleventh just behind Hems on his beautiful kept Dino, which now had a Rotax on board. Third lap, Cryer eventually got by Studley in the loop, Green and Quigley did likewise. One lap later Darrow called it a day and Bisp was up to sixth. In the mid field Fido, Blackburn and Milner were enjoying a stern tussle, Fido coming out of it on top and Milner pipping Blackburn.

New No Bumps Surface Promotes Problems

Lap 8 the leaders unchanged had started to lap the back markers and guess who is up to fourth, Bisp. Crossing the line Kennings made it four wins, Woodcock four seconds, the old firm is still in charge. Next up Cryer with Bisp closing (where would the latter have finished if he had achieved a better grid position), fifth was Green, a good result after a stable drive, sixth Quigley in his ex Bernie Roberts Eagle.

Thanks to Bromsgove for having us. The first round produced an excellent grid of, on the whole nicely, prepared machines. Let's get to the next round at Fulbeck, 21st May, and see if the old firm can be displaced.

Note Change of Dates

Round 3 now on Bank Holiday Monday, 29th may at Three Sisters.  
Round 5 not unfortunately at Rissington but Langbaurch on 25th June, 1989.  
Don't forget the Sheninton Bar-B-Que, information and tickets from Pauline Kennings.

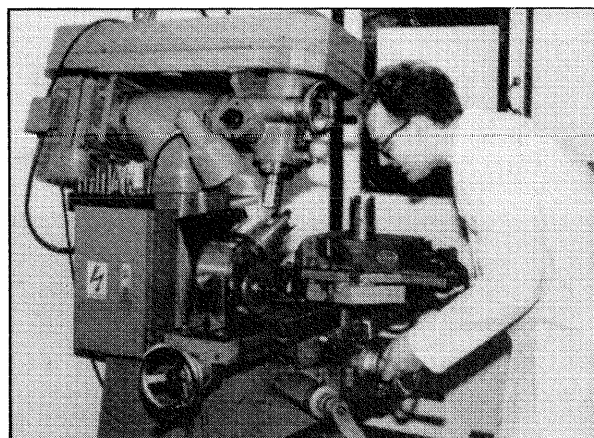
Concourse

- Quigley
- Green
- Fido
- Hems
- Milner

Provisional Points List

1.	B Kennings	— 80
2.	I Woodcock	— 68
3.	P Studley	— 50
4.	M Green	— 48
5.	C Quigley	— 46
6.	T Cryer	— 44
7.	R Perkins	— 36
8.	A Fido	— 35
9.	N Hems	— 33
10.	P Maycock	— 29
11.	A Jones	— 24
12.	R Budd	— 22
	G Darrow	— 22
14.	K Bisp	— 20
	A Milner	— 20
16.	D Durance	— 14
17.	N Robinson	— 13
18.	T Harvey	— 8
19.	M Wall	— 6

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 4th Tim Murray SuperDart/Supertune/Parilla

## WINTER SERIES OVERALL

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 2nd Paul Wells SuperDart/Supertune/Parilla  
 4th Tim Murray SuperDart/Supertune/Parilla

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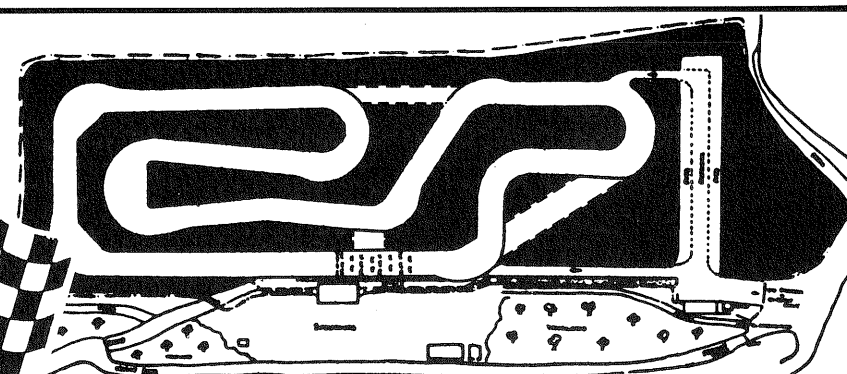
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1989 Meetings: 23 April, 28 May, 25 June, 23 July, 27 August, 24 September, 22 October, 26 November, 17 December.

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## CLUB SCENE

of the field a brave overtaking manoeuvre by McAdam took him past Smyth and Forsythe along the start/finish straight in the third lap. Further back Jeffers was having a cracking race and halfway through the 10 lap final he took fourth from Telford. As the race progressed McAdam continued to pull away from the raging battle between Smyth and Forsythe. Despite all efforts by Forsythe.

Smythe held second at the finish some 100 yards behind McAdam in first. A last determined effort by Telford took him within half a kart length of newcomer Jeffers who just managed to hold him off to take fourth.

The 250 Formula E superkart class saw last year's champion Colin Menary out on new machinery in a hope that it would keep him just that bit ahead of his closest rival Ivan Fisher. Some new drivers were out in force, Monaghans Peter Deary was a welcome visitor as was Jo McCullough who was out in his first ever Formula E race.

In the first heat Menary shooed that he meant business when he won the heat by about 200 yards from Fisher. In heat two however Fisher kept more in touch with Menary who only managed a kart length's lead at the chequered flag.

For the final, Fisher decided that the only way to keep Menary at bay was to get in front at the start, and that he did when he just nosed ahead of Menary in the first bend. Menary was really hot on his tail although despite his every effort Fisher kept faultless lines in every corner. A determined McCullough was not going to get left-behind either and by lap 4, Menary found himself under intense pressure from behind as well. Menary kept the pressure piled on hard lap by lap and in the very last bend of the race Fisher slid slightly wide allowing both Menary and McCullough through to finish 1st and 2nd the "Fisherman" having to settle for third on this occasion.



### Langbaurch

SUNDAY, MARCH 26th

Another successful race meeting was held at Langbaurch Kart Track on Easter Sunday in what can only be described as perfect spring-like weather.

With over 100 entries from far and wide, practice commenced at 10.30am. After early morning scrutineering of karts and drivers and with two good practice sessions of four laps per class, racing commenced at 12.00 noon.

The start of the afternoon's racing was the Cadet Class and with 19 entries. The racing throughout the day was dominated by Mark Nadolski aged 11 driving a Gillard (from Tyneside) he was closely followed by James Goode aged 10 from Burton on Trent driving a Zip. An outstanding Thomas Ford (8 years) from Thirsk driving as a novice was third (sprout), closely followed by Ben Purkis (aged 10) from Tamworth in a Zip was fourth. The best novice trophy was won by Lee Lewis (aged 10) from Tyneside (Zip).

Junior Britains were next on the grid with some very astonishing speeds and driving skills. This class was dominated by three front runners, namely the British Champion Graham Melville

from Scotland, Nick Lamb from Malton and Glen Chamberlain from Eaglescliff. Graham Melville driving a Wright kart was later disqualified for careless driving, which then pushed the 1st place trophy to Nick Lamb driving a Wright, 2nd to Glen Chamberlain driving a Boxer and Philip Guigarno from Whitley Bay driving a Wright being 3rd. Lee Jones from Billingham in his first race as a novice driving a Wright took the novice trophy. (Note all the karts except one were Wright karts).

Senior Britain class was the largest field of the day with 23 entries, and was also the best race of the day with nose to tail driving all the way with Martin Verity in a Wright kart (from Staines) and Simon Redman from Halifax driving a Fullerton, giving 15 laps of sheer exhilaration. Chris Rankin from Washington driving a Gillard and Richard Connett from Middlesbrough driving a Gillard also, taking 4th place. Best novice trophy went to Graeme Fawcett from Stockton in a Dart.

Next on the grid was the real racers in the cut throat 100cc National Class, with big names from other sports as well as karting. Mark Rennison being introduced to the sport for the first time, showed his skills are not only confined to the top flight of Rally Cross. Mark, well known nationally for his Rally Cross British Championship rounds, took karting by storm with an excellent heat and sensational win in the final, driving a Deavison Sprint with a Rotax, over Rob Edwards, the previous winner at Langbaurch in a Wright with a Rotax, having also changed sports from World Class Trials Riding. Both these local heroes headed seasoned karters such as Stu Davison (TKM) and Chester Nadolski (Gillard) who were third and fourth respectively. A truly magnificent performance by John Keenan from West Auckland won fourth place in the final and a cup for best novice, beating off many far more experienced karters. John was bitten by the bug after a visit to Shildon, and should be proud of his first race event.

The last races of the day were for the "Big Boys" with up to 250cc's of brute power and six gears. Sue Nichols, driving a Zip GP showed that this is not just a man's game, when she put her Rotax to the test.

Andy Martin from Cramlington in his Zip lapped everyone on the circuit at least once, followed by Paul Eaton from Hull in a Lazer and Martin Hallums from Weatherby (TNT) was 3rd. In the 210cc Class Des Davison from Billingham (Zip GP) took 1st with Paul Harle (Shildon) in a Barlotti taking 2nd and Alan Dennis from Middlesbrough (Star) was 3rd.

The prizes and trophies were presented after an exciting afternoon's racing, by the club officials. Thanks must go to the RAC Officials and Marshals who turned up in strength to make it a superb, well run event at our own purpose built track. Well done Langbaurch!

Jenny Jones

### Pembrey

SUNDAY, FEBRUARY 26th

**CARDIFF KART CLUB**  
**Membership Secretary:** Mrs V Williams, Dog Hill Farm, St Nicolas, Near Cardiff. 0222 593397.  
**Entries Secretary:** Mrs D Kilgour, 366 Coedy-Gores, Llanderyn, Cardiff. 0222 733348.

Cardiff Kart Club celebrated the start of its fifth season at The Welsh Motor Sports

Centre, Pembrey on Sunday 26th February.

The day proved to be quite the wettest experienced at the circuit to date, with winds so severe that it became very difficult to stand upright at times.

The weather took its toll on the entry list too, particularly in the gearbox classes, where a total of four karts spanning three formulae actually came under starter's instructions.

Noise trials were undertaken the previous weekend, putting the starting rig to good use. After taking such elaborate measures however to protect the good name of karting, it seemed quite a contradiction to witness, on the day of the meeting, Alain Prost and the McLaren-Honda Team, track testing their latest F1 race car, to the accompaniment of the magnificent, but loud exhaust/induction noise.

But enough of this . . .

#### JUNIOR BRITAIN

Wet weatherman, Julian Thomas started this season where he left off the last, in the wet, in front. He was virtually untroubled all afternoon, while Andrew Price opened his account in much better form. Paul Jewiss from London Kart Club had his usual consistent showing and first-timer Jamie Garcia did rather well, given the strength of the opposition and the inclement conditions.  
*Heat 1:* Julian Thomas, Jamie Garcia, Paul Jewiss  
*Heat 2:* Julian Thomas, Paul Jewiss, Andrew Price  
*Heat 3:* Julian Thomas, Andrew Price, Paul Jewiss.

A large puddle had formed on the right hand side of the circuit, which meant that the pole man was disadvantaged approaching the start line. Whether this had an effect or not, no-one can be certain, but it was Paul Jewiss who led the field into the first bend. In fact he led for the first lap, but the next time into Pit bend, Julian Thomas snatched the inside line, and the lead which he retained until the chequered flag. Jamie Garcia couldn't match Thomas' progress but passed Jewiss and came home a distant second, with Shaun Fulford tight up behind, third. Jewiss hung onto fourth place and the ailing Andrew Price limped home last, a lap down.

#### COMBINED 100 NATIONAL, 100 UK, SENIOR BRITAIN

The grid may have been small but what an array of talent. Back in the driving seat was Robert Tout although he had a fairly uninspired showing in the heats. In the first, he ran out of road when his throttle stuck open at the chicane, and in the same locality, became the victim of the greasy conditions, sliding onto the grass in the third. Mervyn Dowrick did well though, really stamping his mark on the heats, with Peter Stephens, Stephen Narberth and Mike Mitchell showing on the leader board.

Of the four 'Brits', Matthew Jones had the best outing followed by Julian Cooper next. Martin Baker finished only one heat, and hoped for better things in the final.

