

# 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	2nd Formula "E"
World Championships	2nd Formula "E"
European Championships	Formula "E"
British Grand Prix Winner G.P. Plates	

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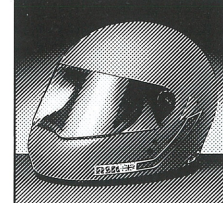


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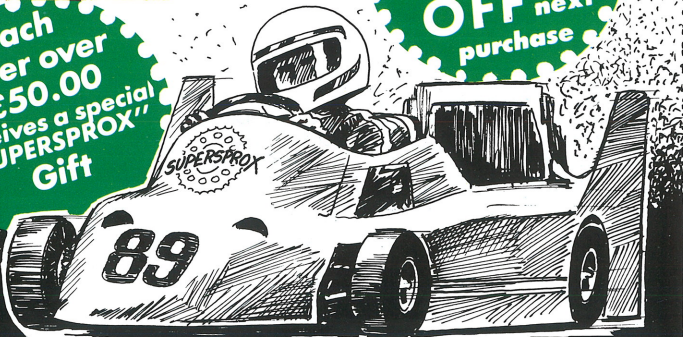
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100 NATIONAL 1989 MINARELLI CHASSIS, three meetings since new, A1 condition, Tillett seat, box, sidepods, 30mm hollow axle, extended rear bosses, ventilated disc. TKM L90BP fully rebuilt, not run in. TKM FF99TT, three meetings since complete rebuild. TKM 28mm Slide Carb. Vega and Dunlop slicks on Mono wheels; Dunlop and Bridgestone wets on Mono rims. GPA narrow window helmet and Sparco double layer Nomex racing suit. £1,700 the lot. Telephone: (0438) 312728.

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BRIAN HEEREY HAS FOR SALE his '85 Zip GP, Brembo brakes, 3 or 4 disc. '86 Rotax 256, Bohlin Mikuni carbs. Rebuilt one meeting ago. Whole outfit six meetings only. Very quick, still on the pace. Full and part body kits. 4 sets wheels and tyres (2 new). New latest spec wets. Lots of spares, including barrels, cranks, pistons, clutch, 3 sets of pipes — £2,500. For more details — 061 456 4122 or (06636) 5160.

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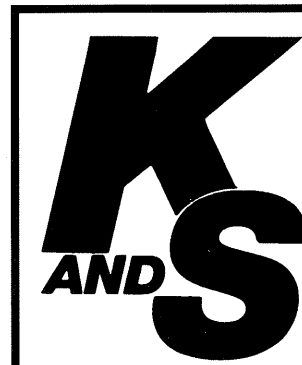
LYNX 250 TZ YAMAHA, quick, reliable. 1988 Club trophy winner, lots of spares, Ready to race — £600. Telephone: (evenings) (0730) 64680.

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

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CHENGSHIN SPORT TYRES  
CHENGSHIN WET TYRES



## FRONT COVER:

Alan Gates in 100 Super made his debut for the KPS team at Fulbeck in the opening round of the Super One Series.

*Inset: John Yeomans in 100 Britain action at the same event*

*Full report next month (Both pics: Courtesy Iain Blair)*

## MONTHLY

No. 122

## Ed, Says!.....

*The column this month is devoted to late news and results received as we went to press. . . .*

*The first round of the Formula E European Championship took place at Paimio in Finland during 19th-21st May. The event was won by Lennart Bohlin's driver Stefan Rindestrom, driving an Anderson/Rotax. Denmark's Poul Petersen on the PVP was second, ahead of P. Kusimanc (Zip/Rotax), J. Kovalslipi (Zip Eagle/Rotax), P. Garpfalk (Zip/Bandit) and H. Monstroem (Anderson/Rotax). Ian Shaw, after a fine attempt, fell back to finish eighth with a fast deflating tyre.*

## RAC NEWS

*The TKM L92TT engine was downgraded for 100 Britain use by the Kart Committee on 15th June 1988. Due to administrative difficulties prevailing at that time inclusion in the engine list for 1989 did not take place. The TKM L92TT engine is legal for 100 Britain use and apologies are made to all concerned for any inconvenience caused.*

## Cadet Chassis

*It has come to the attention of the RAC MSA that brake pedal movement restrictors of a temporary nature are being required by certain clubs. This practice must not continue. Any changes to the chassis as homologated must be approved by the RAC MSA.*

## Cadet Carburettors

*Tillotson 166B — It is essential that the 166B identification on the underside of the carburettor is clear and distinct. Any suspicion of overstamping will cause the carburettor to be declared illegal. This amplifies the letter from the RAC MSA to the Kart Trade published on page 2 of this issue.*

## Price Increases

*Following a production costs analysis by the Kart Technical Working Group and presentation of findings, the Kart Committee unanimously agreed the following price increases, effective 1st June:-*

Chassis	—	Increase 10%
Engines	—	Increase 5%
Tyres	—	No Change

**NB** — These increases are all in addition to those implemented on 1st January 1989.

Ed McCormick

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STRICTLY CLASSIFIED

*Next month's features include:- Knockhill British Championships, Langbaugh Super One 2, Rowrah Junior Britain Qualifier, Snetterton Superkarts, plus more. . . .*

*(These items correct at time of going to press).*

Publication date:- Thursday 6th July 1989.





Letter from the RAC MSA to the Kart Trade, Clubs and Karting magazines:

#### CADET CARBURETTOR — TILLOTSON 166B

The current supply situation of the Comer sourced 166B carburettor has caused direct comparison to be made with the Tillotson basic production model.

Following a "side by side" strip and examination, it is established that the only differences are those of position of choke control lever and throttle cable pressing.

The conclusion is that either carburettor, unmodified, may be used in the Cadet class.

A Foster



## CIK NEWS

After the cancellation of the Formula E street race in St. Wendel, West Germany, the European Championship series has now officially been reduced to two rounds, the second to take place at Cadwell Park on the full circuit during 1st-2nd July.

● Word is that the Lincs Kart Club has lost its July meeting at Fulbeck, scheduled for 23rd, because the Ministry of Defence who own the land have refused permission for them to race. Similarly, the National Schools Karting event on 8th-9th has now been moved to Rowrah on 16th-17th September. It gets worse doesn't it.

### South African Chat . . .

In a combined car and karting meeting at Zwartkops on April 15th Derrick Irving had a heyday. Formula E karts featured in two 10 lap races and in the first Irving, driving the Chop-a-Tree Dino-Rotax, was smartly into the lead on the green light. Ex-World Champion Wade Nelson was quick to mount a challenge and the pair proceeded to give a fine display of Superkart driving, frequently swapping the lead. A couple of laps from the end they were joined by champion Niall Bernic and the trio staged a grandstand finish, Irving taking the win and Bernic just edging Nelson down to third at the line. Fourth went to Peter Maroun from Peter Belcher and the battling Clive Howse and Dave Coetzer . . .

The second Heat produced some thrilling racing between Irving and Nelson, considering the conditions were damp and slippery. Both of them pulled away from Bernic as they indulged in some frenetic overtaking manoeuvres. Nelson, trying to emulate his '86 Silverstone drive, pulled off some hairy moves but Irving wasn't about to let him get away with it, taking to the dirt on the outside of Conti to retake the lead. Irving was to ultimately benefit from a last lap slide by Nelson to take his second win of the day. Bernic finished third this time, with Coetzer fourth after Maroun's retirement. Mervyn Fiebigler and Louis van Schalkwyk.

(Info: courtesy Trevor Kilburn)

### 24th Le Mans

Next weekend, 10th-11th June, sees the world famous 24 hour endurance race take place at Le Mans and this year French Zip Kart importer, William Batmalle will be one of a crew of three driving a Group C2 sport-prototype! The car, an A.L.D. (Automobile Louis Descartes) it is understood will be powered by a 470bhp BMW M1 engine, capable of 370Km/h on the straights. The car is being entered by a Monsieur Bouley, according to William, a man with plenty of cash and the third driver will be Formula E driver Thierry Serfatty. So, keep an eye on the press to see how they get on. We wish them success.

### Long Circuit Dates

It has at long last been confirmed that the remaining three rounds of the RAC British Long Circuit Championships will take place at the following venues on the dates shown, not as previously published in any of the calendars! Round 4 — Snetterton — Saturday 8th July (Practice Friday 7th) Round 5 — Cadwell Park — Saturday 2nd September Round 6 — Pembury — Sunday 22nd October.

### Millicom Kart Grand Prix — Lazer Karting — Sunday 14th May

Sponsored by Millicom, the portable 'phone people, a charity Kart Grand Prix was staged at Lazer Karting's premises down River Road, Barking on Sunday 14th May and Kart & Superkart was invited along. The event was in aid of "Music Therapy" and a number of famous names from the world of popular music were there to compete in team racing, indeed several names in karting were seen sporting racing overalls and helmets — the likes of John Jackson, Ricky and Dennis Flynn, Pan Panayi of 'Silver-stitch', ex-125 driver Doug Hart, Steve Papworth and of course Darron Gibbs, so much a key figure in the Lazer set up. Martin Lyon, who drove in Formula E last year and the previous, was also there but in a spectating role only and informed yours truly of a return to the long circuit scene, probably next season. The lay off has been due to business commitments although he has been keeping his hand in racing 100 National. Keith Ripp of Ripspeed was also there, he having supplied the overalls.

Now, let's talk about "Music Therapy", the very reason for such a fine gathering of well known names such as Paul Young, Curt Smith, Nick Heyward to name only a few. The founders of "Music Therapy" were Paul Nordoff, American composer and pianist who died in 1977 and Clive Robbins, originally a teacher of handicapped children. These two men began their work together in 1959 at Sunfield Children's Home in Worcestershire and continued in America, Europe and Scandinavia. Nordoff was convinced of the power of music as a therapy and devoted the greater part of his life to developing his own specific techniques, based on the creative use of music improvised to meet the needs of handicapped children. Out of their combined research, study and analysis of the work they evolved scales of assessment showing the progress of each child, scales that are accepted both in medical and educational fields today. Music therapy aims to bring about permanent changes in handicapped children, with greater concentration, alertness, self-confidence and improved motor control to help them cope better with daily life.