#### 100 National:

*Heat 1:* Mervyn Dowrick, Mike Mitchell, Nick Clark

*Heat 2:* Mervyn Dowrick, Peter Stephens, Robert Tout

*Heat 3:* Peter Stephens, Stephen Narberth, Mervyn Dowrick

CONTINUED ON.....PAGE 32

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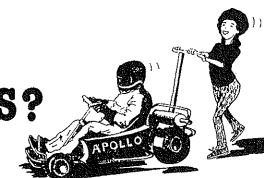
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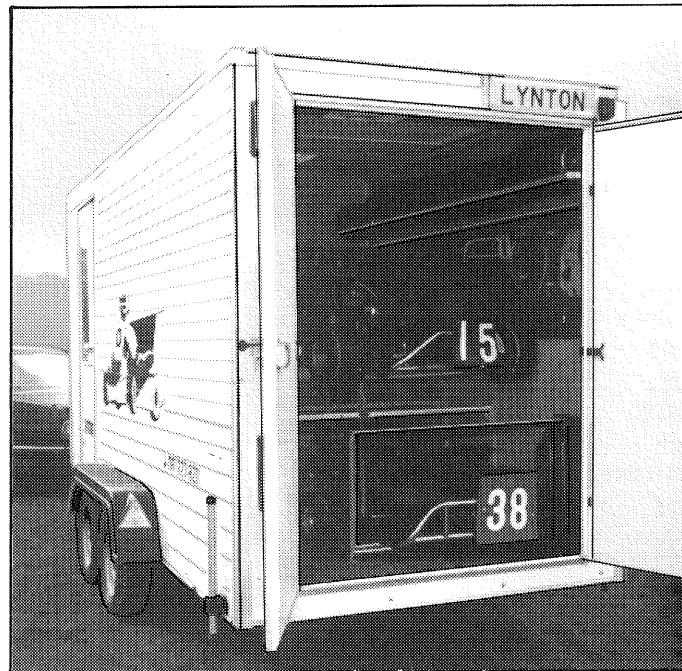
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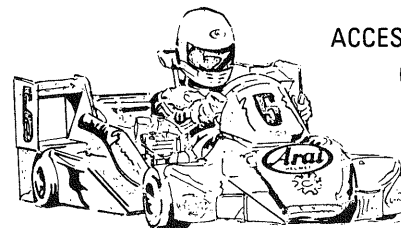
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## Kimbolton

**SUNDAY, MARCH 12th**

### CADETS

1st Daniel Bailey	Zip/Comer
2nd Tony Davidson	Allkart/Comer
3rd Kevin Hall	Allkart/Comer
4th Jeremy Gumbley	Allkart/Comer

### JUNIOR BRITAIN

1st Gareth Hession	Wright/Parilla
2nd Lee Skelton	Gillard/Parilla
3rd Philip Jarman	Wright/TKM
4th Verney Wood	Ninja/Parilla

### Restricted

Mathew Wright	Wright/Parilla
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### 100 UK

1st Iain Bell	Wright/TKM
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### 100 NATIONAL

1st Andrew George	Wright/Rotax
2nd Tony Edney	Wright/PCR
3rd Ricky Flynn	Wright/Rotax
4th Dave Baker	Wright/Rotax

### 100 BRITAIN

1st Darren Gibbs	Sprint/Parilla
2nd Nick Kelly	Wright/Parilla
3rd Sean Petts	Anderson/Parilla
4th Richard Walton	Dap/Dap
5th D W Paterson	Wright/TKM
6th Rupert March	Wright/Parilla
7th Glenn Taylor	Wright/TKM
8th Dean Caswell	Wright/Parilla

### Restricted

Declan Betts	Sprint/TKM
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### 125 NATIONAL

1st Gary Thexton	Anderson/Rotax
2nd Steven Thexton	Anderson/Rotax

### 210 NATIONAL

1st Nicky Amps	—/—
2nd Brian Holloway	Lazer/Invader

### 250

1st Phil Hemes	Dino/KTM
2nd Phil Grocott	EDR/Suzuki

## Ulster

**Spectacular start to season**

**11 March**

Nutts Corner Kart circuit once again revved into life on 11th March as over 60 drivers in 7 classes battled for the CARPLANT trophies. Racing was spectacular throughout the first meeting of what will no doubt be a superb season for the ever enlarging **ULSTER KARTING CLUB**. The meeting also gave the drivers from all over Ireland vital race practice on the circuit before the 2 day **Ulster Championships** on Monday 27th and Tuesday 28th March.

In the Junior Cadets class the small turnout of 8-12 year olds showed Alwyn Clyde to dominate the racing, however in the final Richard Lyons was never more than a few yards behind and once or twice was a few yards in front. Richard no doubt is following the example of his brother Andrew in the 100 National class and his father

Raymond in 250 National. On a few occasions, after being overtaken by the Junior Britain Restricted drivers he could be seen slipstreaming the overtaking driver for as long as he could giving him a few yards more on his challenger when leading.

In the Junior Britain Restricted class Gilbert Yates showed that he had the potential to make him a Junior Britain driver and get rid of his restricted status. In heat 1 Yates led the field from the start. However newcomer Andrew Jeffreys showed that he is a man to watch as he battled with some of the more experienced drivers. In heat 2, Jeffreys held the lead for a few laps when Yates spun out in the third lap at the horseshoe loop, however the experienced Yates pulled back after having to re start himself and at the flag was the winner. Wayne Douglas in both heats showed promise with the result that for the final he was on the front row with Yates on pole and Jeffreys behind. From the off Yates led and by the finish he was some 200 yards ahead of the field. Jeffreys had an excellent race with Jonathan Wright second and at the flag was only a kart length ahead.

The largest class was the 100 National with each heat having over 20 drivers on the grid, showing how popular the class is. Gordon Duncan is starting the season as hot favourite having finished 3rd in last year's British Championship although Andrew Lyons is certainly not going to let him have it all his own way this season if his performance in the days racing is anything to go by.

In heat 1, Duncan and Lyons fought hard for the lead however at the flag Duncan was the victor. For heat 2, the grid was the reverse of that for heat 1, leaving both Duncan and Lyons in the middle of the pack. Although Kevin McGarrity was the early leader at the start of the first lap, Duncan was storming his way through the pack as the lap progressed and by the end of the lap was in the lead. Lyons never really got off as well as he would have liked and he had to settle for 4th at the flag with Duncan now 200 yards ahead in first. Second was McGarrity followed by Roger Drumm.

For the final Duncan was on pole with Lyons alongside. McGarrity and Drumm made up the second row.

As the flag dropped, Lyons made a brave and determined dash for the lead as he went around the outside of Duncan in the first bend. Despite Duncan's efforts Lyons managed to hold the lead, however a crash in the second lap resulted in the race having to be re-started.

Things were a bit different in the re-start as Duncan made sure he was first into the paddock bend with Lyons hot on his heels. As the race progressed and the leaders pulled away a tough race was developing for third between Drummond last year's Junior Britain champion McGarrity, however in lap 4 McGarrity spun off leaving Drumm under no real pressure from Michael Wright who was now up to fourth. Up at the front Duncan and Lyons were battling it out, although in the fourth lap Duncan pulled a few yards more of a lead or some backmarkers slowed Lyons down a bit. At the flag Duncan was the winner with Lyons second and Drumm third.

The Junior Britains had a good days racing with Timothy Pollock showing his strength in both heats — Gareth McAuley also showed a lot of potential in the first heat when he finished second to Pollock although in the second heat he threw second place away after spinning out letting John Eastwood win with Pollock second.

For the final Pollock was on pole with Eastwood beside him, Peter Duke and McAuley made up the second row. The first lap saw

Eastwood take an early lead. Pollock was really under pressure by the end of the lap as Dino Morelli stormed through to third although as the race progressed Pollock still held onto second despite Morelli's efforts to break through — up front, Eastwood was pulling more and more of a lead and at the flag he was a long way ahead of Morelli who managed to take second in the closing stages when Pollock went wide in the horseshoe loop and had to settle for third. Jonathan Kane was fourth with Peter Duke fifth.

In the 125 P&R class Roy Davison was being tipped as the favourite and after a win in the first heat and a third in the second heat he held pole for the final. Neil McKnight also had a good set of heats resulting in him being alongside Davison for the final.

As soon as the flag dropped Davison stretched ahead of the field and by the end of the lap one one would have thought he was in a different class. McKnight was under pressure from Robert McMullan for second and in the second lap McKnight retired leaving Godfrey Kirby to take up the challenge for second.

As the race progressed Kirby also found himself under great pressure from Ken Graham. This pressure forced Kirby along a bit and by the finish he had made his way up to second although he was a long way behind the winner Davison.

With the big names Trevor Roberts, Brian Kennedy and Michael Duke off to England to race at the two day meeting at Snetterton, the 125cc Open race gave Raymond Johnston a chance to get early points on the scoreboard. The first heat saw Johnston storm off into the lead from the start although in the penultimate lap he retired when both of the wheel nuts on his special rear wheels came loose, leaving Keith Boreland to take the flag. For the second heat Johnston made sure his wheels were well tightened and from the start he battled with Bryan King for the lead for three laps. In lap 4 he took the lead from King and led the race to the flag. Josh Hawlin took second at the flag though when King went missing in the last lap.

A good first heat together with the second in heat 2 put Hanlin on pole for the final with Darren Maguire alongside following his consistent results in the heats. Off the grid Maguire went quick enough through as Hanlin took the lead with second row man Johnston close behind. By the end of the lap Johnston had got a commanding lead as a real ding dong of a battle ensued for second between Hanlin and Maguire although Ronnie Beggs was starting to show promise from behind. Halfway through the race Beggs took second in a brilliant overtaking manoeuvre at the top of the circuit and started to pull away from Maguire who was by that stage just holding third. Despite the ever increasing gap between Beggs and Maguire, Johnston still kept on pulling more and more of a lead which he kept all the way to the finish. Beggs was second at the flag with Maguire third by only a kart length from Hanlin in fourth.

The 250 National class had an excellent turnout of drivers for the first meeting, the heats showed that the men at the front were going to be Stephen McAdam, William Forsythe and Ken Smyth. Newcomer Martin Jeffers was however showing that despite his unfamiliarity with the circuit he was going to be a driver to watch. Two consistently good results in the heats put him into the second row of the grid for the final.

From the start Smyth led the field with pole man Forsythe and McAdam hot on his tracks. By the end of lap 2 there was a three way battle at the front with a three way battle for 4th, 5th and 6th some distance back between Drew Telford, Martin Jeffers and Wesley Bartley. At the front

# WHERE AND WHEN

## 15th MAY

Jersey K&MC — Channel Islands — National Endurance event

## 19th-21st MAY

Paimio (SF) — Formula E European Championship Round 1/Formula K-Formula Super Hundred Non-Champs. CIK Trophy, GP of Finland

## 21st MAY

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware road)  
Crail — (9 miles southeast of St Andrews, Fife)  
Pembrey — (Welsh Motorsports Centre, 8 miles from Llanelli on A484, Dyfed, South Wales)  
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth, Devon)  
Shenington — (8 miles from Banbury on A422 Banbury-Stratford road)  
Bovingdon — (Two Counties Kart Club, Dorset)  
Buckmore Park — (Maldstone Road, Chatham, Kent, just off M2, Junction 3) — Playscape Pro-Kart Series

## 26th-27th MAY (Friday-Saturday)

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

## 26th-28th MAY (Friday to Sunday)

Knockhill — (5 miles north of Dunfermline, on A823 and 3 miles from exit 4 on M90) — RAC Long Circuit Championships Round 3/Central Kart Club Championships Round 2

## 27th-29th MAY (Saturday-Monday)

Three Sisters — (Wigan Racing Club, Recreation Centre, Bryn Road, Ashton-in-Makerfield, Lancs)

## 28th MAY (Sunday)

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)  
Dunkeswell — (5 miles from Honiton, Devon)  
St Sampsons — (Geurnsey K&MC, Channel Islands)  
Langbaugh — (Cleveland, south of River Tees) — Super One Series Round 2  
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) — David Henderson Memorial (100cc open)/Meg Polson (gearbox open)  
Buckmore Park — (Maldstone Road, Chatham, Kent, Just off M2, Junction 3)

## 29th MAY (Monday)

Carnaby — Auto 66 Club (2 miles west of Bridlington, North Humberside)  
Ellough — (2 miles from Beccles, Suffolk) — East Anglian Race Meeting

## 2nd-4th JUNE (Friday-Sunday)

Gothenberg (S) — Formula K-Formula Super Hundred European Championships Round 3

## 3rd JUNE (Saturday)

Newtownards — (Co Down, Northern Ireland) — Road Race Series

## 3rd-4th JUNE (Saturday-Sunday)

Felton — (7 miles from Morpeth on A1, Northumberland) — RAC Cadet Series Round 3  
Little Rissington — (RAF Station near Ston-on-the-Wold, Glos) — RAC Short Circuit Gearbox Championships

## 4th JUNE (Sunday)

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)  
Summerlee — (Merryton Road Larkhill, Hamilton, Strathclyde) — ASKC Super Series Round 3 — Scottish Open Championships

## 9th-11th JUNE (Thursday-Saturday)

Pipo Lahti (SF) — Intercontinental 'A' — Zone North

## 10th JUNE (Saturday)

Snetterton — (Approx 19 miles southwest of Norwich, on A11, Norfolk) — Central Kart Club Championships Round 3 — Practice Friday 9th  
Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

## 10th-11th JUNE

Rowrah — (4 miles from Frizington, Cumbria) RAC Junior Britain Qualifier

## 11th JUNE

Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Saitley, Birmingham B8 1AD)  
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset) — RAC Cadet Series Round 4  
Boyndie — (3 miles from Banff, Grampian) — Pioneer Mutual Trophy  
Kimbolton — (10 miles west-southwest of Huntington, Cambs)  
Jurby — (Jurby Airfield, Isle of Man)  
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)

## SILVERSTONE EASTER MONDAY

Easter Monday rolled round again and here we were at Silverstone for the third year running back to the original format i.e., 125 and Formula E only. For the first time ever under racing conditions, the brand new 1.913 mile National circuit was used and the karts were to have the honour of providing its race debut. Hot news was that this new circuit will be used for the Kart GP in August thus giving the 125 and 250E boys some useful setting up knowledge.

## 125 OPEN

It was interesting to watch the times flash up on the TV screen in the heady surroundings of the press room with some surprises along the way. Derek Price was fastest in 1min 18.36sec, some 1.2 sec faster than Nigel Wigg (seen here running the Wright chassis) who was next on the grid. Colin Poole, Boyd Barrington and Simon Cullen completed the front two with Bruce Moore, Steven Webb, Richard Crump and Graham Holm on the second.

With the 125's having had a dry practice, the rain at lunchtime meant that two warm-up laps were required for familiarisation purposes. Boyd Barrington and Roy Patterson were probably glad of this as they peeled off into the pit lane for plug changes and Derek Price never took the track at all!

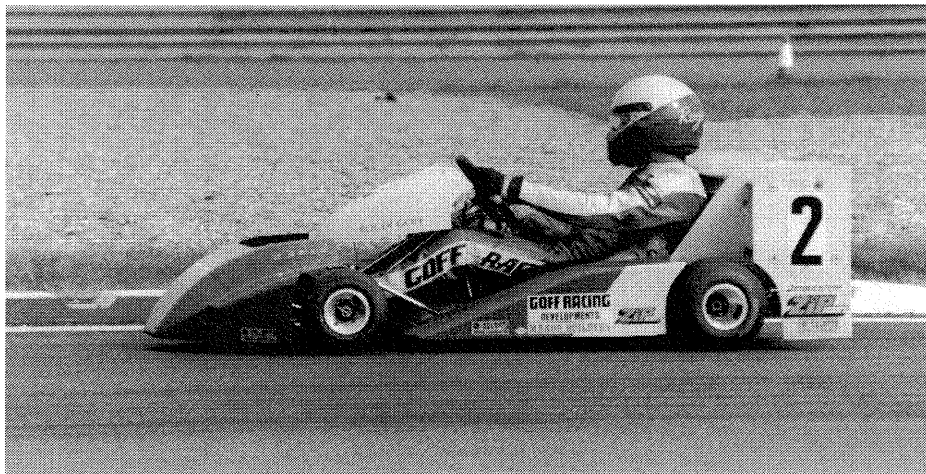
The green lights flashed on for the first race of the day and for the first couple of laps, things were pretty close at the front. Further down the field, there were already casualties, Roy Patterson and Stuart Ziemelis headed pitward with stuttering motors. Until a dry line began to appear superior power told. It was at this point that Simon Cullen started to ease away to eventually win by nearly 15 seconds. Boyd Barrington made up for his parade lap jitters by coming in ahead of Roy McLean and Bruce Moore, those two being about ten seconds adrift but well clear of Colin Poole and Nigel Wigg completing the top six.

1st	Simon Cullen	Anderson/CSK Rotax
2nd	Boyd Barrington	Zip/CSK Rotax
3rd	Roy McLean	Zip/Hurley Rotax
4th	Bruce Moore	Zip/Goff Rotax
5th	Colin Poole	Zip/Goff TM
6th	Nigel Wigg	Wright/CSK Rotax

Winning time 14m 45.57s = 77.76mph  
Fastest Cap, Cullen 1m 26.97s = 79.18mph

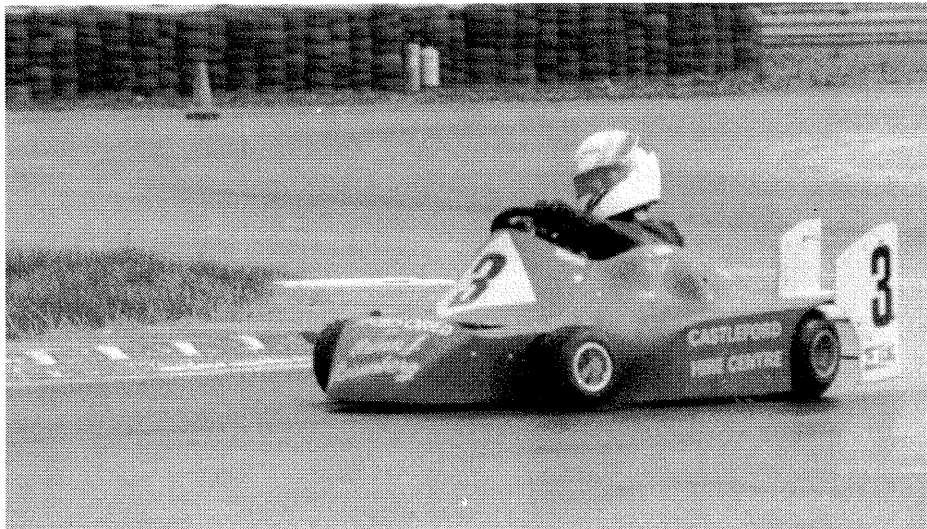
## FORMULA E

The Superkart practice was plagued by the rain



Roger Goff made up good ground to finish fourth

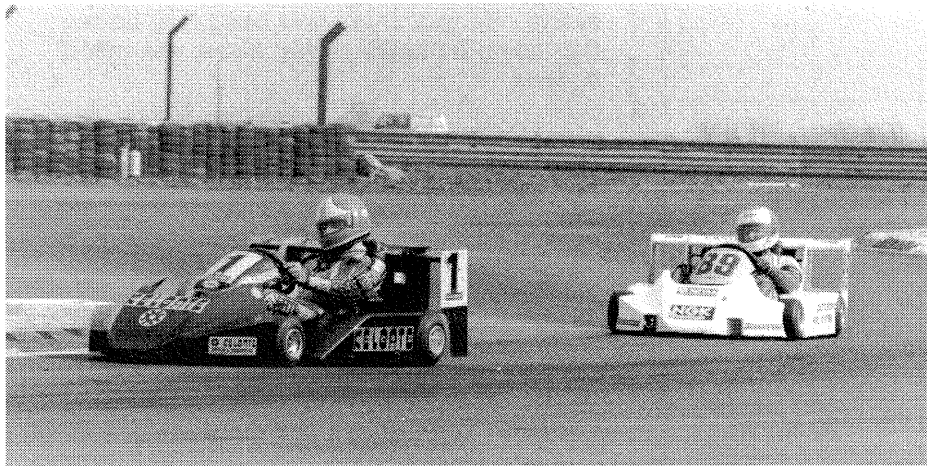
May 1989



A runaway win in 125 for Simon Cullen

and it really was essential to get a good time in early. One driver who came in early was Roger Goff and he struggled in the wet to set a decent time. What he eventually recorded was 14 sec off pole. . .

That pole position went to Phil Glencross, some 0.6sec ahead of Chris Stoney who claims to be using an '87 spec Rotax!! Parrott, Shaw and Hines were well on the pace too and completed



Tim Parrott in Formula E, here shadowed by Chris Stoney

row one with Pritchard, Ellis-Hall, McLaughlin and Roberts lining up on row two.

The front row surged away from the lights with Roger Goff also making ground from the back with the result that he was well placed as the pack headed toward Brooklands at the end of the lap one. That was as far as McLaughlin got, an argument with the kerbing revising his

motor's reluctance to pick up at low revs. The end of the Club straight seemed a favourite place to try an overtaking move and it was there that Stoney had a go at taking the lead. He got past OK but overshot the corner, allowing Shaw through into second. Martin Hines was beginning to fall away into Goff's clutches whilst Glencross was still shifting but too far back to consider the leading bunch.

The last few laps saw Parrott's problem worsen and Shaw get even closer until, as they hurtled down the Club straight for the last time, Ian made his move. He took the lead and held it through new section but Tim had the line for the corner and held on desperately to win by 0.2sec. Chris Stoney salvaged third and fastest lap with Goff just getting 4th from Hines with Glencross up to 6th at the flag.

1st	Tim Parrott	Mirage/Goff Rotax
2nd	Ian Shaw	Eagle/Zip Rotax
3rd	Chris Stoney	Mirage/CSK Rotax
4th	Roger Goff	Eagle/Goff Rotax
5th	Martin Hines	Eagle/Zip Rotax
6th	Phil Glencross	Mirage/Anderson Rotax

Winning time 12m 44.24s = 90.11mph  
Fastest lap Stoney 1m 12.34s = 95.20mph

Iain Blair

## CSK POWER CONTINUES TO DOMINATE SILVERSTONE EASTER MONDAY

### 125

1st	Simon Cullen	CSK Rotax
2nd	Boyd Barrington	CSK Rotax

### 250E

3rd	Chris Stoney	CSK Rotax
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## CADWELL RAC ROUND 2

### 125 NATIONAL

1st	Garry Ashurst	CSK Rotax
2nd	Mike Wilkinson	CSK Rotax
3rd	Boyd Barrington	CSK Rotax

### 125 NATIONAL

2nd	Nigel Wigg	CSK Rotax
3rd	Alex Pettigrew	CSK Rotax
4th	Steve Sykes	CSK Rotax
5th	Simon Cullen	CSK Rotax

### 250E

1st	Chris Stoney	CSK Rotax
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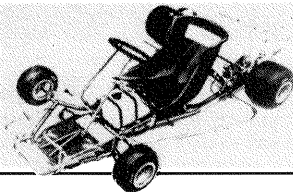
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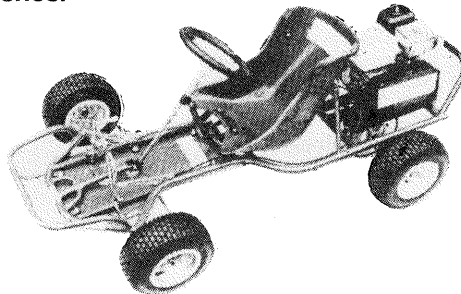
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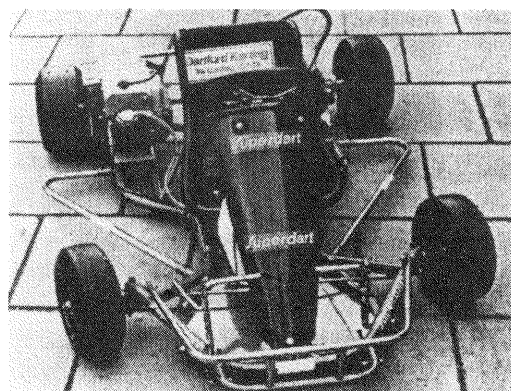


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# FRENCH FORMULA E CHAMPIONSHIPS — LE MANS 1ST-2ND APRIL

Eric Gassin thoroughly trounced all opposition in the opening round of the French Formula E Championship on Circuit Bugatti, Le Mans. During the winter months the circuit has undergone certain modifications. "S" Bleu, the right-hander into the complex, has had gravel traps installed on the outside and, whereas before the exit from the complex had a nigh on 180 degree right turn onto the pits straight, that now consists of two 90 degree right-handers, as can be seen from the diagram.

Midweek prior to the meeting the weather had been pleasantly warm and dry but deteriorated as the weekend arrived, with temperatures falling some 12 degrees C by Saturday morning, clouds thickening and storms forecast.

The official entry showed an encouraging 28 names competing for the honours. The event was combined with Sport Proto 'Le Mans', Class 1 and 2 Touring Cars and ESSO Metro cars.

The first qualifying session took place on a dry track, Eric Gassin heading the list at the end of the session with a 1min 47.05s using his '88 Nissag. A young 18 year old, Bruno Godin was second quickest with 1min 47.85s, his first time in Formula E. Bernard Schwartz returned after a lay-off to clock fourth fastest, whilst William Batmalle ran in ninth on 1min 53.93s.