Each year since 1976 the "Nordoff-Robbins Music Therapy Centre" awards the Silver Clef to British artists as a reciprocal gesture to the music industry which gives so much to help the work for severely handicapped children. The Who, Genesis, Cliff Richard and The Shadows, Elton John, Pink Floyd, Status Quo, The Rolling Stones, Eric Clapton, Queen, Dire Straits, Phil Collins and David Bowie have all been recipients of the award.

The racing entertainment was provided by 12 teams of four competing in three heats, each consisting of 12 races followed by semi-finals and Final. The racing was fast and keenly contested, maybe a little too keen in the cases of certain competitors! It was a most enjoyable experience.

To Derek Bagnall and Darron Gibbs, all at Lazer Karting who put together such an exciting package of hospitality, everyone who competed and helped, a big **Thank You** for all your efforts, from myself and those who need it most — the children.

Ed McCormick

● As most of you will be aware Mark Hines has been ill for some time and has been undergoing treatment in Barnet General Hospital. He has asked me to pass on his thanks to all the well-wishers who have written and sent get well cards. The sport and a lot of people owe him a great deal. To Mark, on a personal note, I wish a speedy and full recovery and to his wife, that lovely lady, Maudie, I send my warmest regards — **Ed**.

# Strictly Classified!

## IRISH KART GRAN PRIX NUTTS CORNER 18th-19th AUGUST OVER £1000 TOTAL PRIZE MONEY

(up to £100 1st prize in each class)

Practice — evening of 17th.  
Free camping facilities.

Special reduced rate ferry transport available, courtesy of the event sponsor, **Dukes Transport Ltd**, who can also arrange transport of machines and equipment from their Crick and Manchester depots. Contact Terry Cranmer for transport details only. Tel: (0474) 812820, or at:-

'Avery Off', Wrotham Road,  
Meopham, Kent.

Event details from:  
**The U.K.C. Competition Secretary,  
30 Kensington Gardens South,  
Belfast BT5 6NN.  
Tel: (0232) 794486**

250 NATIONAL SUZUKI RM, hundreds of pounds spent on tuning. Very fast and reliable. Approximately 15 hours running time. 38mm Mikuni carb — £500. Telephone: (0462) 52951 (day) or (0462) 816480 (evenings).

### 256 ROTAX 1986

CD Power Tune, spare matching barrel, 36mm Mikuni power jet carbs. 2 meetings since total rebuild. Very quick.

**£1,250 ovno**

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WANTED — Any gearbox class kart. Tell us what you have and how much you want. (0386) 40465, or '70850. ZIP 925 completely rebuilt, new tyres, perfect condition with air-cooled Rotax — £950. (0234) 44001.

ZIP GP rolling chassis, plus extra chassis and nearly enough spares to build second. Other accessories including tyres and bodywork — £450. Boxed in trailer for gearbox kart — £50. Telephone: (0734) 419273.

BARLOTTI/HONDA 125 P&R, fast and reliable, wets, stand, etc. Too many spares to mention. Ready to race — £650. Also Villiers spares. Offers. Telephone: (0777) 708261, or 704486.

ZIP BANDIT, late 1987, fully vented disc, Kelgate axle, centre radiator, mag wheels, rev counter, side wings, short circuit bodywork (125cc or 250cc). Excellent condition. £1,100, ono. Telephone: (0234) 44001.

STRATOS TM ('87) 125cc, full body, set of wets, slicks, some spares. Ready to race — £975 ono. Genuine reason for sale. Telephone: (0526) 398265 (Lincoln area).

ZIP BANDIT '87, fast, rebuilt Rotax 250, split heads, full and Short circuit bodywork. Four vented brakes, some spares — £1,700. Telephone: (0624) 74442 (evenings).

100 BRITAIN ZIP KART, new wheels, half-worn slicks — £170 ono. Telephone: (045 384) 3647.

## BRITISH 210 DRIVERS CLUB

Members fee £5.00 per year — **1984**

All spares available to Club Mem to Tom Thacker — **1988**

18 Old Hednesford Rd  
Cannock

Staffs WS11 2LD

Phone (05435) 78522

Fax (05435) 784445

# WHERE AND WHEN

### 9th-11th JUNE

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)  
Nuts 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, Salfrey, 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 Huntingdon, Cambs)  
Jurby — (Jurby Airfield, Isle of Man)  
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)  
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, S. Yorks)

### 18th JUNE

Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs) — RAC Long Circuit Championships, Round 4

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)  
Crail — (9 miles southeast of St Andrews, Fife, Scotland) — Kingdom Open Championships/2nd Round Cadet Open Championship  
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth)  
Shenington — (8 miles from Banbury on A422 Banbury-Stratford road)  
Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset) — Super One Series Round 3  
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Playscape Pro-Kart Series

### 22nd-24th JUNE

Peel — (Isle Of Man) — Mini-Monaco Kart GP

### 23rd-25th JUNE

Fontenay-le-Comte (F) - Formula K/Formula Super Hundred European Championships Round 4

### 24th JUNE (Saturday)

ElloUGH — (2 miles from Beccles Suffolk)  
Nuts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

### 24th-25th JUNE

Three Sisters — (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs)

### 25th JUNE

Pembrey — (Welsh Motor Sports Centre, 8 miles from Llanelli, on A484, Dyfed, South Wales)  
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)  
Jurby — (Jurby Airfield, Isle of Man)  
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad) — 125 Challenge Round 5  
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) — Final Northern Championships  
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3)  
Rowrah — (4 miles from Frizington, Cumbria) — Border Championships Round 2  
Langbaugh — (South of the River Tees, Cleveland)

### 1st JULY (Saturday)

Kirkistown — (Approx 12 miles from Newtownards at Rubane Road, Co Down, Northern Ireland)

### 1st-2nd JULY

Cadwell Park — (Midway Horncastle-Louth, on A153, Lincs) — CIK Formula E European Championship Round 2/250 National CIK Trophy — Formula E Qualifying Friday 30th June p.m.  
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde) — RAC Senior Britain Qualifier

### 2nd JULY

Carnaby Auto 66 — (2 miles west of Bridlington, North Humberside)  
Little Rissington — RAF Station near Stow-on-the-Wold, Glos) — 210 Challenge Round 4.

Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)  
Felton — (7 miles from Morpeth on A1, Northumberland) — 125 Challenge Round 6/Summer Challenge

### 8th JULY (Saturday)

Snetterton — (Approx 19 miles southwest of Norwich, on A11, Norfolk) — Central Kart Club Championships Round 4 — (Practice Friday 7th)

### 7th-9th JULY

Zaragoza (E) — CIK Junior World Championship

### 8th-9th JULY

Clay Pigeon — (Midway Dorchester-Yeovil on A37, Dorset) — RAC 100 National Qualifier  
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad) — NatSKA

### 9th JULY

Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Salfrey, Birmingham B8 1AD)  
Rowrah — (4 miles from Frizington, Cumbria)  
Boyndie — (3 miles from Banff, Grampian) — Kenny Mackay Memorial/Cancer Research Meeting  
Kimbolton — (10 miles west southwest of Huntingdon, Cambs)  
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)  
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)



# CLUB SCENE

into their positions with the same distances between them. Halfway through, Searle was once again on his own out front looking very comfortable. Moon was challenging Gray for 4th place on every corner where possible but was caught out on the hairpin when he lost one place to Cole. Gray was beginning to catch Eldridge but was running out of time. Tragedy happened on the last lap for Rampling just as he was about to turn into the straight and collect the flag for 2nd place, when his engine seized. There was nothing he could do but take the frustration out on his steering wheel. Eldridge took his unexpected 2nd followed by Gray.

### 100 NATIONAL RESTRICTED

**Heat 1:** 1st A. Smith, 2nd P. Moulter, 3rd L. Johnson.

**Heat 2:** 1st J. Callow, 2nd T. Moore, 3rd N. Pascoe.

**Heat 3:** 1st S. Hart, 2nd P. Moulter, 3rd J. Callow. **Final:** Callow was away first but Smith having a bad start lost 5 places. Moor was one of these and took advantage by taking 2nd, Johnson 3rd and Pascoe 4th. By halfway Callow was beginning to increase his lead from Moore who was also developing a gap from Johnson and Pascoe, who were battling virtually throughout the race. With only 2 laps to go Moore caught Callow but not enough to take his win away from him.

### SENIOR BRITAIN RESTRICTED

**Heat 1:** 1st D. McLister, 2nd M. Sawyer, 3rd Groom.

**Heat 2:** 1st C. Wright, 2nd S. Weston, 3rd M. Sawyer.

**Heat 3:** 1st No. 25, 2nd C. Mills, 3rd N. Brain. **Final:** Wright who was 2nd on the grid got a flyer of a start from poleman Sawyer with McLister also beating Sawyer off the mark. Lap 2 McLister spins at the bottom of the track to allow No. 25 followed by Sawyer and Piper to go through. By halfway the three leaders begin

to pull away from the rest. Wright looked very confident throughout the race and never looked like finishing anywhere but 1st. Place for 2nd was not decided until the very end as Mark Sawyer caught No. 25 on every bend but could not pass him and had to settle for 3rd.

### 100 NATIONALS

**Heat 1:** 1st S. Horrobin, 2nd K. Smith, 3rd T. Horncastle.

**Heat 2:** 1st C. Hawes, 2nd P. Askari, 3rd S. Horrobin.

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

**Final:** A very quick and clean start for the nationals with Hawes getting away quicker than poleman Horrobin and Horncastle. With only 3 kart lengths between the 2 leaders they stayed like this from start to end. Askari, who was having his first face in full plates did exceedingly well in 4th place. He had to hold off a well known face at Tilbury, Craig Booth (Welcome back Craig). Horncastle collected a comfortable 3rd.