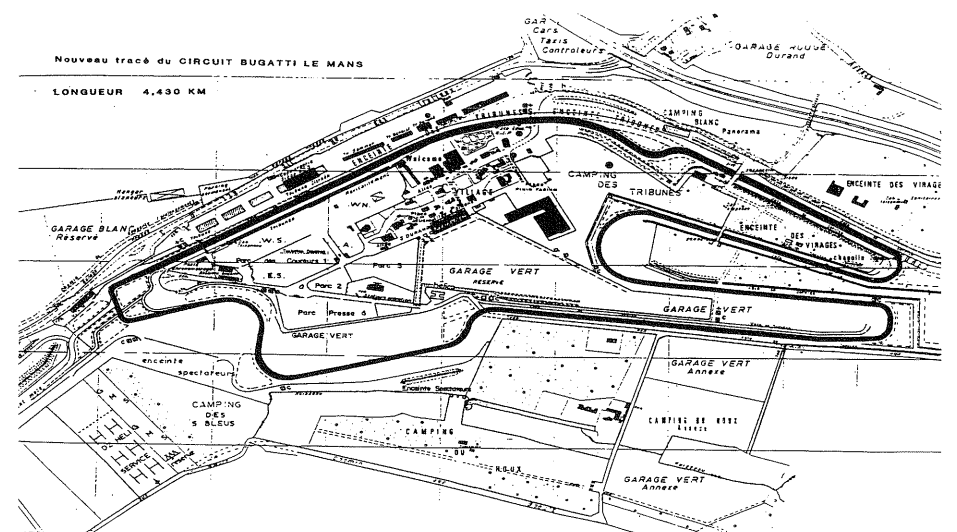
The second session which was run in stormy conditions reflected times obviously well down — Gassin 1min 54.03s, Godin 1min 54.24s and Philippe Lozza 1min 55.08s. Sunday dawned cold and sunny, the Pre-Final of 6 laps commenced at 11.00am. The 2 staggered 2 grid had Gassin (pole), Godin alongside, Lozza and Jean-Claude Kallen on row two, with Pierre Morel and Bernard Schwartz on the next.

Off the line it was Gassin leading from Lozza and Godin. Lozza was only to last to the Dunlop bridge before he threw a rod and shot across the track into retirement. Gassin quickly consolidated his lead, Godin chasing hard in second from Morel J-Claude Kallen, Schwartz and Guy Goullancourt. That order stayed the same for a couple of laps before Morel got the better of Godin for second, there to stay for the remaining laps. At the flag it was Gassin from Morel, Schwartz who had moved up to third two laps from the end, then came Servol and Peteuil.

The fastest lap went to Gassin — 1min 43.67s.



Eric Gassin — winner on the day



Circuit changes can be seen in the above diagram



William Batmalle, not superstitious No.13

The Final was run over 11 laps of the Bugatti and with Gassin on pole, Morel alongside, an interesting context could be expected. Schwartz and Godin were on row two, Servol and Peteuil on row three and both Kallens — William and J-Claude on row four. William Batmalle who had finished tenth shared the next row with Goullancourt.

Again, on the lights, it was Gassin who got the jump, this time with J-Claude Kallen in hot pursuit, then Schwartz, Morel, Servol, with fine driving from Batmalle who was up to sixth on that first tour.

Gassin was settled at the front, Kallen chasing hard in second, Morel and Servol had both ousted Schwartz and Batmalle was losing valuable ground.

From first to fifth that's the way it stayed for the duration, only Kallen making any ground on Gassin's dominance. There were a few minor place changes but nothing of real significance.

1st	Eric Gassin	Nissag/Rotax
2nd	Jean-Claude Kallen	PVP/Rotax
3rd	Pierre Morel	PVP/Rotax
4th	Franck Servol	PVP/Rotax
5th	Bernard Schwartz	Nissag/Rotax
6th	Philippe Lozza	Nissag/Rotax
7th	William Kallen	PVP/Rotax
8th	Dominique Bourreau	Nissag/Rotax
9th	Guy Goullancourt	Nissag/Rotax
10th	William Batmalle	Zip/Rotax

(Info & Pics:- Courtesy Philippe Isambert)

# Isle of Man

SUNDAY, MARCH 26th

## JURBY JUNK

The 1989 Isle of Man Kart racing got off to a flying start today, with good entries for most classes. The weather was a typical Jurby day, a real bale bouncer, with winds gusting up to 60mph. The subsequent mobile straw chicanes made for interesting racing to say the least.

The new shorter re-designed course suited the slower classes, but gave one or two overtaking problems for the quicker karts. The moral for the day seemed to be get in front at the start and you should stay there. Classes represented were 100 National, 100 Britain, Juniors, 125 National, 125 P&R, 250 International, 210 National, and 250 National. With most of last years competitors once again chasing the laurels, and a few newcomers trying for the first time, practicing got under way almost on time. Practice was pretty uneventful apart from Trevor Kinvig allowing the paddock bumps to re-design the bodywork of his new Aero Villiers, which resulted in Trevor having to race naked, (the kart that is) and with air conditioning holes in the floor (handy if the brakes fail). . . I promise I'll find the Araldite for you Trev. Anyway enough of this junk, on to the serious stuff.

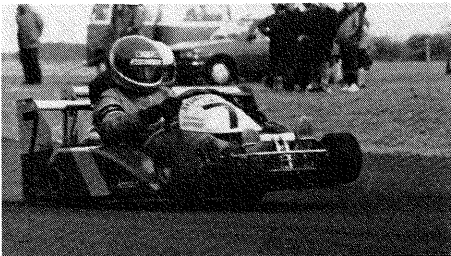
**100 NATIONAL, 100 BRITAIN AND JUNIORS**  
After first and second places in the heats Richard Messenger (Wright Parilla) got off to a flier chased by Alan Edwards (Wright Parilla) and David Higgins, the latter driver took hold of second place on lap two, putting pressure on Messenger and eventually moving into first place on lap four. Unfortunately for Higgins, at the start of lap six following a loud crack, David was seen doing a Frank Bruno on his engine but to no avail and his race was run. Richard went on to win from a hard pushing Alan Edwards. With David Higgins our sole survivor in the class Brian Swinden took the 100 Britain, keeping his Jeta Dap fourth overall. Nick Edwards (Sprint Parilla) was the leading Junior driver from Tim George (Dart Arrow) and Chris Swinden (Jeta Dap).

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

This was by far the most exciting of the three finals, with the heats giving us an idea of what was to come. With Mark France having his first outing in his Ex Richard Dean Anderson Rotax showing that this season he means business, winning the first heat from Malcolm (who says karts can't wheelie) Stoddart. In the second Mal got in front from a flyer of a start and Mark had to settle for second. Then in the third heat Mal once again got in front of Mark, who pushed Mal all the way, only to mistake the last lap board for the chequered flag??? and pulled into the paddock giving Mal pole for the final.

The final produced a cracker of a start, with Mal pulling a massive wheelie off the line, only to screw his Zip Bandit sideways and bumping arch rival Mark France in the process, Mark took this opportunity to sprint ahead, and after a nail biting battle with Mal, who tried everything he knew to get past, took the race from Mal, with Shaun Cook (Zip Bandit) in third place. Geoff Evans had another disastrous start to the season in the 125 National class, with the gremlins striking his Dino Rotax after just four laps. In the 125 P&R, Terry Paxton (Zip GP Honda) continued the battle from the heats with Terry taking the race by a short head from Barrie, with Darren

Bull third having been lapped and also having his kart re-modified after a get together with Mal Stoddart. I didn't see the blue flag I think was the excuse. All in all one hell of a final.



### 210 NATIONAL AND 250 NATIONAL

The last final started at 4.20 and by now the wind was picking up even more, so apart from watching what the guy in front was doing, you also had to take a note of what line the bales were taking, the heats saw Graham Poultney (Styleman Special) taking all three including lapping everyone in the first. Jack Ball had mixed fortunes breaking down in the first no start in the second, and a second place in the last heat.

Anyway the start of the final was quite interesting with Tim Shaw (Zip Villiers) and Trevor (who needs a floor anyway) Kinvig almost touching, and Jack Ball stealing a couple of places to get into second place at the chicane behind Graham Poultney. Despite trying everything in the book Graham's short circuit motor just had the edge on Jack's long circuit prepared Owen Anderson CKC. So at the flag Graham took the honours with Jack second, Tim Shaw third, and a well over jetted Trevor in fourth, but I am sure when Trev gets the problems ironed out, he will be up there trying to improve on his runner up place in last years championship. In the 125 National class Barrie Kerfoot (Zip GP Honda) only had to finish to win which he duly did.

So all in all it was a very good start to the season, and I can envisage a cracking season with lots of close racing in all classes. We may not have the biggest number of entrants in the sport, but we do have good close racing.

Watch this space for more reports from the Isle of Man . . .

Report and photo by Bill Franks

## Nutts Corner

### NUTTS CORNER EASTER CHAMPIONSHIP

**The Easter Championship at Nutts Corner on Easter Monday and Tuesday once again saw the Ulster Kart Club organise a great two days racing. With over eight drivers competing in eight classes for the ET Enterprise Travel trophies, racing was fast and furious, especially with some races seeing 30 drivers on the grid.**

In the Junior Cadet Class Richard Lyons and Alwyn Clyde raced along with the Junior Restricted Class and after the six races over the two days Richard was the overall winner with Alywn second.

Gilbert Yates dominated the racing in the Junior Restricted Class which was full of thrills, especially in the early races. In the first of the six races Wayne Douglas kept hot on Yates bumper for most of the race. Such was the pressure that Yates got it all sideways in the last lap letting Douglas win, Yates being nowhere in sight after losing a wheel. For the next of the two days racing however Yates made sure that all four wheels were well tightened and at the

end of the series he was overall winner with Wayne Douglas second and Drew Stewart third. In the Junior Britain class Johnny Eastwood was being tipped as favourite after his successes in the 11th March meeting. Owen McAuley however was not going to allow the tipsters every time as he sped off leaving Eastwood behind. Despite Eastwoods efforts which took him sideways on a few occasions, Timothy Pollock and Gareth McAuley took up the challenge and at the end of the meeting was second and third respectively with Owen McAuley the eventual winner.

In each of the 100 National races over thirty drivers, were commonplace on the grid. With a selection of grid positions giving everyone a fair share of a lead in one race at least. Racing was fast and furious as the faster drivers had their work cut out for them. At the front, racing was close in the early races between Graham Duncan, Roger Drumm and Kevin McGarrity. In the first and third races Duncan led Drumm over the line by only half a length. However, of the three final names on the long circuit Drumm got the better of Duncan. Simon Clarke and Michael Wright throughout the meeting were also showing consistent racing and at the finish they were second and fourth as Paul Prentice took third. The disappointed Duncan could only manage seventh overall after a poor second half of the meeting as Roger Drumm took first overall.

In the 125 P&R Roy Davison was on exceptional form on his new Minarelli engined machine. In fact his lap times were fast enough to give one or two 125 Open competitors a red face or two. For the most of the two days, racing was between Robert McMullan and Jim Cairns with Ken Graham hot on their tails. At the finish Davison was overall winner with Cairns second and McMullan third.

For the 125 Open races all the familiar names were out in force. Following a somewhat unusual disqualification recently at Snetterton for being too noisy, Trevor Roberts was out in force and determined to win. After five races he had five wins and was able to take it easy for the last race. With such pressure from the likes of Roberts, Ronnie Beggs and Michael Duke, Raymond Johnston was squeezing every single horsepower from his machine. Whilst this took him to second in two races, overall he had a poor weekend racing and had to retire on a number of occasions with engine trouble. Brian Kennedy too was dogged with engine trouble, the result being that steady racing over the six races saw Beggs take second and Duke third.

The 250 National saw a mixture of drivers take first in the six races although with two wins each to Stephen McAdam and Drew Telford the overall winner was McAdam with his two wins being on the second day. The best two results on each day rule just kept Telford in second place. Once again the order of the two days racing was to be consistent and this certainly helped Martin Jeffers to his third place.

Harry Crossan made a surprise comeback to kart racing in the Formula E class and the reward for his efforts was a win in four races. With two wins on each day he took the racetitle from Ivan Fisher. Robert McFerran would be the first to admit that his machine was not in great tune for the meeting, however, by keeping going he managed to take third ahead of Richard Bell. The very fast Colin Menary, who had quite a few races, had to settle for fifth on this occasion when his machine suffered more than one seizure during the meeting.

Once again the club wishes to thank the St John Ambulance Brigade for their attendance at the meeting, the team of flag marshals and last but not least the drivers for providing an excellent two days' racing; The next UK meeting is on Saturday 6th May.