### SENIOR BRITAIN

**Heat 1:** 1st P. Wells, 2nd S. Chandler, 3rd S. Sergeant.

**Heat 2:** 1st N. Tuke, 2nd J. Martin, 3rd R. Wright.

**Heat 3:** 1st S. Melen, 2nd P. Wells, 3rd N. Tuke. **Final:** Poleman Wells got yet another flying start from Melen, Sims and Sergeant. By the hairpin Tuke was in front of Sergeant. On lap 3 Tuke and Herbert in 5th having a coming together on the hairpin and lose their positions to Sergeant and Chandler. Melen shadows Wells continuously and on lap 7 passes him on the hairpin in a most expertly way. On the next lap in the same place however, Melen and Wells clash and unfortunately Melen is not able to restart. Sims, however, seemed to be rather surprised to be given the chequered flag for 1st place, Wells, even after going off is still able to finish 2nd with Chandler taking 3rd.

**Foot Note:** All Cadets participating, received trophies which were kindly donated this month by Mr and Mrs Wells.

**Report by: Dennis Dap**  
**Photographs: Vic Parrott**

### JUNIOR BRITAIN

**1st** David Robinson Wright/Sirio

**2nd** Jonathan Rampling Superdart/Parilla

**3rd** Alistair Weston Superdart/Sirio

### JUNIOR BRITAIN RESTRICTED

**1st** N. Stower Zip/Parilla

**2nd** Stuart Walter Wright/Parilla

**3rd** S. Wright Superdart/Parilla

### 150 KG HEAVYWEIGHTS

**1st** Q. Searle Fullerton/Rotax

**2nd** Steve Eldridge Superdart/Sirio

**3rd** Colin Gray Superdart/Parilla

### 100 NATIONAL RESTRICTED

**1st** James Callow Superdart/Sirio

**2nd** Terry Moore —/—

**3rd** L. Johnson Superdart/Sirio

### SENIOR BRITAIN RESTRICTED

**1st** C. Wright All-Kart/Parilla

**2nd** No. 25 —/—

**3rd** Marc Sawyer Superdart/Parilla

### 100 NATIONAL

**1st** Chris Hawes Superdart/Rotax

**2nd** Simon Horrobin Superdart/Rotax

**3rd** Trevor Horncastle Superdart/Rotax

### SENIOR BRITAIN

**1st** Steve Sims Superdart/TKM/Parilla

**2nd** Paul Wells Superdart/Parilla

**3rd** Simon Chandler Superdart/Parilla

Readers are reminded that the  
**KART 'OPEN' DAY**  
will take place on Wednesday  
**28th JUNE**  
at 11am sharp at the  
**RAC Motor Sports Association Ltd**  
**Motor Sports House**  
**Riverside Park**  
**Colnbrook**  
**Slough SL3 0HG**

## GUERNSEY WEEKEND 8th-10th SEPTEMBER

Drivers are invited to Guernsey's most exciting weekend of racing. It all starts with a testing session at the island's quarter mile circuit on the afternoon of Friday 8th September. The racing proper starts the following day with a challenging hill-climb at Les Val des Terres, which incidentally overlooks the venue for World Powerboat championship racing which will be taking place simultaneously.

The second day is an all day circuit meeting. The morning is set aside for team racing and it is hoped that this year 125cc gearbox teams will be competing for prize money in addition to 100cc karts.

Teams are to consist of four drivers/chassis (with one reserve in addition).

Individual racing will be held in the afternoon for Junior Guernsey (Britain), 100 Guernsey (Britain), 100 National, 125 P&R and 125 National classes.

A warm welcome will be extended to all drivers and a presentation evening is planned for the Sunday night.

All enquiries and entries should be addressed to:

Mrs H Robilliard, Competition Secretary,  
Guernsey K & MC, Bacchus, Le Clos des Sablons,  
Sandy Lane, L'Islet, St Sampsons, Guernsey,  
Channel Islands. Tel: (0481) 47892.

## SUPER GOLD CUP 210 NATIONAL LONG CIRCUIT

The weather on 23rd April at Cadwell Park once again dampened the proceedings but, regardless of the wet, the entry was encouraging with 48 Villiers drivers battling for the honours. The racing was very close and hard fought between Brennan, Bett, Parker and Hurst, but it was Brennan who proved he was man on the day and ran out an untroubled victor from Hurst and Bett, leaving him a very clear leader in the Series so far.

		Points
1st	John Brennan	223
2nd	Garry Parker	162
3rd	Igor Ashwell	146
4th	Mark Johnson	107
5th	Keith Trainer	106
6th	George Bett	100
7th	Peter Farr	97
8th =	Phil Featherstone	92
8th =	Andy Hatton (Res)	92
8th =	Matthew Jones (Res)	92

● Formula E driver Berny Roberts was invited to spectate the Granville Grubb Memorial Trophy meeting at Boyndie, Banff on 14th May and dutifully attended. At the end of the meeting he was asked to take an outfit round the track to see if he could break the lap record. Wearing borrowed helmet and suit and boarded a kart which was for a driver some six inches taller! He gave his best, falling short of the time by only half a second — not bad when all's considered . . .

your  
letters..

**Letter to the RAC — Copied to Kart & Superkart**

### Dear Mr Brassey

As a member of the 100 UK Drivers' Club and a competitor in the 100 UK Championship and Super Gold Series, I am writing on behalf of 99% of the drivers. The class is growing but for the suggested Rule S3.2.3 in the RAC 'Blue Book' regarding chassis. We all feel that to homologate one chassis would be a disaster. Drivers old and new are now worried about changing class or starting up in 100 UK, because buying a chassis and engine new and then having to buy another chassis in 1990 is most off-putting. We, the backbone of 100 UK, do not want this specification of chassis. We propose that any chassis of British manufacture should be eligible as this would keep the costs down for an economy class:

- It would keep an open market place for the price of a new chassis. As you know prices of chassis are supposed to be fixed, but the price to replace damaged parts differs greatly.
  - Drivers moving into the class from another class may be able to use their existing chassis and just have to buy a new engine and tyres.
  - Second hand chassis would be available.
  - Drivers would be able to have some personal preference.
  - It would keep British kart manufacturers and traders interested in the class and not give the monopoly to just one.
- Traders at the moment are now slowly stock

● Traders' 'Open' Day will take place in the RAC MSA's HQ on Tuesday 4th July, followed the next day, the 5th, by the Kart Committee meeting. Both commence at 11am.

● 125 driver Ian Beaumont, who sustained serious injuries at Silverstone last year during the Kart Grand Prix, popped into these offices a couple of weeks ago and wishes to be remembered to you all. Ian has made great advances on the road to recovery but will still need a lengthy period of therapy before he is back to full health. All at Kart and Superkart send him kindest regards.

**CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS**

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

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Advertisements are only accepted subject to the above conditions.

ing engine spares which helps them when requiring to pick up a few maintenance parts at meetings.

Incidentally, we feel that the TKM BT 82 engine and Cheng Shin tyres are a good choice and do everything they are supposed to, in both price and quality. So please don't spoil the prospects of a good class you have created, and leave things the way they are running now.

I am sending a copy of this letter to the sports' magazines so that people who are hesitant about this class, due to this ruling, can see that hopefully this problem will be resolved. It would also help if any response to this letter could also be printed in these magazines for the same reason.

Finally, a personal remark. The RAC 100 UK Series has now started, the first round at Kimbolton was exceptionally well organised and run. However, if we can no longer race for the No. 1 plate as originally thought, would it not be possible to race for the UK plate? After all, UK is what it is all about.

**Yours hopefully**

**Richard Guest**

**59 The Crescent**

**Altofts**

**Normanton**

**West Yorks**

**WF6 2QF**

### Dear Mr Brassey

Further to our purchasing a Kart Starting Rig from Kartpro Stratos Leisure Limited at a cost to our Club of £511.75, we write to inform you of the following points.

- We found the attitude of personnel at Kartpro Stratos Leisure Limited somewhat unhelpful when upon requesting an Operators manual or written instructions were told that none were published.
- Having installed the machine at our track on the morning of our Race Meeting — May 1st — we did not consider the rig safe in use and, in our opinion, do not believe it would come up to the Health and Safety regulations required for a piece of machinery of this type.
- Attempts to test entrants took between 4-5 minutes per kart to complete. As we had an entrant of 32 karts of the classes to be tested this meant completing from 2-2 3/4 hours of testing which, as I'm sure you will appreciate is totally impractical both to drivers and officials in the course of an already very tightly scheduled day.
- Due to the method of starting, the Starting Rig caused severe damage to kart tyres resulting in several complaints from drivers regarding noise testing by this means.
- It was evident that, despite every effort made, we were unable to hold the constant rpm's required to record results of any accuracy as required by the RAC Blue Book.



Martin Stokes, Senior Britain.



6. Officials and competitors present at our meeting expressed their dissatisfaction with the safety, operational ability and competence of the Starting Rig.

As we received instructions from yourself as to the compulsory purchase of the Kartpro Stratos Starting Rig we write to request that our rig be returned to the manufacturers in anticipation of a full refund until such time as a safe, competent and practical Starting Rig can be supplied. We wish to state that we feel £511.75 is an extortionate price which, due to compulsory purchase, has taken the same unfair advantage of other small clubs such as our own.

Please be informed that until we are advised regarding this complaint we shall revert to our previous method of testing and shall cease using the Kartpro Stratos Starting Rig.

Yours sincerely  
Penny Ablitt  
(Club Secretary)  
Beccles and District Kart Club

Dear Ed  
May I take this opportunity to congratulate all the people involved in the running of Shenington Kart Club.

I was fortunate enough to win the recently held Hesketh Cup meeting at Shenington. The efficiency of the Officials coupled with the general air of friendliness made the meeting a pleasure to attend.

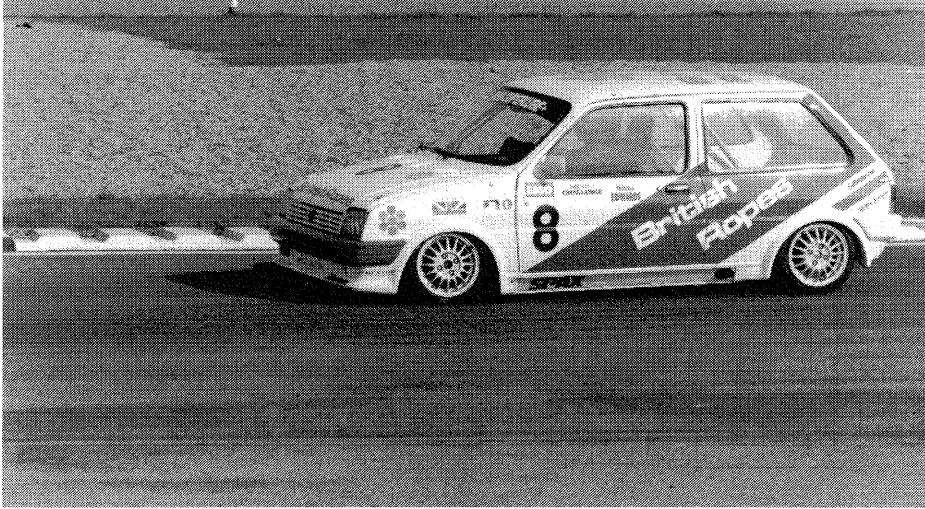
Also, of course, thanks again to the Zip Team for their continuous support and encouragement.

Yours sincerely  
Ian Shaw  
21 Moorfields Road  
Salford 6  
Lancs

### 3rd INTERNATIONAL KART SHOW

Last month we announced that the 1990 International Kart Show would take place at Donington Park during 10th-11th February, well there has been an 'about turn' on that one, due to what one might tongue-in-cheek call a conflict of interests with Focus Events, the organisers of the Racing Car Show at Olympia 2. It seems they are running an event at Donington Park the weekend after the proposed Kart Show date. . . All is not lost though, the 3rd International Kart Show will now take place at the National Exhibition Centre, Birmingham from 16th to 18th February. The Show will be staged in hall 5 which comprises of a 25,000 square yards area. Indoor karting will also be held during the weekend with invites going out to all the UK kart clubs to provide their best drivers to compete in special promotional races. The same weekend, in the other 4 halls at the NEC, the Camping, Caravan and Boating Leisure Show will take place and it is anticipated the Kart Show will reap the benefit of additional visitors.

Further details from: Keith Scofield, Kart Promotions, 23 West Street, Haslington, Crewe, Cheshire CW1 1PL. Telephone:(0270) 582146.



Ex-karting hotshoe, Nigel Edwards, was snapped at Silverstone recently by lensman Iain Blair.

## JOIN THE CLUB — WHY?

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

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

### WE'LL STILL SAVE YOU MONEY!

#### Each member will get:

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

### Tilbury

SUNDAY, APRIL 9th

After a week of wind and torrential rain, we were all counting our blessings at Tilbury on 9th April as the sun shone. It was even warm enough for me to take my coat off (it can be a rare occurrence). The track was dry although surrounding areas were rather water-logged as many drivers discovered when they involuntarily went onto it. April welcomes back 3 heats and a final.

#### JUNIOR BRITAIN AND JUNIOR BRITAIN RESTRICTED

Heat 1: 1st J. Rampling, 2nd D. Robinson, 3rd A. Liell.

Heat 2: 1st A. Liell, 2nd J. Rampling, 3rd J. Huggins.

Heat 3: 1st L. Harris, 2nd A. Weston, 3rd L. Skelton.

Final: A very full grid today with the Junior restricted drivers going onto the back of the blue plates. With everyone having a share of the heats, the final positions on the grid were, Poleman Rampling, Weston alongside, Robinson and Skelton behind. Rampling had a clear good start with Robinson beating Weston off the mark. By lap 3 Rampling had Robinson on his tail with Weston 3rd and Melen 4th. As they enter into the 4th lap Robinson nipped onto the inside at the end of the straight and smartly took the lead. Also in the same lap, Liell got in front of Melen for 4th place. Everyone then hung onto their positions to the end. First restricted drivers across the line were Stower, Walter and Wright.

#### 150KG HEAVYWEIGHTS

Heat 1: 1st T. Rampling, 2nd S. Eldridge, 3rd Q. Searle.

Heat 2: 1st Q. Searle, 2nd A. Cole, 3rd M. Bullen.

Heat 3: 1st C. Gray, 2nd T. Rampling, 3rd S. Eldridge.

Final: Poleman Searle had a faultless start followed by Rampling, Eldridge and Gray. By the end of lap 1 all drivers seemed to have settled

In the final it was decided at the request of drivers at previous meetings to not separate drivers into classes but to give final grid positions on overall merit and in this occasion it worked to the drivers satisfaction.

#### 125 NATIONAL

It was a clean sweep for Peter Hughes. Maurice Halfpenny had two good heats but also a no finish and William Geary was suffering a bit having two no finishes.

#### 125 OPEN

David Spriggs moving to this 125 Class from 250 International did quite well having two good results and a no finish.

#### 125 P&R

The return of Alan Ford this season as one of our few P&R drivers not having one of his better meetings only managing to complete one heat and unfortunately this was the case when it came to the final.

#### 210 NATIONALS

The best results in the heats were attained by Rob Peters having two wins and a 2nd to David Bailey in the 2nd heat. Roger Gregory the only novice driver finished all the heats having two 3rds and a 4th (glad you enjoy our meetings Roger thanks for the praise). Visiting driver William Hilton also completed all three heats feeling his way round Wheels on his first visit.

#### FINAL

On the front row was Peter Hughes (125 Nat) on pole with Rob Peters (210) and Maurice Halfpenny alongside him. After two rolling laps they were finally off and into the lead went Peter with a good start by Rob putting him into 2nd place. Maurice stalled on the start and failed to get going again. David Bailey shot into 3rd and behind him were the other two 210's William and Roger. In the second lap Peter was still in the lead but David overtook Rob who appeared to have missed a couple of gears. As the race progressed Peter opened up a lead and in fact David began to pull away from Rob and went in pursuit of Peter. Towards the end of the race Rob fighting all the way pulled back some of the lost ground and managed to catch up David and the next three laps saw some of the best close racing of the day as Rob tried very hard to get passed a on top form David. In lap 10 Rob with a lot of hard work slipped passed David. A little way back in the field it was still the two Villiers men holding off the other 125's. However it was a very good overall win for Peter Hughes from Rob Peters and David Bailey in the 210.

#### RESULTS

125 National: 1st Peter Hughes, 2nd William Geary.

125 P&R: 1st David Spriggs.

210 National: 1st Rob Peters, 2nd David Bailey, 3rd Roger Gregory, 4th William Hilton.

250 NATIONAL AND 250 INTERNATIONAL  
Respectable numbers in both of these classes meant as the two were combined there would be good close competitive racing. As for the 125's and 210's the final grid positions were on overall achievement and not sub divided into separate classes again with no complaints from the drivers.

#### 250 NATIONAL

Two wins for Kevin Mason made him the most successful National driver. Novice drivers Rowland Tompkins and Shayne Jones both had

results in the top three for the three heats. The other drivers Robin Hildick, and Phil Gowers both finished all three heats. Leslie Jones not quite so lucky had two no finishes.

#### 250 INTERNATIONAL

Again a clean sweep of wins for Bob Kennings. Novices Robert Lowe and Richard Budd each achieved a 2nd place to Bob. Gordon Darrow again seemed to be suffering from Gremlins in the works as was Martin Hobbs just returning after a short break. It looked as though there was still no challenge for Super Bob at this meeting at least!

#### COMBINED FINAL

Predictably on pole was Bob with Kevin (Nat) and Richard (Int) also on the front row. At the start Bob steamed off into the horizon but Kevin like the proverbial Jack Russell was hanging on in there in 2nd. Richard driving very well in 3rd. Some way back but doing well was National novice Rowland Tompkins. Just behind him was Neville Robinson (Int) doing quite well until the 8th lap when he was forced to retire. By the middle of the race Bob and Kevin were lapping the back markers. At the finish Bob was overall winner ahead of quick Kev and only two drivers failed to finish.

#### FINAL RESULTS

National: 1st Kevin Mason, 2nd Rowland Tompkins, 3rd Robin Hildick.

International: 1st Bob Kennings, 2nd Richard Budd, 3rd Martin Hobbs.

And so we concluded yet another enjoyable meeting. Thank-you to all drivers who gave praise and to all the rest for making the day run smoothly for the officials.

A get well wish to Ian Dolman who is recovering in Hospital after a nasty motorbike accident.

Also to Keith Reynolds who whilst pushing his son in a race was hit by a Kart posing as a Steam Roller. Best wishes for speedy healing Keith.

Liz Peters



Janine Martin, Senior Britain.



## CLUB SCENE

### Chasewater

#### CHASEWATER WHEELS AT BIRMINGHAM — 9TH APRIL, 1989

With ever increasing numbers at Wheels at the track becomes better known and word gets round that it is an interesting Circuit to race at. All classes were well represented excepting 100 UK, 125 Nationals and 210 Nationals having their respective Challenge rounds. The Senior Britain class had to be divided and there were good entries for both 250 Nationals and Internationals. The racing day ran smoothly and the day was finished at a very respectable time. The Circuits mid way landscaping was overshadowed by glorious sunshine for the duration of the day.

#### JUNIOR BRITAIN

Again there was an increased number of Juniors to the last Meeting approaching the large number we had entering last year as the season gets into full swing. Nik Berriman in splendid current form is opening up quite a lead in the club championships ahead of his nearest rival Paul Kennings who has had some bad luck in the early part of the season. In fact in the heats it was a win and two seconds for Nik the other drivers proving to be the ones to watch were Simon Manton, being close on the tail of Nik. Bromsgrove member Gareth Hunt after a disappointing first was well placed in the next two heats. Paul Kennings had found near on his usual form although not having a win had consistent upper quarter placings. Simon Adams was also a noted driver showing a very determined drive in all of the heats having a lie back driving style which picked him out from the rest of the field.