John Belshaw

Kart & Superkart

# KARTING

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Standard Side Pods. Pair.....	£25.00
Front Nose cone.....	£7.50
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No. plates all colours.....	
12"x12".....	£1
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Finger Guards: Komet, Parilla & T.K.M.....	£1.50

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Type 219 Racing Kart rear std sprocket.....	£3.50
Type 219 DK sprockets.....	£4.00
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Parilla Komet.....	£4.50
Engine sprocket. Arrow.....	£5.00
DID Gold Chain.....	£12.00
DID HT 100 Link Chain.....	£10.00
KEG 219 HT Chain.....	£11.50
Type 35/Leisure kart rear sprockets 56.....	£4.25
Engine sprocket. 8, 9 teeth.....	£4.75
Chain. heavy duty type 35.....	£6.50
Link extractor tool for above.....	£12.00
Sprocket puller for above.....	£5.50

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## KART COVER AND TOOLS

Kart cover 100cc.....	£13.00
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Kart stand unsprayed.....	£14.00
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13mm T-bar.....	£7.50
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Motoplat puller.....	£3.00
Petrol Filters.....	£1.00
Stub Axle Spacers.....	20p
Gudgeon pin extractor.....	£4.50

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6204, C3 (metal cage).....	£2.50
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7.5x11x5 YBR slick.....	£28.00
3.6x10x5 YDK Britain wet.....	£25.00
6.0x11x5 YDK Britain wet.....	£25.00
3.6x10x5 YDJ wet.....	£27.50
4.5x11x5 YDJ wet.....	£27.50
6.0x11x5 YDJ wet.....	£27.50
4.5x10x5 YBN.....	£20.50
*7.1x11x5 YBN.....	£20.50

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NGK B9-EGP.....	£8.80
403.....	£4.00

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Chain Splitter.....	£12.00
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No VAT All Vintages of helmet available to order. All helmets to BSI 6658 'A' SNELL 80, 85.....	
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Steering Wheels.....	£10.50
Class 4 Rear sprockets carrier.....	£5.00

# CADET COLUMN

EDITED BY DAVE GARRETT

## WIGAN

With clear series leader Claire Bogan missing, rumour had it that the family had gone to America to support Bruno (Frank that is — I think!), it was on for the others to reduce her lead and leave the outcome to the last round. Her nearest challenger, Neil Ozalins couldn't get into the picture in the heats which were both convincingly won by Philip Moreton whose nearest challenger was Peter McLaren (all the way from Edinburgh) and with brother Chris and James Goode (whose family seems to occupy half the grid!) filling the other front spots. In the final Philip Moreton grabbed the lead from McLaren, James Goode, Chris Moreton and Brent Pontin Wartier but as they came into the left hander after the pits MacLaren and Chris Moreton slid off into the mud leaving the leader with a comfortable cushion from Goode (J) and a good three way scrap between Ozalins, Pontin-W and Ben Purkis. However a lap later Ozalins spun out to drop back to 5th just ahead of McLaren and despite another spirited charge spun again to push himself back to 6th and out of contention. From thence the order remained unchanged leaving Moreton (P) to win comfortably from Goode (J), Pontin Wartier and Purkis. This as we approach the last round anyone of the top five could win the series but realistically the battle must lie between Bogan, Ozalins and Philip Moreton.

1st Philip Moreton Allkart/Comer  
2nd James Goode Zip/Comer  
3rd Brent Pontin-Wartier Wright/Comer

## CHASEWATER WHEELS

Again at this meeting very respectable numbers of Cadet drivers, even with the noticeable absence of the Goode brothers. The heats were dominated by a very quick and reliable Ben Purkiss taking two wins in convincing style. Dean Haddon was the closest one to worry Ben. With the rest of the field being Novice drivers there were very good drives by Tom King and Simon Rogers both taking alternate third places.  
**Heat 1:** 1st Ben Purkiss, 2nd Dean Haddon, 3rd Tom King  
**Heat 2:** 1st Ben Purkiss, 2nd Dean Haddon, 3rd Simon Rogers  
**Final:** With Ben on pole and Dean alongside a very good start by Dean had him ahead of Ben after the first lap. However as the race progressed Ben with his usual determination had taken the lead ahead of Dean. Meanwhile just behind Dean there was Tom King waiting to sneak past Dean. In lap 4 that's just what he did and in fact with some admirable driving skills maintained 2nd place for the next two laps. Midway the experience of Dean put him back into 2nd place ahead of Tom. Simon Rogers had by now started to steadily make up ground in 4th place. Nearing the end of the race Ben had lapped a couple of the back markers and as he took the chequered flag he was well ahead for the rest of the field.

1st Ben Purkiss  
2nd Dean Haddon  
3rd Tom King

Liz Peters

## DUNKESWELL

**Heat 1:** 1st Rupert Cue, 2nd Marc Hynes, 3rd Jamie Ross-Mackenzie  
**Heat 2:** 1st Rupert Cue, 2nd Marc Hynes, 3rd Jamie Ross-Mackenzie  
**Heat 3:** 1st Rupert Cue, 2nd Jamie Ross-Mackenzie, 3rd Marc Hynes.

Pole man Rupert Cue dominated this class and with a good start saw him repeat his heat wins in fine fashion with the rest of the field in hot pursuit. At the flag it was Cue followed home by Hynes 2nd and Ross-Mackenzie 3rd.

Jo Godbeer

## PEMBREY

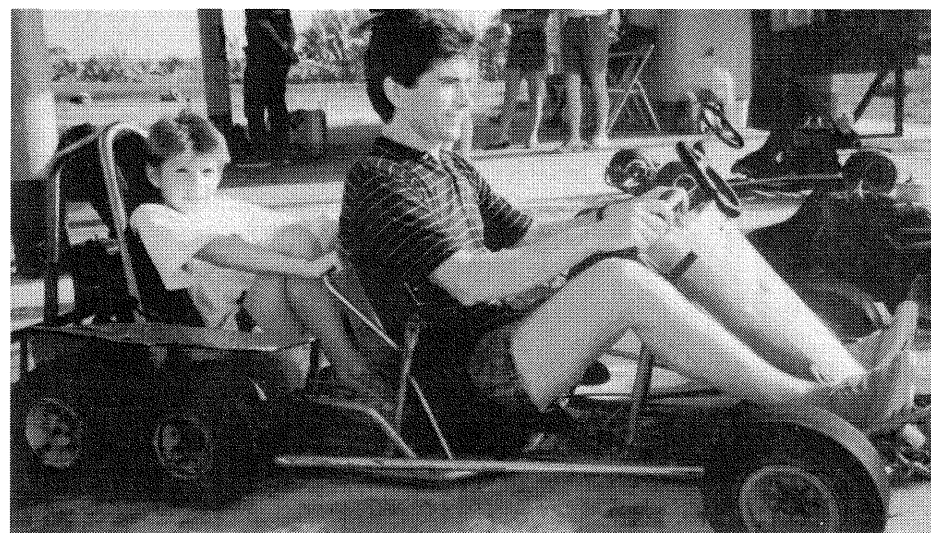
Of the eight listed competitors, seven lined up for racing, Lee Maund having another commitment for his school as a participant in the preliminary rounds of the Urdd Gobiath Cymru. His new helmet never arrived either.

Clay Pigeon's Marc Hynes had a reasonable afternoon managing two firsts and a fourth. This latter placing was the result of getting away last through an engine stoppage, leaving him a third of a lap adrift at the start. Consistent in the heats also was Louise Colin from Bromsgrove and Trystan Watson of CKC. Richard Francis however, led all three heats at one time, but only managed to finish one, and then in second place.

**Heat 1:** Marc Hynes, Richard Francis, Louise Colin  
**Heat 2:** Trystan Watson, Louise Colin, Scott Cooper  
**Heat 3:** Marc Hynes, David Lloyd, Louise Colin

The final was very much a processional affair, with no change in the leading four places throughout the race. If that sounded unexciting, the coolness of the leader, Marc Hynes had to be seen to be appreciated. He extended his lead over a determined Richard Francis, who did the same to Trystan Watson. Louise Colin had to content herself with a distant fourth. She couldn't get on terms with Watson even when he spun at Kidwelly Bend. Cardiff driver Pip Clode went by Scott Cooper to take fifth place, and Cooper sixth after disputing the matter with fellow Sherington driver, David Lloyd.

Keith Rann



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

## CLAY PIGEON

A grid of six with four novices meant that there were normally two groups going round with Peter Clark and Marc Hynes competing for the lead and the other four fighting it out to see who would take the remaining places. It was Peter Clark who took the flag for the first two heats, but it was heat three which gave us the best racing. Marc took the lead at the start closely followed by Peter, then Scott Cooper. Louise Colin and Gareth Penn were closely bunched a few yards behind the leaders. In this heat it was apparent that the drivers were becoming more accustomed to the conditions and being more adventurous. Peter overcooked a bend and ended up at the back on lap two while Scott also managed an impressive spin as he entered bottom straight but kept it on the track and didn't lose a place. Meanwhile Louise was being hotly pursued by Gareth as Peter started to work his way up through the field again. Having made a couple of places Peter tried a little too hard and came off again at the hairpin; Gareth overtook him and in the ensuing scrap between these two Gareth crossed the line a matter of inches in front. In the final Marc had the pole spot, and with Stuart Lane back in after some starting problems, we saw all six aquaplaning through to a win for Peter with some good steady driving further back by Louise, Gareth and Stuart.

1st Peter Clarke  
2nd Marc Evans  
3rd Scott Cooper

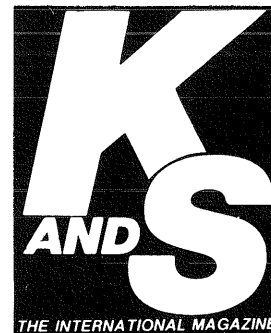
Vic Serett

Dear Sir,

We have only recently seen the Gold Cup fixture dates for the Cadet Series for 1989. My son Robert is naturally very keen to compete for the championship but can only make four of the events due to holidays and weddings which were booked months ago. If the fixtures are to be left this late in future, I feel it would be more fair to the competitors for their best six results from eight to count (or four out of six, etc). Does anyone else have any strong views on this point?

On a less serious note I enclose a photograph of a six wheel/two seater kart we tried recently. The handling was pretty lousy but if adopted instead of the Cadet Series could solve any bickering at a stroke. It would be even more entertaining if the dads sat at the back and had both fists free to shake at their rivals!!

Regards,  
Tim King.



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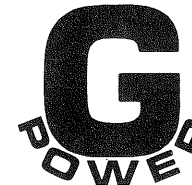
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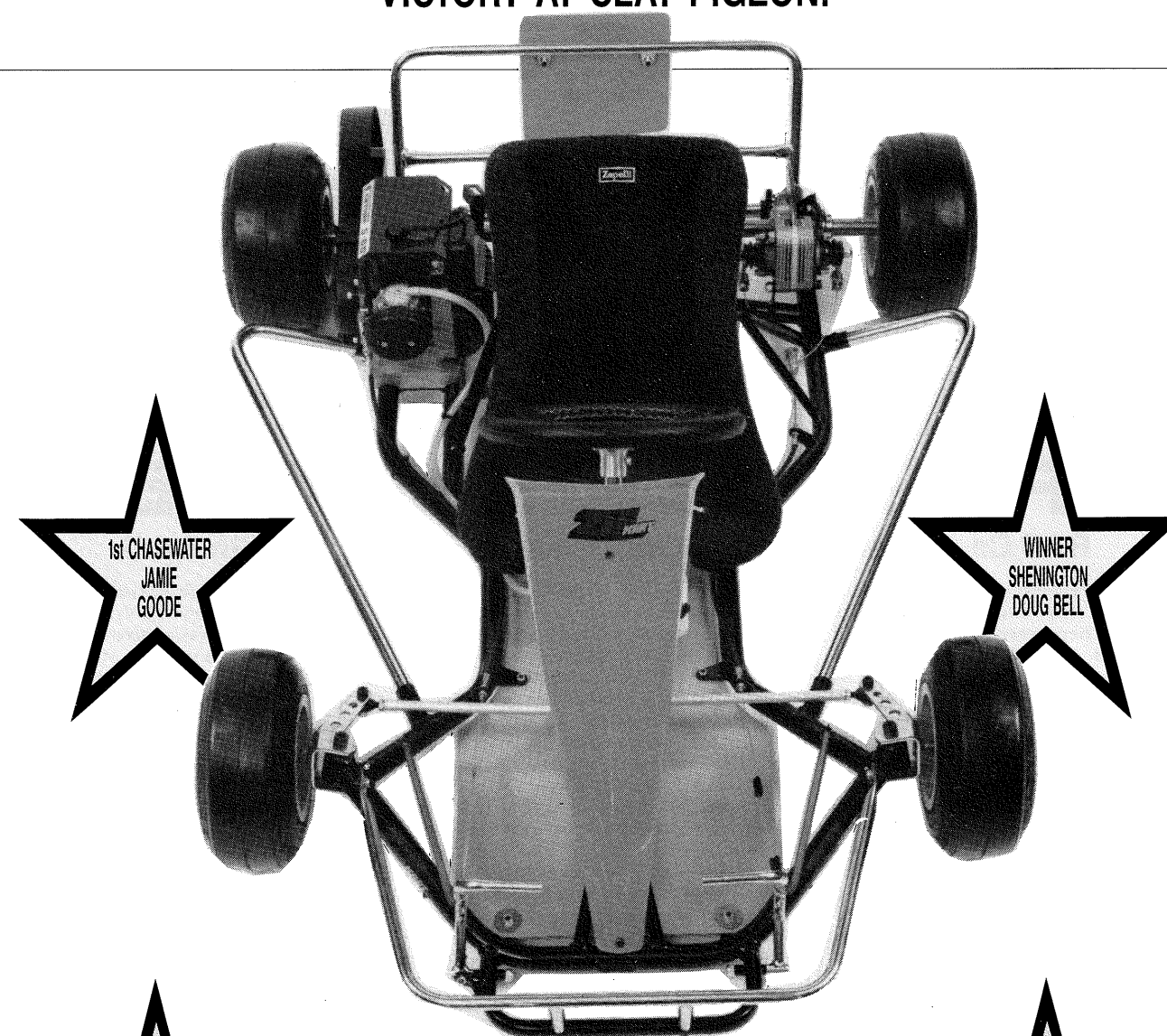
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# CADET COLUMN