Of the novice drivers Paul Howes was doing very well until a thankfully non serious accident appeared to have unnerved him. We also had a female entrant in this race which I believe was only her first or second race and that was Stephanie Appaddo's sister Gilliane.

#### HEAT RESULTS

**Heat 1:** 1st Simon Manton, 2nd Nik Berriman, 3rd Paul Kennings.  
**Heat 2:** 1st Nik Berriman, 2nd Simon Manton, 3rd Simon Adams.  
**Heat 3:** 1st Gareth Hunt, 2nd Nik Berriman, 3rd Simon Manton.

#### FINAL

The front row consisted of Nik and Simon Manton but a good start had Simon in the initial lead but Nik wasn't to allow that to be the case for too long and by the second lap Nik was in the front. Third and fourth places were also being well fought in the early stages by Paul Kennings and Gareth Hunt and as the race progressed Peter Budd was also making ground and challenging for the upper positions. Mid way Gareth was just in front of Paul in 4th place but Peter managed to slip passed Paul to separate the two. Just behind these were Simon Adams making a strong bid to move up the field and also in there was Jonathan Philips and Paul Knapton. As the race progressed Nik and Simon were noticeably pulling away from the rest of the field but the two of them were engaged in heavy battle for the premier position Simon pushing Nik hard all the way. Calm driving by Nik kept him just ahead of a determined Simon until the penultimate lap when an unsure novice hindered Nik giving a quick Simon the opportunity we had been waiting for all race to slip past an un-

fortunate Nik and become the eventual winner. This was one of those races were you felt both drivers Simon and Nik deserved equal Honours. Good racing lads.

**Results:** 1st Simon Manton, 2nd Nik Berriman 3rd Gareth Hunt, 4th Paul Kennings.

#### SENIOR BRITAINS (non restricted)

Due to numbers being in excess of the grid number the Britains were divided into restricted and non restricted.

With the restricted drivers it was very much open as to who was likely to be the eventual winner. In the heats there were wins for Lee Jones, Paul Browning and Kevin Newman. There were also highly placed drives from Paul Shuck, Richard Blenkinsop-Few, Chris Winter, Andy Collins, Dennis Howes and Roger (I'm a sucker for punishment) Davies again entered in the 100 Nationals as well as his own class.

The uncertainty of the heats promised some very exciting and competitive racing in the Final and thats exactly what the spectators got.

**Heat 1:** 1st Lee Jones, 2nd Richard Few, 3rd Chris Winter.

**Heat 2:** 1st Paul Browning, 2nd Dennis Howes, 3rd Richard Few.

**Heat 3:** 1st Kevin Newman, 2nd Roger Davies, 3rd Andy Collins.

#### FINAL

On the front row it was Kevin Newman on pole with Chris Winter alongside him. At the start it was Kevin who nipped into the lead where he is so often these days. Chris just behind in second place was really out for it today and this was reflected in his driving which was more forceful than we are used to seeing off this quiet chap. By lap 2 Chris had overtaken Kevin and was forging ahead with each subsequent lap. Just behind Kevin was Roger Davies who in lap 6 took second place away from Kevin but in lap 8 Roger was out allowing Kevin to resume his pursuit of Chris who was by now opening up a commanding lead ahead of the rest of the field. Just behind Kevin was Dennis Howes moving up into 3rd from 4th. Paul Browning in his first season as a Senior was having a tremendous drive in 4th place and just behind him was a remarkable drive from a repercharged novice Lee Brookes. Lee Jones again in his first season as a Senior was in contention for a top placing.

As this entertaining Final neared its end it was clear that Chris Winter was in a class of his own today and nobody was able to take this well deserved win away from him.

**Final Results:** 1st Chris Winter, 2nd Kevin Newman, 3rd Paul Browning, 4th Lee Jones, 5th Andy Collins, 6th Tim Stewart.

#### SENIOR BRITAIN & 100 UK (restricted drivers)

The novice drivers in these classes showed that there was some very promising drivers looming in the background. In the heats it was Lee Brookes a visiting driver who had two wins and Steve Woods had the other. The heats exhibited close racing particularly between the top 5 or 6 drivers. In the final the first four were repercharged to the rear of the 'A' Final but as is so often the case this proves too much for the majority of engines with 3 of the 4 failing to finish.

#### HEAT RESULTS

**Heat 1:** 1. Lee Brookes, 2. Steve Woods, 3. Mark Gilmour.

**Heat 2:** 1. Lee Brookes, 2. Mark Gilmour, 3. Steve Bell.

**Heat 3:** 1. Steve Woods, 2. Richard Johnson, 3. Mark Gilmour.

#### FINAL

On pole was Mark Gilmour with Steve Woods alongside. At the start it was Steve who took the early lead just ahead of Lee who had a flying start into second place. Mark Gilmour was just behind these two in 3rd. Richard Johnson (UK) was doing well in 4th place these four in a good nose to tail race at the beginning of the race. As the race progressed Lee went ahead of Steve to take the lead and opened up a slight lead towards the end of the race. Mid race Richard Johnson lost his place allowing Mark Gilmour to move in front of him with John Bramwell close behind. At the finish it was a win for Lee Brookes who with next three lived to fight again in the 'A' Final. Craig Dollery just missed out.

**Final Results:** 1st Lee Brookes, 2nd Steve Woods, 3rd Mark Gilmour, 4th John Bramwell.

#### 100 NATIONALS

As with the rest of the Class one groups the 100 Nationals were greatly increased in numbers to previous meetings. Just under half the entrants were novice drivers of whom there were noticable performances in the heats from Jason, Aaron and Mark Bird. Of the others there were two wins for Alexis Peake in quite convincing style. Steven Narbeth from Cardiff had the other win and attained a 2nd and a 4th. Alan Edwards was also in contention although not having it all his own way as has been the case in previous meetings. Terry Haddon was off form although he had a good 2nd in the second heat. Dave Homer was well placed in all three heats and Roger Davies out there again had two good results and a no finish. Alistair Boyd finished all three heats in the top 5 earning himself a good grid position for the Final.

#### HEAT RESULTS

**Heat 1:** 1st Alexis Peake, 2nd Dave Homer, 3rd Alan Edwards.

**Heat 2:** 1st Steven Narbeth, 2nd Terry Haddon, 3rd Dave Homer.

**Heat 3:** 1st Alexis Peake, 2nd Steven Narbeth, 3rd Alan Edwards.

#### FINAL

On pole was Steven with Dave Homer alongside. At the start it was Steven who was first off the mark and went into the lead ahead of Dave. Alan Edwards was in 3rd and just behind him was Alexis Peake. Alistair Boyd failed on the start but managed to get going and after making very good progress up the field after being a lap down was disqualified for outside assistance. As the race progressed Steven held onto the lead until the 5th lap where Alexis who was flying overtook to take the lead. Once he was in the lead Alexis opened quite a commanding lead. Nearing the end of the race Dave who had been constantly worrying Steven managed to sneak past and take 2nd place. Just behind the three leaders were novice drivers Jason Bird and Mark Bird (no relation) although they were having a close race Mark couldn't quite get past Jason. Only two non finishers resulted in an interesting race more so for the undisputed winner Alexis Peake.

**Final Results:** 1. Alexis Peake, 2. Dave Homer, 3. Steven Narbeth, 4. Jason Homer, 5. Mark Bird.

#### COMBINED 125 NATIONALS, OPEN, P&R AND 210 NATIONALS

The effect of the various challenges showed on the numbers in these classes but those present still gave the spectators some exciting races to watch.

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By the time this is printed those qualified for the 1989 Super One Series will know who they are and have raced the opening round, indeed two if one includes Langbaurch... and those who haven't will be considering a very different season from the one they envisaged. Although this column is critical of the way the qualifying round were conducted, criticism incidentally directed at not just the clubs but at the Super One organisers, there is not doubt that the concept of qualifiers is sound. Nevertheless there are some surprising omissions from the National grid. One should have been there on sheer speed but a marked inability to finish races did for his chances. Another 'should have been' is Oz Zip kartist Jeff Krebbekx whose undoubted talent was frustrated by lack of testing time. His spectacularly improved form at Clay Pigeon, by then too late to make any difference, should have silenced critics of his 'Australian Rules' approach (Hi Iain) and demonstrated that he has come to terms with the British way of karting. In Senior Britain Graham Pettit showed his class with an exhibition of speed leavened with good sense, giving Red Dragon racing much cause for optimism in the Series proper. Super One organisers have announced a very fair system for controlling tyres in National and Super:-

Dear Competitor,

Slick Tyres for 100 National and 100 Super National

The Super One Organisers have made a decision regarding tyres for the Super One Series. The tyres must be purchased on the Saturday prior to raceday before 5pm from the Series Organisers at a cost of £85.00 per set. In the event of any driver not wishing to purchase new tyres at every round they must comply with the following procedure:

1. Parc-Ferme Marshall must be informed prior to racing that you want to use your tyres for the following round.

2. The tyres must be taken immediately from the circuit to the Parc-Ferme at the end of the day's racing.

3. Any tyres taken back to the pits at the end of the meeting will not be allowed at the following round.

4. The tyres will be distributed by the drawing out method on Sunday between 8.00am and 9.00am. This decision has been taken to ensure that all the tyres are of the same compound giving all drivers an equal chance.

The first Super One round at Fulbeck was a timely reminder of how, at its best, karting can be very good indeed. The event was held in good weather conditions, there was excellent racing in all classes and the organisers should be congratulated on a job well done. Yes Pat take a bow!

Steve Brogan's drive through the field in 100 Super was particularly noteworthy while a nail-biting duel between Beasley and Flynn in National bodes well for the rest of the series. . . .

The first round of the European CIK Championship recently took place at Montpellier for Super Cento and 135 Formula K competitors. To bring the top rank of Class One karting into line with international motorsport some new FISA-like regulations have been introduced. Competitors are now required at the start of the season to nominate a team manager and their chosen brand of chassis, engines and tyres. They may change any of these only once during a season (not less than six days before a meeting) and must participate in all rounds of the Championship or be subject to a hefty fine. The opening round saw many top 100cc drivers from last year move up to the 135 class which is still largely an IAME

# Class 1 Column

benefit, indeed Emmanuele Collard won the race on Kali/Komet equipment.

Collard's compatriots, Olivier Couvreur and Jean Jaques Boullion have both graduated to car racing this year. In 100cc the situation is less clear cut but while Rotax undoubtedly have maintained their advantage the Merlin/Atomic runners showed considerable pace, Britain's David Cuff amongst them.

At Jesolo in the second round it became clear that Parilla do now have a competitive motor, the TT36, winning the 100cc event. The engine situation is now quite open in 100cc, with PCR's own motor as well and their Atomic (by Merlin), with Tecno, Parilla and Dino and Rotax all in contention, although Rotax still rules numerically. The obvious omission remains DAP who retired hurt at the end of last season from the class they once dominated, their 'numero uno' Orsini now uses Birel/Rotax equipment.

Whilst this column can only applaud any effort made to further karting as a sport, the RAC's wholehearted endorsement of the "Motor Sport Complex" (sic) at Langbaurch must be seen as somewhat premature. For all the laudable aims of this imaginative, some might say over ambitious project, can the decision to award two of the most prestigious meetings of the Class One calendar, (the 100 Super RAC Championship/100 National Championship and round 2 of the Super One series) to an as yet incomplete circuit really be justified? A number of people returning south from Felton called by at langbaurch en route and were hard put to reconcile the reality of a desolate post-industrial wasteland with the PR coming from Teeside Development Cor-

poration (regenerating private sector interest) and their friends at BBC's Top Gear.

However, the new club formed to run karting events there has the good fortune to have the respected Ken and Alice Wright at the helm and their enormous experience should ensure a high standard of organisation.

Long term, Langbaurch will no doubt be a major player in the motor sports game although its uncompromising geographic location, just south of Newcastle, will surely limit its popularity, especially as far as competitors from Europe are concerned. It is to be hoped that trying to do too much too soon will not damage the longterm prospects of such a promising venue.

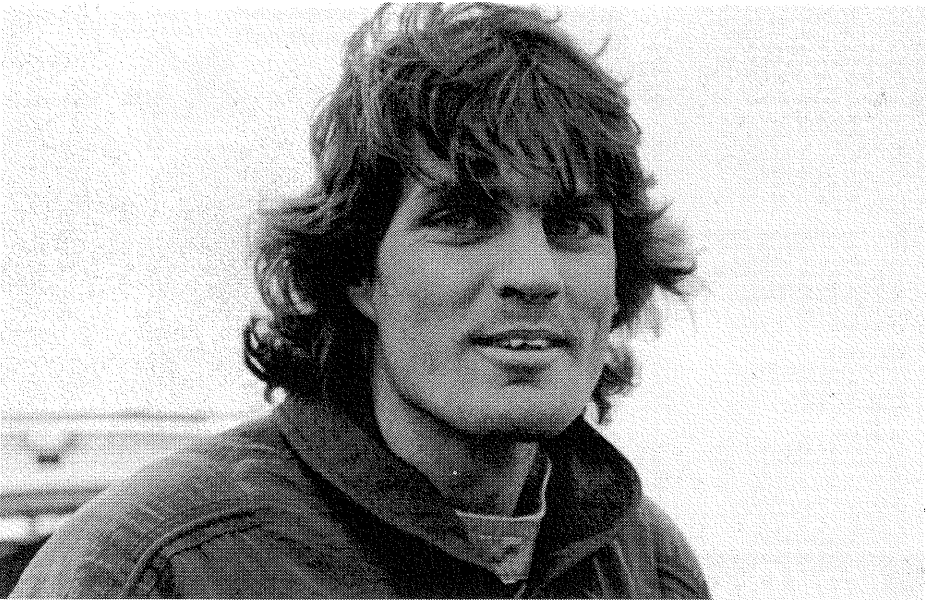


Andrew O'Hara (Sprint/Rotax), a consistent front runner, was unlucky in the British when he and Gary Moynihan went off when fighting for the lead on the last lap.

The date of the projected Intercontinental 'A' CIK meeting at Langbaurch has been confirmed as August 13th, presumably the Super One round at Felton will be moved. Regulations and publicity should now be in hand if this excellent idea is to attract a good entry. . . what tyres are eligible and, more importantly, what motors, if CIK, then 1989 Atomic/Dino/Parilla/PCR and even '89 Rotax can be used.

### Short Cuts. . .

The front row at the first round of the German Formula Three Championship included Michael Schumacher, the 1987 European Intercontinental 'A' Champion while in Italy Alessandro



Works Kali driver in 135cc karting in Europe, Richard Weatherley, and his Race Tech Team also contested the Super One series in this country and won it. (All pics on pages 6 and 7 by Beverley Heath)

## CLUB SCENE

of which he has plenty, to eventually get past Steve Goodbear. Paul Elliott, Mike Bowden and Alan Murphy, all dressed in blue and driving bumper to bumper looked like one long kart for six laps. Steve Horlock had an unfortunate seize at the fast end of the straight. A slight contretemps going into Billy's transferred six machines onto the soft stuff and left Edward Moore on the tail of Richard Robinson. The ensuing duel between these two was pretty to watch and while Moore managed to get alongside Robinson a couple of times it was the latters line into the corners that eventually won the day by half a length. Brothers John and Ken Boardman were both in the middle of the action throughout the day with Ken earning his place in the A final while John, having spun off on the last lap of heat one, managed to get an extra race in by coming third in the C final. Malcolm Budd well and truly demonstrated the potential of 100 UK by being noticeably competitive in all his races. The C final was won in style by Paul Hann with novice Mathew Best in second place. This final had to be curtailed after Steve Goodber went into the tyres at the hairpin and damaged his leg — we hope you are back with us soon Steve. The Senior Britain A final had all the ingredients of kart racing at its best and we were not disappointed. Unfortunately Mark Smith oiled up on the second row, so from the green light it was Marsh who was first into Billy's with Clark and Cleal right on his heels. These three opened up a slight cushion ahead of a terrific scrap for fourth place between Alan Smith, Jonathon Cullum, Graham Wallace and Mills. On lap two Cleal somehow or other sneaked inside Clark who took a wide line at inside bend, but Clark sorted himself out down the straight and found a lean enough mixture to regain his position as they entered Billy's for the third time. This interchange for second place was all taking place less than a kart length behind the leader. Clark got past Marsh on lap seven and the front three then stayed neck and neck up to the flag. Even though attention was focused at the front there was plenty to watch further back. Steve Prickett held off a determined challenge by Roger Smalley who in turn was continually under pressure from Peter Redrup, while Simon Moulton led a middle group of eight karts which included Mike Horder, Page, Burwood, Moore, Mark Smith making places every lap, and Murphy. The encouraging aspect of these senior races was the small number of non finishers which, combined with clean, competitive driving provided the type of exciting karting which the many spectators loved.

Vic Sirett

RESULTS		
1st	Jamie Davis	Wright/Parilla
2nd	Richard Whiteley	DAP/Scorpion Parilla
3rd	Julian Thomas	Wright/Parilla
250 GEARBOX		
1st	Keith Bisp	Dino/KMP Honda
2nd	Trevor Harvey	Dino/KMP Rotax

125 OPEN		
1st	A Wichello	Stratos/Rotax
2nd	Bob Blight	Allkart/TM

125 NAT NOVICE		
1st	Chris Sparrow	Anderson/Rotax

125 NAT		
1st	Mark Powell	Zip/Goff Rotax
2nd	Andy Clark	Anderson/KMP Rotax
3rd	Andy Griffiths	Anderson/Rotax

SENIOR BRITAIN		
1st	Andy Clark	Wright/Parilla
2nd	Richard Marsh	Boxer/Parilla
3rd	Anthony Cleal	Dino/Parilla

100 NATIONAL		
1st	Neil Hann	Dart/Sirio
2nd	Martin Moore	Wright/Rotax Parilla
3rd	Russell Hicks	Kart/PCR Rotax

strating some quite exceptional skills in a nose to tail race. From the start Harvey managed to be first into Billy's and for the next ten laps he had to endure some most persistent attention at his rear from Bisp. This is how it stayed until Harvey became attached to a back marker on inside bend and was obliged to go into the country. Bisp took advantage of this mishap, sneaked through on the inside after a quick stab at the brakes and took the flag with a persistent Harvey in hot pursuit in second place. Wonderful to watch.

100 NATIONAL  
With a grid of twenty two the bookies were forecasting some good stuff in this class and we were not disappointed. The Nationals demonstrated plenty of well controlled, close and competitive driving which was a credit to the participants. Lee Rennison's first, third and fourth in the heats earned him the final pole, but Neil Hann, Biff Harris and Bobby Game were always well up and there was very little between them. Ashley Sinclair was in the first four during the heats and this also placed him well for the final. The heats were great. Again full marks to the drivers for the large numbers that consistently completed the course. However we would wish to draw Francis Wood's attention to the fact that you should not go cross country from the hairpin to outside bend. The middle runners, lead by Stephen Day, provided plenty of entertainment with Christian Baker, Simon Barrett and Richard Ayling always together — but trying not to be. Trevor Rowland and Martin Turner managed to keep out of trouble to finish well in the centre of the field. Not surprisingly the final attracted the attention of most pit workers. This was a first class race with Rennison, Hann and Day producing some superb driving as the front three. Unfortunately Rennison and Day were obstructed by a back marker and ended up in the parking area. This allowed Hann, possibly with some relief, to relax a hit and be first past the flag followed by Martin Moore, Russell Hicks and Lee Loder.