## ELLOUGH

**Heat 1:** 1st Kevin Hall, 2nd Chaz Parfett, 3rd Adam Kinnley  
**Heat 2:** 1st Kevin Hall, 2nd Chaz Parfett, 3rd Greg Smith  
**Heat 3:** 1st Chaz Parfett, 2nd Kevin Hall, 3rd Gregg Smith  
**Final:** From pole position it was Kevin Hall who edged his way ahead of Gregg Smith and Chaz Parfett. By the time they came round again, Kevin had moved a good 25 yards ahead of Gregg and Chaz who themselves were well ahead of the rest of the field. As the laps ticked by Kevin was increasing his lead quite dramatically and all eyes were now on the scrap going on for second place. Each time they hit the straight Chaz just couldn't find that little extra to pass Gregg but managing to get alongside. On lap nine with Kevin having the race in the bag as long as he could keep going, Chaz took second place, but he was pushed all the way home by Gregg. These were the positions at the flag.

1st Kevin Hall	Allkart/Comer
2nd Chaz Parfett	Superdart/Comer
3rd Gregg Smith	Zip/Comer

W Cass

## SHENINGTON

A healthy entry of 23 cadets were signed on.  
**Heat 1:** 1st Jenson Button, 2nd Anthony Davidson, 3rd Brent Pontin-Warltier  
**Heat 2:** 1st Doug Bell, 2nd Jeremy Gumbley, 3rd Jenson Button  
 From the start of the final it was Jeremy Gumbley who took the lead from Jenson Button, Doug Bell and Anthony Davidson. By lap two Gumbley had dropped back to 4th. Lap three it was Bell through to the lead followed by Button, Davidson, Wilson and Shaw. The order remained the same until the last lap when Gumbley passed Shaw to take 5th place. A good win for Doug Bell from St Albans.

### Final Result

1st Doug Bell	Zip/Comer
2nd Jenson Button	Gilard/Comer
3rd Anthony Davidson	Allkart/Comer

Lesley Allen



## WOMBWELL

The heats went to British Champion Daniel Wheldon and Daniel Yeomans and seconds to Scottish Champion Craig Murray and Gavin Pell whilst the thirds went to Gavin Richardson and Matthew Shaw. In the final Wheldon grabbed the lead hotly pursued by Yeomans whilst Justin Wilson and Shaw spun out on the right hander. Lap three and Wheldon uncharacteristically spun handing over the lead to Yeomans but still well clear of the train headed by Pell and Brent Pontin-Warltier. For a while Wheldon began to close the gap but as the leaders encountered the tail he fell back leaving Yeomans to win by about 60 yards from Wheldon, and a massive gap back to Justin Wilson, Brent-P-W, Gavin Pell and Craig Murray. The activity back stage to calculate the winners of the series, which goes on the heats and final results, over the three rounds, was intense with Ann Hazlett and Pat Lord working nonstop for about five hours to enable the trophies to be awarded on the day. Reams of paper later it was no surprise that the British Champion had added the prestigious Wombwell Winter Series title to his conquests with Yeomans second and Shaw third.

1st Daniel Yeomans	Gillard/Comer
2nd Daniel Wheldon	Allkart/Comer
3rd Justin Wilson	Jeta/Comer

B Lord



A good return for Jamie Beasley in 100 National

## Senior Britain

Somehow one doesn't expect to see names such as Paul Ibbotson, Graham Pettit et al in a qualifier but, sure enough, here they were. Fortunes among several of the expected stars were again very mixed.

### "B" Final

A race remarkable for the relentless pursuit of the leader by Paul Ibbotson culminating in Steve Quinn being relegated to second with three laps to go. Jason Yeomans tagged along and had a good third place ahead of Mark Fothergill at the end of the race. Aside from the leadership battle, few place changes were evident but it was an enthralling race for the purist.

1st Paul Ibbotson	Boxer/Parilla
2nd Steven Quinn	Boxer/Parilla
3rd Jason Yeomans	Wright/Parilla
4th Mark Fothergill	Wright/Parilla

### "A" Final

Pettit was well placed here to do extremely well but with several other "names" behind him, things were never going to be that easy.

A first corner melee eased the threat on Pettit but had the effect of elevating a flying Ibbotson to 6th at the end of lap one. From then on his race was one of real quality, taking place after place until the leader was well within his sights. Unfortunately there weren't enough laps left to make an impression and second was to be his lot. That exceptional drive was the only high point of the race as the other positions remained static, the status quo only disturbed by the meteoric rise of Ibbotson, Andy Cox had held second for the greater part of the race but had to give it up to Paul with three to go. The man he displaced early on was Chris O'Hara and he wound up 4th at the end. Works Zip supported driver, John Yeomans made up for a lack of experience with a fine 5th place just ahead of Charlie Postins who wound up in the top six. The top ten was completed by Gary Frost, Jason Yeomans, Steven Quinn and Chris Roscoe.

1st Graham Pettit	Hutless/Parilla
2nd Paul Ibbotson	Boxer/Parilla
3rd Andy Cox	Wright/Carr Parilla
4th Chris O'Hara	Wright/Parilla
5th John Yeomans	Zip/PCR
6th Charlie Postins	Wright/Parilla

## 100 National

Several drivers who would not normally be in a "B" final found themselves in just that



The only non-Rotax finalist was David Tooley (41)

position. Due to circumstances well beyond their control, some would not get any further. . .

### "B" Final

Alex Jack was really expected to walk this one after a couple of chain problems dropped two of his heats but after being punted off by Jeff Krebbex (who had taken Chris Armstrong out in a heat), he was right at the back and retired from the fray after two laps. On the ball from the start was Phillip Askari with Craig Caldwell also netting second from the lights and keeping

it to the end. Third from the 4th tour onwards was the man from Oz, Mr Krebbex, but he was deposed with three to go by a flying Chris Armstrong (ironic innit) and took up the last qualifying place. Bobby Game was another to suffer on the opening lap and fought up to 7th by the flag, scant reward for a terrific drive.

1st Philip Askari	Wright/Rotax
2nd Craig Caldwell	Gillard/Rotax
3rd Chris Armstrong	DAP/GEP Rotax
4th Jeff Krebbex	Zip/Zip Rotax

### "A" Final

Winners of this race were likely to come from either Dario Franchitti, Jamie Beasley, Graham Gannon or Paul Evans with several other jokers tossed in the pack for good measure.

From the off, Gannon took up the running for the first couple of laps but young Franchitti was soon angling for a way through and made it on the third time round, never to be headed there-after. Dario did everything absolutely right to retain his lead despite all hell going on behind him as various drivers all tried their luck at the outbraking game. Just shuffle a pack containing the names Gannon, Evans, Beasley, Moss Thorpe and Daniel Liddle and you'll get some idea of what the fight was like immediately behind the leader. Swiftest progress of the final and without doubt the fastest man on the track was Chris Armstrong. Blindingly quick, he came up from the "B" Final and really let rip to move up to 4th only to lost two places on the last lap. Still he did remarkably well under the circumstances.

Also doing well was the only non-Rotax runner in the entire race, David Tooley, who qualified 17th on the grid and finished a good 16th place. He was aided by some retirements the most spectacular of which was Jeff Krebbex's with rather warm fingers as his chain broke whilst he was choking the motor. That certainly brought the tears to his eyes!!

The finishing order at the flag was a win for Franchitti with Evans 2nd from Gannon 3rd, Beasley 4th and Thorpe just nipping by Armstrong for 5th. The top ten was filled up by Richard Yorke, Gordon Duncan, Barry Hill and Graham Jones.

1st Dario Franchitti	Spring/Deavin Rotax
2nd Paul Evans	DAP/Rotax
3rd Graham Gannon	Wright/Rotax
4th Jamie Beasley	Wright/Rotax
5th Moss Thorpe	DAP/Rotax
6th Chris Armstrong	DAP/GEP Rotax



100 National winner Dario Franchitti

# LIFE IS FULL OF SURPRISES

## RAC Cadet Series Round One — Kimbolton Sunday 9th April

The weather was excellent for this the opening round of the six round RAC Cadet Series at Kimbolton. There were two categories of Cadets present, for the sake of argument we'll call them 'National' and 'Super', 18 in each category, a very heartening turnout. The 'National' group consisted of Cadets who entered the class last year, basically, plus a couple of this year's black plates, whilst 'Super' consisted of drivers who have been in the Cadets since its inception, or thereabouts — the Bogans, the Wheldons, the Butler-Hendersons and suchlike. On a personal note, before moving on to the racing, I noticed quite a lot of bumping and bashing, wheel-banging and punting off, particularly amongst the 'Super' category. Now, pay attention you lot, there is a difference between aggressive driving and downright dangerous driving. If you carry on like your elder cousins in 100 Super then somebody is going to get seriously hurt. I haven't named names this time, but will next time and write to the RAC about it as well. You have been warned, so play the game. . .

Three 12 lap heats and a 20 lap Final were in store for each category, the 'Nationals' leading out the first heat around 11am. . .

## NATIONAL — THE HEATS

You will have to forgive me for referring to most of you by surname only, particularly in National, the programme listed initials instead of christian names. In the opening heat James Goode and James Wright were first away from the lights, indeed were to lead the first couple of laps, Walters, Wilson and Moreton following. As the race progressed Goode pulled out a distinct

advantage over the rest. Wright disappeared from the lap charts by the halfway mark, to be replaced in second, for a couple of laps anyway, by Moreton before he too went missing from the head-count. Wilson assumed the vacancy and gave chase on the distant Goode. Two thirds distance and Wilson was coming under pressure from Wilkin and Ross-McKenzie, eventually to the latter in the closing stages, which left Wilson to head home the others — Moreton, P Wilkin and Gibson.

An impressive victory by Goode was to be repeated in the second heat, after early dominance by Gibson, Armitage and Ross-McKenzie. By the close of the second tour Goode was back in control, Gibson, Ross-McKenzie and Pell chasing hard, Goode, D, Led the rest of the field — Howard, a relegated Armitage, Moreton, C and Wilkin as they gobbled up distance. Goode and Gibson pulled out a respectable lead, Gibson striving to get on terms with the Appleby pilot, to no avail, and Goode was to run across the line with a few kart lengths advantage. Ross-McKenzie came home third with Pell, Howard, Sale, Hynes and Goode, D following.

The last heat had James Goode off the back with plenty of work to do. . .

On the green Sale, Wilson and Goode, D were first away but by the time one lap was complete it was Wilson in front, Sale and Goode, D chasing. The rest of the immediate order were — Walters, Pell, Moreton, P and Ross-McKenzie. Wilson held on at the front for a further three laps and after considerable pressure from Sale he relinquished his lead. Several changes had taken place down the field — Walters, Pell, Moreton, P had slipped back, then Ross-McKenzie whilst James Goode had moved up well from his low grid position. Next time around he had gained two more places but was to climb no higher than third by flag fall. With a couple of laps to go a backmarker decided

to become a mobile chicane just past the the Willows and proved the downfall of poor third-placed Ross-McKenzie who was last seen careering across the grass at a fast rate of knots. Mosley, too, was victim of the accident which James Goode just managed to avoid on his way to third by driving wide. The order at the flag was — a win for Kevin Sale, Pell, James Goode, Marc Hynes, Moreton, P, Wilkin, Walters and Gibson.