RESULTS		
1st	Jamie Davis	Wright/Parilla
2nd	Richard Whiteley	DAP/Scorpion Parilla
3rd	Julian Thomas	Wright/Parilla
250 GEARBOX		
1st	Keith Bisp	Dino/KMP Honda
2nd	Trevor Harvey	Dino/KMP Rotax

125 OPEN		
1st	A Wichello	Stratos/Rotax
2nd	Bob Blight	Allkart/TM

125 NAT NOVICE		
1st	Chris Sparrow	Anderson/Rotax

125 NAT		
1st	Mark Powell	Zip/Goff Rotax
2nd	Andy Clark	Anderson/KMP Rotax
3rd	Andy Griffiths	Anderson/Rotax

SENIOR BRITAIN		
1st	Andy Clark	Wright/Parilla
2nd	Richard Marsh	Boxer/Parilla
3rd	Anthony Cleal	Dino/Parilla

100 NATIONAL		
1st	Neil Hann	Dart/Sirio
2nd	Martin Moore	Wright/Rotax Parilla
3rd	Russell Hicks	Kart/PCR Rotax

## Kimbolton

### SUNDAY 9th APRIL ROUND 2, 210 and 100 UK

For this opening round of the 1989 RAC Cadet Series the majority of entries turned up for official practice, so much so that after lunch they had to be split into two groups, (the event was covered fully in last month's issue). A number of 100 UK contestants came along to sort out their equipment but the majority of the 210's obviously preferred to save their engines until Sunday. It was good to see a good number of drivers making the trip from north of the border in both Cadet and 100 UK with Craig Murray and M. Bruce displaying the 'S' plate.

210 CHALLENGE  
Heat 1: 1st T. Thacker, 2nd J. Mobbs, 3rd K. Edwards.  
Heat 2: 1st C. Breeze, 2nd J. Mobbs, 3rd T. Thacker.  
Heat 3: 1st J. Mobbs, 2nd C. Cattermole, 3rd L. Sifleet.

Colin Breeze won the second heat but seized on the run down lap, he had not completed the other heats. Nicky Amps punctured and bend an axle when leading the first heat. Could these two drivers find the consistency of John Mobbs and Tom Thacker? Breeze answered the question by leading after one lap, building up a cushion over the rest and then choking his carburettor just like the 100's as the opposition tried to reduce his lead. Amps worked hard and progressed steadily, finally ousting Cattermole from second on lap 15 but with one lap to go he pulled out. Breeze won from Cattermole with Thacker taking third after a steady drive.

100 UK GOLD CUP  
Heat 1: 1st B. Tully, 2nd N. Smith, 3rd G. Parker.  
Heat 2: 1st N. Smith, 2nd B. Tully, 3rd M. Bruce.  
Heat 3: 1st B. Tully, 2nd G. Longbottom, 3rd R. Bouse.

Smith snatched the lead at Stow and was chased by Tully, Bruce, Parker and Longbottom. The leading four pulled clear and gave us an excellent race of cut and thrust for the whole 2 laps. Smith held off Tully for 5 laps but a mistake at Stow let in Tully and Parker with their local track experience. Tully was pressed hard but drove a tight line while Bruce moved up to third and challenged the leaders. After the end of a tense race Tully pulled three lengths clear of Parker with Bruce and Smith very close and a lonely McKenzie taking fifth.

Duncan Taylor		
210 CHALLENGE		
1st	C. Breeze	Stratos/Villiers
2nd	T. Thacker	Invader/Invader
3rd	J. Mobbs	Aero/MSPE
4th	P. Denyer	Zip/Invader
5th	L. Sifleet	EDR/Invader
6th	K. Edwards	Lazer/Invader
7th	V. Burgess	Dino/Villiers
8th	M. Wilkes	Stratos
9th	A. Goodhall	Dale/Invader

100 UK GOLD CUP		
1st	B. Tully	Colt/TKM
2nd	G. Parker	Zip/TKM
3rd	N. Smith	Superdart/TKM
4th	M. Bruce	—/TKM
5th	J. McKenzie	Gillard/TKM
6th	R. Hind	Jetta/TKM



## CLUB SCENE

tin James who charged off in the lead from Glen Clarke, Nigel Puddiphatt, Gary Witts and Steve Weatherhead. But Clarke's race was short lived as his machinery gave up on lap 2. It was still James with a good lead now from Puddiphatt, Witts, Weatherhead then Chris Flitney, Alan Poole and Andy Worton. Lap 6 saw Poole retire as Flitney was making ground all the time and was soon up to 3rd. James still led easily followed by Puddiphatt (ZIP GPN), Flitney, Weatherhead, Witts and Worton. Now more troubles started as Witts has the mechanical warning flag forcing his retirement and Weatherhead's clutch cover came adrift going through his tyre. Just when it looked as if James had an easy win he fell out with a broken drive chain only two corners before the flag. What bad luck! **Final:** Puddiphatt, Flitney, Worton, Kim Sutch, Chris Wright.

### SENIOR BRITAIN CLUBMAN

**Heat 1:** 1st Mick Broadhead, 2nd Andy Hingston, 3rd Stuart Turner.  
**Heat 2:** 1st Paul Scott, 2nd Mick Broadhead, 3rd David Dixon.  
Another full grid here with half of them on black plates. Mick Broadhead was on pole but it was Andy Hunt from the second row who made the running from Broadhead, Scott, Malcolm Francis, David Dixon and Mark Scruton still a novice. There was nothing in it between the first three of Hunt, Broadhead and Scott as Dixon went out leaving Francis and Scruton next up. On lap 11 Scott slipped his way by into the lead as Hunt dropped back to 3rd. This was a grand race between these three. Broadhead then took a turn at leading with his Wright from Hunt with Scott now out of it. Into 3rd came Francis with Wayne Langlois 4th and then Scruton 5th.  
A very close race to the line saw Broadhead just holding the lead to win from Hunt. Scruton in 5th was later excluded.  
**Final:** Broadhead, Hunt, Francis, Langlois, Michael Moore, Turner.

### 100 NATIONAL

**Heat 1:** 1st Paul Wilkes, 2nd Lee Burford, 3rd Tony Edney.  
**Heat 2:** 1st Paul Wilkes, 2nd Lee Burford, 3rd Kienchi Uesujo.  
Paul Wilkes, winner of both heats with another 19 karts behind took the lead from pole on the grid. He was followed by Lee Burford, following the pattern in the heats. Next up came Tony Edney, Steven Narbeth, Dave Baker, David Horner and Kienchi Uesujo. It soon became clear that Uesujo was climbing up through the pack very quickly. Wilkes held a commanding lead from Burford. With 2 laps to go Uesujo was up to 3rd from Edney, Narbeth, Stuart Baker and Dave Wilson. There was too big a gap for Uesujo to catch the two in front so Wilkes won on his Wright/Rotax.  
**Final:** Wilkes, Burford, Uesujo, Edney, Narbeth, Barker.

### SENIOR BRITAIN SUPER

**Heat 1:** 1st Martin Verity, 2nd Garry Mathews, 3rd Simon Broad.  
**Heat 2:** 1st Martin Verity, 2nd Jan Herbert, 3rd Garry Mathews.  
Yet another full grid so with Verity on pole the question was could Garry Mathews or anybody else catch him. From the change of the lights Verity took off ahead of Mathews then Nick Watkins. An unfortunate accident on lap 2 at Hangar Bend took out Watkins and Simon Broad, two of the front runners, both drivers fortunately escaping unhurt.

Still Verity on his Wright/Parilla ahead from Mathews, David Broad, Mark Beddall and Mar-

tin Sears. These last three were having a real close race. Next along was Richard Wallington in 6th but he later dropped back down the field. By lap 10 the order was the same except that Guy Wood had made progress through to 6th place (having had an off in the heats).  
By the flag Verity had a big lead from Mathews in turn with a big lead over Turnbull, Wood coming up to 4th.  
**Final:** Verity, Mathews, Turnbull, Wood, Sears, Neil Robinson.

### 250 NATIONAL

**Heat 1:** 1st Chris Tomkinson, 2nd Pat Tomkinson, 3rd Phil Hemes.  
**Heat 2:** 1st Mark Allen, 2nd Phil Hemes, 3rd Chris Tomkinson.  
With the 250 Nationals having such a good entry of 20 they ran separate from the 250 E's, and it was really good to see so many. I expect they all wanted to get plenty of race time in before the Hesketh Cup. Mark Allen led off the start but for only a few hundred yard before his gear shaft broke. Phil Hemes took up the challenge from Chris Tomkinson, Lenny Knox, Rowland Tompkins, Phil Grocott and Ed Mellar.  
Chris Tomkinson (Dino/KTM) passed Hemes for the lead followed by Knox into 2nd, Hemes holding 3rd from his team mate Tompkins then Gary Long and Grocott. Knox challenged for the lead and a tense moment resulted on the last bend when the leading three caught up a back-marker However Chris emerged in the lead to take the flag.  
**Final:** C Tomkinson, Knox, Hemes, Tompkins (novice), Long, Grocott.

### 125 NATIONAL

**Heat 1:** 1st Steve Puddiphatt, 2nd Mark Tuckwell, 3rd Alan Whichello.  
**Heat 2:** 1st Dennis Gale, 2nd Steve Puddiphatt, 3rd Bob Bagley.  
A first and second in the heats put Steve Puddiphatt on pole with a grid of 20 quick karts. Dennis Gale was alongside with Rob Bagley and Alen Dell completing the front row. However it was Gale who went to the front from Bagley, Dell, Tuckwell and Puddiphatt. Soon Puddiphatt was challenging Tuckwell and Dell for 3rd and by the fourth tour he was through and off in pursuit of Bagley with Gale still in the lead.  
Bagley now challenged Gale until on lap 10 when he passed with Puddiphatt still 3rd, a gap to Nick Costins up to 4th from Dell and Tuckwell. With three laps to go Puddiphatt got up to 2nd chasing Bagley. Costins went out leaving Tuckwell in 4th, Alan Dell 5th followed by wife Maggie in 6th. Puddiphatt now heard some worrying engine rattles and settled for 2nd, Bagley on his Dino/Rotax having a good win.  
**Final:** Bagley, Puddiphatt, Gale, Alan Dell, Tuckwell, Mark Goulding.

by L Allen/G M Smith

## Clay Pigeon

SUNDAY, APRIL 9th

**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

The second round of the club championships

this month combined with one of the 125 challenge rounds. The combination of fine, dry, weather and an entry of over 150 drivers made this one of the busiest and most entertaining seen at Clay for a very long time. Congratulations must go to clerk of the course Tim Dods-well and his team of officials for running a tight and variable programme with commendable smoothness. This meeting also commemorated the Senior Britain 'Rob Francis Memorial Trophy' which is presented annually in memory of Rob Francis, one of Clay's more ardent supporters.