Shortly before the Final an edict issued forth from the tannoy system on the instructions of the RAC, to the effect that the needle valve washer in the carburettor must not exceed 12mm in diameter and that any infringements of the rule would mean exclusion from the Final results. It seems that someone complained about another driver using a half pence piece which was fractionally oversize. In compliance with the rules the halfpence was filed down to the correct size but the team were unable to set the carburettor up before the Final due to lack of time and the consequence were very disappointing, after all the fine work put in.

## THE FINAL (20 Laps)

By mid-afternoon all heats had been dispensed with and the Final grids were posted, the 'National' taking on the following appearance:-

J Ross-McKenzie	J Goode (pole)
D Gibson	G Pell
M Hynes	K Sale
D Wilson	B Wilkin
P Morton	J Walters
C Moreton	J Howard
M Armitage	D Goode
S Goode	J Wright
S Mosley	S Bruce

After a couple of very tidy rolling laps, a lesson to others, the lights were switched to green by starter Mick Nairn. From pole James Goode held

# SUPER ONE QUALIFIER ROUND TWO FELTON

STORY: PICS. IAIN BLAIR



Matthew Davies put in a terrific performance in Junior Britain

For the second year running, interest in the UK's premier non-gearbox series has been such that it has been necessary to hold a series of qualifiers for those drivers who are not seeded straight into the main series. Those fitting the bill included: 1988 Super One drivers finishing outside the top 20, newcomers to the series and those drivers changing class.

Having said that, the racing was pretty good and the whole meeting had a quality feel to it with few problems on or off the circuit. Some drivers were excluded for using oversized restrictors but in the main these were confined to those of plastic manufacture. More worrying was the spate of chain breakages; I counted seven at least and most were in the 100 National category. There seems to be no common link here (pardon the pun) and it wasn't just two bearing karts which were suffering either. No doubt the solution will be found before long.

## Junior Britain

A very good entry in this class with the Parilla still doing well in the engine stakes and a great variety of chassis on display. Also on display were two of the leading lights of the '88 Cadet series, Matthew O'Hara and Matthew Davies, fortunes between the two drivers were rather mixed on the day!!

### "B" Final

After the initial settling down period, this tended to be rather processional with the only real excitement the progress of Chris Cox into the final qualifiers position. He worked for many laps to get past Michael Simpson before wrestling the place from him on the 9th tour. The win went to Mark Cornwall who had led from start to finish with second going to Jamie Scogging from Marc Craddock and the aforementioned Cox.

1st	Mark Cornwall	Whippet/DAP
2nd	Jamie Scogging	Wright/Parilla
3rd	Marc Craddock	DAP/DAP
4th	Chris Cox	Wright/Parilla

### "A" Final

The names Brad Lintern, Chris Clark, Steve Warburton and Peter Dumbreck had all featured

strongly in the heats and so fireworks were expected in a close fought final.

As it happened, Lintern took an immediate lead whilst Clark slotted into second right on the tail of the leader. The opening laps were

remarkably free of incident considering the pace at which the race was being run. An early casualty was Jamie Davies who was running a strong third until going missing for a few laps in mid race.

That left Steve Warburton and Peter Dumbreck in 3rd and 4th, harrying Clark for all they were worth, eventually making it past at the halfway point (Dumbreck not making it until the last lap). Fifth and sixth were Christian Horner and Matthew Davies, the diminutive Zip pilot putting in a terrific performance considering the size disadvantage he had. By flagfall, one of the drives of the final was at an end with Mark Cornwall netting seventh and pulling Craddock through with him. An amazingly close race given the bitterly cold conditions and congratulations to all involved.

1st	Brad Lintern	Superdart/ Supertune Parilla
2nd	Peter Dumbreck	Jeta/Parilla
3rd	Steve Warburton	Boxer/Parilla
4th	Chris Clark	Jeta/Parilla
5th	Christian Horner	Wright/Carr Parilla
6th	Matthew Davies	ZIP/PCR



Chris Roscoe — Senior Britain



Paul Ibbotson, Senior Britain star, came through from the 'B' Final

## CADET COLUMN

the advantage, Ross-McKenzie, Pell and Sale following closely. Poor old Goode, D spun out of contention of the first lap. Out front his brother James was looking good (pardon the pun!) but did not have a consolidated lead, Ross-McKenzie, Pell and Sale were still giving him grief, then came Hynes, Wilkins and Walters. Gibson, who started off grid four, had got sort of lost in the first corner dash and to add to his misery a spin didn't exactly help his chances any, though he did manage to get going again.

Goode maintained the edge from Ross-McKenzie for another two laps, Hynes held onto third spot ahead of Sale and Pell with the following order — Wilkin, Howard, Wilson, Walters, Moreton, P and Moreton, C.

It took Howard another three and a half laps to get past Pell and then he began setting himself up for an assault on the leadership. There had been one or two changes in the running. Wilkin was still in fourth but Sale had demoted Wilson and Walters led the next trio — Moreton, P, Mosley and Moreton, C with young James Wright looking on.

Another lap was needed before Howard found a gap and was through into the lead and after a further two he had consolidated his position. Ross-McKenzie ran on, now a comfortable second, Pell was experiencing problems and rapidly lost ground, the vacancy quickly taken up by Wilkin. Mosley was next followed by Sale. That was the order at the chequered flag.

1st	J Howard	SuperDart/Comer
2nd	Ross-McKenzie	DAP/Comer
3rd	B Wilkin	DAP/Comer
4th	D Wilson	JETA/Comer
5th	S Mosley	JETA/Comer
6th	K Sale	Wright/Comer

## SUPER — THE HEATS

Whereas the National rolling laps were tidy the Supers were shoddy by comparison. The first heat was delayed by three rolling laps, although in fairness that's not much, in 100 Super I've seen enough rolling laps to make up an extra race!

Eventually they were off — Doug Bell, James Mills and Anthony Davidson first away. An unfortunate shunt at Stow left Charles Butler-Henderson trundling around at the back.

One lap complete Mills had the lead from Bell and Davidson with British Champion Daniel Wheldon moving in on the action. Another tour complete and young Davidson had hit the front, Mills on his tail, with Bell scrapping with Wheldon ahead of Danny Yeomans and the rest of the field. There was little change on the next tour, Davidson still had the lead from Mills, Wheldon was into third at the expense of Bell whilst behind came Yeomans, Kevin Hall, Nelson Rowe, Hammond, Jenson Button, Claire Bogan and J Wilson.

Davidson held on at the front for two more laps before Wheldon shot through to the front, there to stay to the flag. Danny Yeomans then defeated Davidson for second and Mills had dropped back to fourth. Kevin Hall finished fifth and Doug Bell sixth. Scottish Champion Craig Murray was next along followed by Daniel Bailey and Claire Bogan.

The second heat saw Murray get the jump from pole position — from Button, Peter McLaren who executed a display of kerb dancing that was to drop him down the field, followed by J Wil-

son. Claire led the rest of the tightly packed bunch. By the end of the lap she had swept through into the lead, Button, Murray and Wilson chasing. Doug Bell, M Shaw and Charles B-H ran ahead of a slowly spreading field. Mills and Wheldon were moving up steadily to join the leading bunch. On the next tour a shunt at Stow again put paid to Charles B-H's chances of a finish. It was beginning to seem as though somebody might be carrying out a personal vendetta against the Bungtingford driver. . .

For one lap Button managed to secure the lead from Bogan but the ex-Champion was quickly back in charge, there to stay for the duration. Button held on in second against heavy opposition from Murray. Yeomans had climbed through the field to fourth, with Bailey fifth and Wheldon sixth. Bell, Hall, Hammond, Mills and Davidson completed the finishers to tenth place.

The last heat had Claire on pole, Bailey alongside and on the green they led into Stow for the first time with Wheldon in the slipstream. By the end of that lap Wheldon had the lead, Bailey next, then Yeomans and Bogan with Hall, Jeremy Gumbley, M Shaw and C B-H giving chase. Wheldon kept the lead for four more laps with Yeomans glued to his rear bumper, Claire was next along chased by a relegated Bailey, Doug Bell, Charles B-H having a bit more success this time, Button, Gumbley and Shaw. Around the halfway point Wheldon stepped wrong and Yeomans was through, Wheldon sandwiched between him and Miss Bogan. That was the order they finished in. Charles Butler-Henderson made it up to fourth before the flag. Bailey, Hall, Button, Shaw, Gumbley and Davidson completed the order to tenth.

## THE FINAL (20 Laps)

The grid for the Supers looked interesting — Yeomans on pole with Wheldon alongside, Bogan and Bailey on the second row. Davidson was near the middle with Craig Murray and Doug Bell. Charles Butler-Henderson was three rows from the back with loads to do. . .

Wheldon	Yeomans (Pole)
Bailey	Bogan
Button	Hall
Mills	Davidson
Murray	Bell
Wilson	Hammond
Butler-Henderson	Gumbley
McLaren	Shaw
Pontin-Waltier	Rowe



Danny Yeomans.

Lesson learnt the rolling laps were just as tidy as the Nationals and the start went off without incident. Yeomans got the jump on the green, just, from Wheldon, Bogan and Bailey. The completion of one lap had Wheldon in the lead from Yeoman's with Bogan and Bailey still holding third and fourth respectively. Mills led the next trio — Bell, Murray and Button. Young Shaw was involved in a shunt at Stow which put paid to his chances of collecting any points.

The next tour and Yeomans had the edge again, Wheldon diving and weaving trying to get past. Claire was still in third with Bailey keeping close company, then Mills, Bell, Murray, Button, Wilson and Davidson. The leadership changed again next time around and it looked set to be a good Final with plenty of action — Wheldon, Yeomans, Bogan and Mills in a close bunch, Bailey scrapping furiously with Murray and a relegated Bell sitting in the wings. The only changes on the next lap were Bell losing another place and Davidson demoting Wilson for ninth before homing in on Bell. Butler-Henderson was lying in thirteenth at that juncture, behind Hall and McLaren.

Then it was Yeoman's turn at the front with Wheldon second and being hassled by Claire Bogan. Doug Bell was rudely assisted into early retirement when he was severely punted over the rumble strip onto the infield after the 'Willows'.

Yeomans began to consolidate his lead, Wheldon trailing a little and Bogan just waiting to pounce. She slipped into second place next time around, only to lose it to Wheldon again for several laps. Mills was in fourth with Murray, Shaw, Bailey, Button and Davidson next along, Button relegating Bailey on the next tour and Davidson doing likewise two laps later.

Over two-thirds distance raced now, Yeomans still at the helm and Claire now in second, Daniel down to third. Anthony Davidson was motoring well, up to fourth at that point. Murray was fifth, Mills next followed by Bailey, Button and Hall.

The leading trio had pulled out a sizeable advantage over the others, Davidson heading the queue. Murray lost a few places on that lap but managed to recover some ground on the next. Claire lost her second place to Daniel, briefly, before he fell right down the order, obviously in problems. That left Claire in second with a comfortable buffer behind where a battle was raging over third place between Mills, Davidson, Bailey and Murray. The battle raged for another three laps before being resolved in Davidson's favour.

The run down to the flag — Claire tried everything she knew but time and distance were against her. Danny Yeomans took a well deserved win after a fine race. Anthony Davidson held onto third from James Mills, Craig Murray, Daniel Bailey. Kevin Hall, Peter McLaren, J Wilson and Jenson Button completed the order to tenth.

(Story by: Ed McCormick)

1st	Danny Yeomans	Gillard/Comer
2nd	Claire Bogan	AllKart/Comer
3rd	Anthony Davidson	AllKart/Comer
4th	James Mills	JETA/Comer
5th	Craig Murray	Ecosse/Comer
6th	Daniel Bailey	AllKart/Comer

# BANDIT

**S**ix years research and development were needed before Zip Kart were satisfied that the revolutionary "Bandit" Kart was ready for its eagerly awaiting public. During the past 20 years kart technology has progressed to keep pace with the ever-increasing forces acting upon chassis and components. With speeds in the excess of 120mph on some circuits, far greater on others, so the kart handling problems increase, in the main because a kart's principle weakness is its lack of suspension. Adhesion in wet weather conditions and general overall stability are also highly critical. That is where the Bandit comes into its own above all others. It is a totally redesigned racing machine. One unique advantage that the Bandit has over its contemporaries is its adaptability. It can be raced with a 125cc engine or with a 250cc twin power unit. **■ FIRSTLY** with its full body that has been aerodynamically developed to give the lowest drag factor possible, this body has paid a significant part in the kart's unequalled success in every long circuit class. **■ SECONDLY** with front faring, rear wing, driver bubble and side pods.



The Bandit British Long and Short Circuit Champions in every class.

**■ AND FINALLY** in short circuit version which employs the same rolling chassis but less front faring, rear wing and side pods. In this configuration its success has been unparalleled by winning every class in the British Short Circuit Championships!

You have to admit there is nothing to match the quality or style of the finished product, but above all the Bandit's performance speaks for itself! **QUOTE – CHRIS STONEY, 1988 Treble British Champion on his Zip Bandit** said "The Zip Bandit is the best kart I have ever driven no matter what the conditions are it's just perfect".

## ZIP BANDIT SPECIFICATION

**CHASSIS** – Main chassis rails manufactured in T45 chrome manganese, a tube extensively used in the Aero Industry. The chassis is bronze welded by craftsmen. The chassis is then electrostatically powder painted to give a hard wearing high gloss finish.

**BRAKES** – Three self adjusting brakes are fitted, that are virtually maintenance free. Calipers and master cylinder are all machined from solid to avoid any porosity. The latest CNC computerised machinery is used in all processes.

**DISCS** – Are a specially formulate cast-iron, fully ground to give perfectly true and efficient braking.

**WHEELS** – Special heat treated alloy one piece wheels, fully machined all over to give a light weight but immensely strong attractive wheel, designed for today's modern tyres to disperse heat. They also feature bead retaining facility.

**SEAT** – The seat has built-in headrest for added safety while the seat's shape is designed to give maximum comfort.

**ADJUSTMENT** – Seat and Foot well positions are fully adjustable to ensure the required driving position can be obtained.

**TRACK** – Rear track is easily adjustable over a wide range. Front track can also be adjusted with spacers.

**AXLE** – Lightweight high tensile tubular 30mm axle is fitted as standard equipment, supported in two special low drag bearings.

**DRIVE SPROCKET** – One-piece fully machined sprocket and carrier.

**WHEEL BOSSES** – Machined from solid for the highest quality and strength.

**STEERING WHEEL** – Choice of standard or thick grip wheel,



alloy anodised centre.

**TRACK RODS** – Best quality rod ends with anodised alloy tube track rods.

**GLASS FIBRE** – All zero dynamically designed available in a wide range of colours.

**TANK** – Either side or front mounted. Quality glass fibre.

## BANDIT OPTIONAL EQUIPMENT

1 Quick release rear bearing hangers.

2 35mm special tubular rear axle (not recommended for 125 or 210 or 250 Nat use).

3 One-piece knock on wheel.

4 Fully ventilated disc brakes.

5 Zapelli fully upholstered seat.

6 KELGATE OPTION – The Bandit is now offered complete with all Kelgate fittings, brakes, discs, carriers, bosses, etc.

7 Four brake caliper system.

8 Full factory assembled with or without engine.

Silverstone '88. The Bandit and G.P.N. lead the colourful field.

## RESULTS

### BRITISH CHAMPIONS LONG CIRCUIT

210 National	1st
125 Open	1st
125 National	1st
250 National	1st
Formula "E"	1st

### BRITISH GRAND PRIX WINNERS

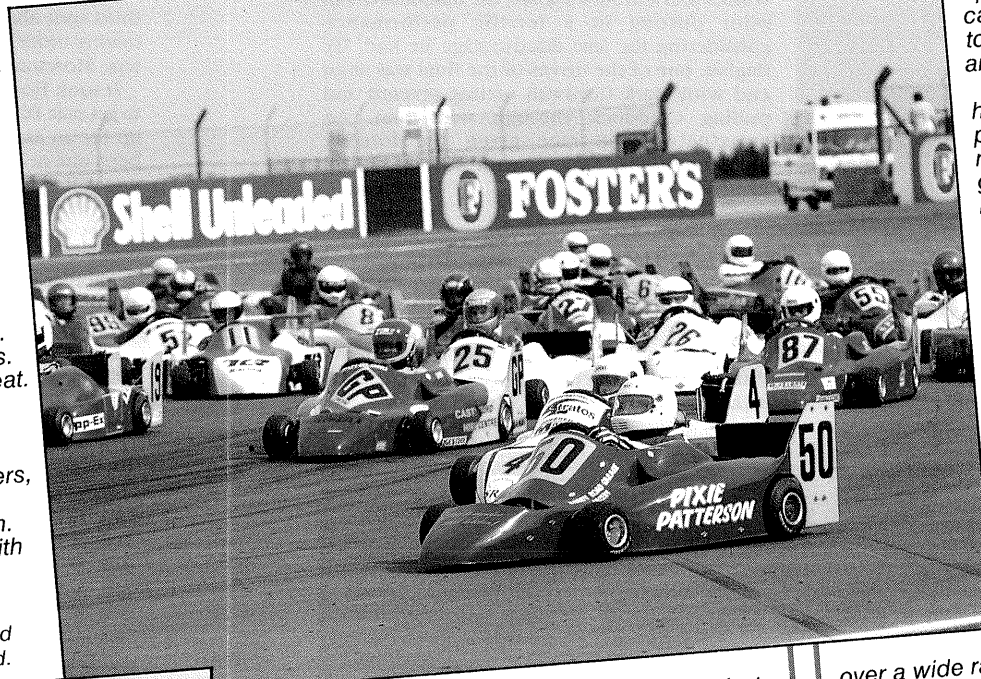
210 National	1st
125 Open	1st
125 National	1st
250 National	1st
Formula "E"	1st

### BRITISH CHAMPIONS SHORT CIRCUIT

210 National	1st
125 Open	1st
125 National	1st
250 National	1st
Formula "E"	1st

### EUROPEAN CHAMPIONS

NEED WE SAY MORE – BANDIT THE CHOICE OF ALL CHAMPIONS!



## RESULTS

R.A.C. Champions	1st
British Grand Prix	1st
U.K. Cup	1st

## CHAMPIONS ON LONG AND SHORT CIRCUIT

**T**

he Zip G.P.N. is a kart that was introduced in 1987 as a less expensive alternative to The Zip Bandit whilst also offering a very low all up weight. The kart was developed from the legendary design of the Zip G.P. that won every honour in the sport in virtually every continent in the world.

Although it is a budget priced kart there has been no sacrifice in quality whatsoever, as with all our gearbox long circuit karts, its main chassis rails are manufactured in T45 chrome manganese tube and bronze welded, it uses the same self adjusting brake system as on all models and is available in variations of body form as with the Bandit. Its success rate speaks for itself both on long and short circuits.

In 1988 the kart won the British Championships, together with Grand Prix and U.K. Cup Titles.

**"A PROVEN RACE WINNER AT A BUDGET PRICE"**

## ZIP G.P.N. SPECIFICATION

**CHASSIS** – Main chassis rails manufactured in T45 chrome manganese, a tube extensively used in the Aero Industry. The chassis is bronze welded by craftsmen. The chassis is then electrostatically powder painted to give a hard wearing high gloss finish.

**BRAKES** – Three self adjusting brakes are fitted, that are virtually maintenance free. Calipers and master cylinder are all machined from solid to avoid any porosity. The latest CNC computerised machinery is used in all processes.

**DISCS** – Are a specially formulate cast-iron, fully ground to give perfectly true and efficient braking.

**WHEELS** – Special heat treated alloy one-piece wheels, fully machined all over to give a light weight but immensely strong attractive wheel, designed for today's modern tyres to disperse heat. They also feature bead retaining facility.

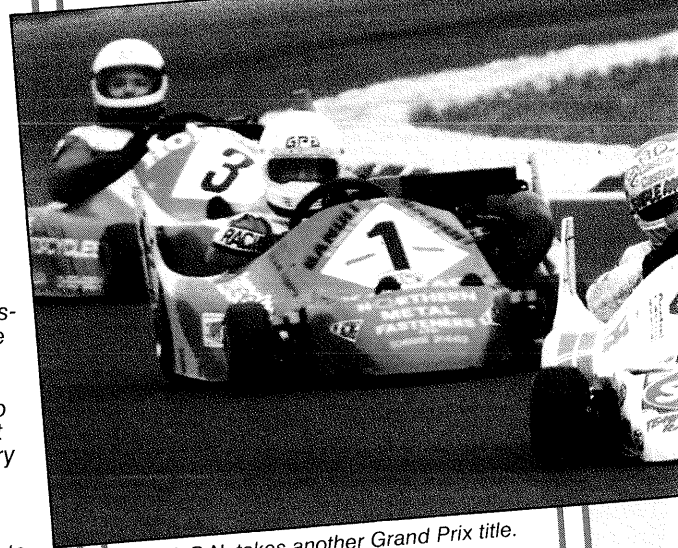
**SEAT** – A seat designed to give maximum support and comfort.

**ADJUSTMENT** – Seat and Footwell positions are fully adjustable to ensure the required driving position can be obtained.

**TRACK** – Rear track is easily adjustable over a wide range. Front track can also be adjusted with spacers.

**AXLE** – High tensile. 30mm ground finish supported in two special low drag bearings.

**DRIVE SPROCKET** – One-piece fully machined sprocket and carrier.



The G.P.N. takes another Grand Prix title.

**WHEEL BOSSES** – Machined from solid for the highest quality and strength.

**STEERING WHEEL** – Choice of standard or thick grip wheel, alloy anodised centre.

**TRACK RODS** – Best quality rod ends with anodised alloy tube track rods.

**GLASS FIBRE** – All aero dynamically designed available in a wide range of colours.

**TANK** – Robust 5 litre plastic.

## ZIP G.P.N. OPTIONS

1 Lightweight high tensile tubular 30mm ground finish axle.

2 Front or side tank glass fibre.

3 Quick release rear bearing hangers.

4 35mm special tubular rear axle (not recommended for 125, 210 or 250 Nat use).

5 One-piece knock on wheels.

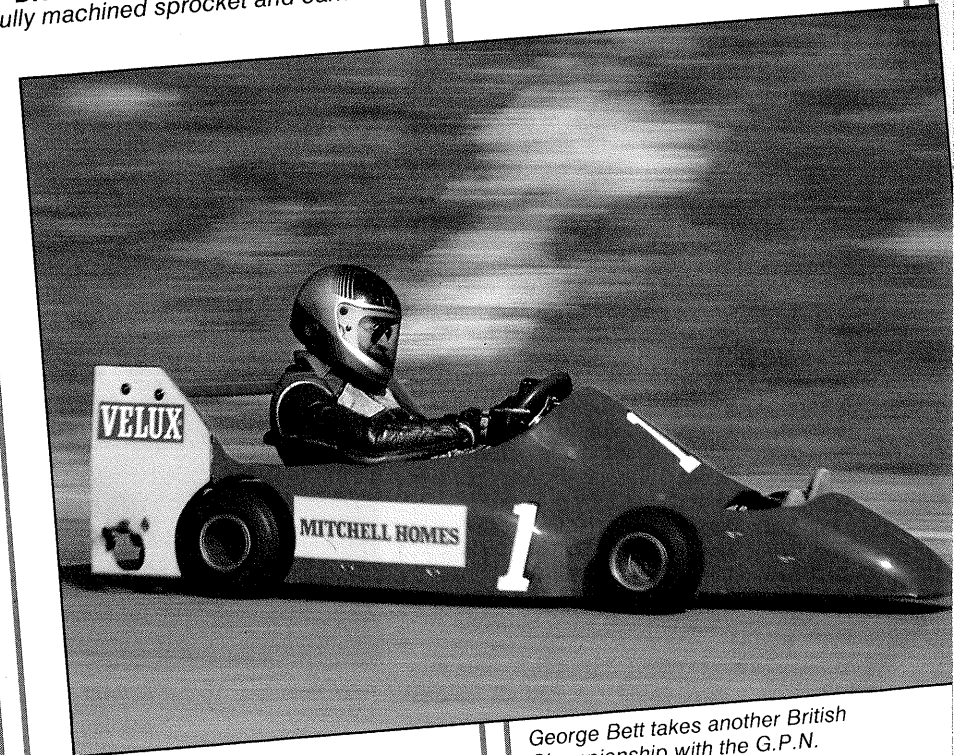
6 Fully ventilated disc brakes.

7 Zapelli fully upholstered seat.

8 KELGATE OPTION – The G.P.N. is now offered complete with all Kelgate fittings, brakes, discs, carriers, bosses etc.

9 Four brake caliper system.

10 Full factory assembled with or without engine.



George Bett takes another British Championship with the G.P.N.