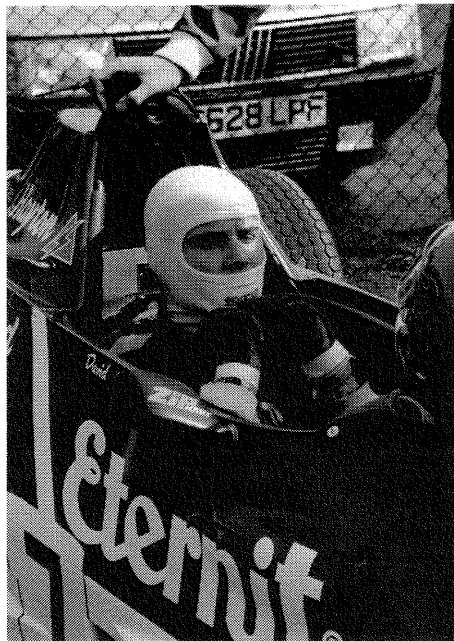
### JUNIORS

Some good stuff in this class with the middle drivers fairly evenly matched and Jamie Davies showing the quality by winning all three of his heats, Jamie's nearest rival was Richard Whiteley with a second and third in the heats, while Jamie Patten, Julian Thomas, Robert Cullam, Alan Kinch and Damien Tigwell were always in contention to make the front rows for the final. Some notable incidents during the heats were Stuart Freeguard coming out of the straight fast enough to go straight across the grass at Billy's, James O'Neil checking the height of the kerb at the hairpin trying to turn inside Ben Fitchett and some good scraps between Jonathon Downer and Michael Graham which, on average, Michael won more often than not. There was also very little between Jamie Wood and Jason Cox who were on each others tails all day and only separated on the odd occasion when Simon Oliver managed to split them up. Novices James Lane and Ben Brown showed splendid skills and concentration for relative newcomers to the sport and both deserved their places on the eighth row for the final. Speical attention must go to lady driver Nicola Webb who drove steadily throughout and always looked as if she would finish — which she did. Stuart Freegard won the B final with ease and was followed through to the A by Benedict McLoughlin, Mathew Isgrove and Simon Spearing. Jamie Davies took the lead in the final and held it throughout while Richard Whiteley managed to hold off Julian Thomas with relative ease for the second spot. The even matching for final grid positions meant there were few occasions for overtaking with the exception of Stuart Freeguard who started at the back of the grid and finished in sixth place after a most spirited display. The most consistent middle runner was Richard Williams who had two good finishes in the top ten during the heats and was always in the midst of the action to hold his final start position through to the chequered flag.

### SENIOR BRITAIN

This class was dominated by Richard Marsh, Andrew Clark and Anthony Cleal who between them provided some of the best racing seen at Clay for a long time. The technical performance and driving ability of these three were so closely matched that it was always anybody's guess who would end up in front. Though there was never any doubt that if the front runner ever made an error of skill or judgement — which very rarely happened — then the one behind would get through. Nevertheless, whilst the accolades understandably go to those at the front there was also some spirited competition throughout the whole field with Mark Smith and Richard Page both winning one of the seven heats, while Alan Smith, Kevin Mills, Stephen Hall and Alan Murphy were all deserving of places in the front four rows of the final. With fifty four entrants there was always going to be some interesting racing in the middle of the pack. Some more memorable moments during the heats were provided by Arthur Wood having to use all his guile,

Zanardi shared the front row wth Gianni Morbidelli. At Monaco the prestigious Formula 3 support race to the Grand Prix includes not only Zanardi and Morbidelli but Bonnanno and Yvan Muller too. Meanwhile David Coulthard continues to dominate the Junior Formula Ford series, he won at Silverstone from Terry Fullerton whoi now drives a Van Dieman. TF's defection from his much publicised Swift deal was a consequence of his commitment to run Ralph Firmin jnr in karting — a conflict of interest according to Frank Bradley. Young Ralph remains on Wright equipment this year.



David Coulthard's transition to cars has made him unbeatable. Zip stickers crop up on makes these days. . . .

Richard Weatherley, long Britain's top contender in European karting, has finally announced plans to go motor racing in Formula Ford. His smooth, rapid driving style should suit cars at least as well as karts; the only question is why did he wait so long?

## Rowrah

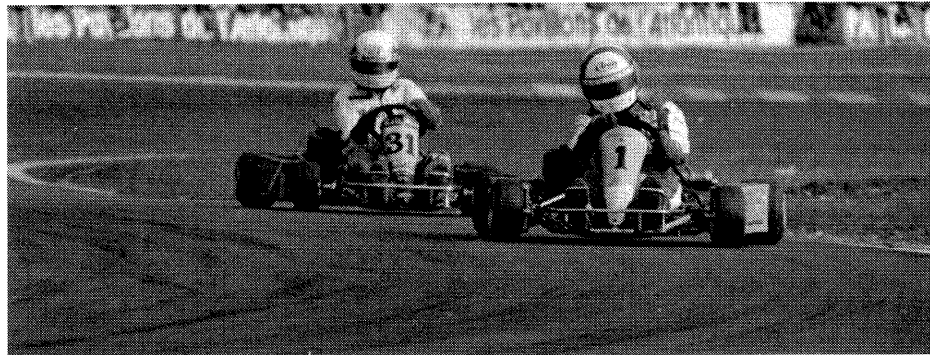
SUNDAY, APRIL 9th

**A dry but dull day greeted the 90-plus drivers who graced our circuit a couple of weeks after Easter. The programme showed a few strangers in our midst especially in the Junior Britain class (no doubt spurred on by the qualifier in June), although there were many more besides. Everyone was most welcome indeed and we started proceedings as usual with the Cadets.**

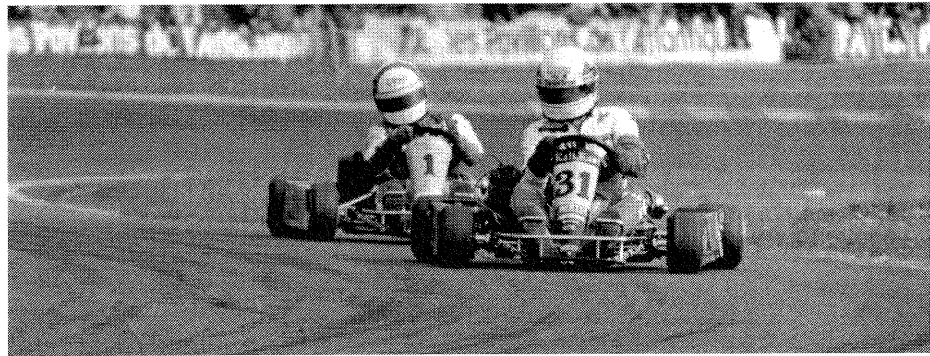
### CADET

Three wins gave pole to Mark Nadolski, rapidly turning into a demon competitor at Rowrah. Paul Jones sat alongside with Thomas Ford and Andrew Park on row two. Stacey Fell and Marc Rotherham held the third rank with Robert Wilson and Jonty Robson lined up on the fourth.

From his pole position, Nadolski wasn't about to make any mistakes and he did just that, sailing away to a comfortable win. Paul Jones and Thomas Ford held on to their respective grid placings and wound up in the end in second and third. Andrew Park was placed in 4th initially but went missing for a few laps and went for good at around half distance. A battle which raged all race long for 4th was finally settled in favour of Robson with Rotherham missing out.



Last year Simoni almost won his second World 135cc title, but. . . .



. . . . Mike made it his fifth!



This was rumoured to be Red Dragon Racing's entry. . . . It completely ignored the trend to 6" rims and sat forlornly in the scrutineering bay awaiting the promised RKD "Rotax Beater" which sadly had been lost by Securicor.

### JUNIOR BRITAIN

Recognised Junior hotshot, Brad Lintern, won the three heats and plonked himself on pole for the final where he shared the front row with Alan Mackay. Row two belonged to Nathan Ferriday and Phillipe Guijarro with Nick Smith and Stephen Laird on the third.

Lintern, as the heat form suggested, led from lights to flag but was shadowed all the way by Mackay, one of the rare occasions that Alan has been beaten on "home" territory. After a steady enough first lap, things changed a bit on the next tour as Guijarro and Ferriday went off to restart well down the order. That little bit of excitement let Richard Westbrook, charging well from the 4th row, up to a 3rd place he was to keep to the flag. Guijarro was still in the hunt in 4th, although pressured by Smith all the way with Stephen Laird and Steve Wilson close at hand as well as the recovering Ferriday, that turning out to be the final order at the flag.

### 100 BRITAIN

Chris Rankin put himself on pole again with a good heat win with Andrew Unsworth alongside having taken one of the other heat wins. Michael Andrews and Duncan Bullock took station on the second row with final heat winner, John Jenkinson and Nick Preston on the third.

Unsworth got the jump at the lights with Rankin close behind and the rest filing through in mob order. Within a lap, Rankin was up into the lead and was not to be headed all the way

to the flag. Andrews was currently in 3rd place but on the receiving end of some pressure from Jenkinson who would harry him for many laps. The first to crack wasn't Andrews but Unsworth who slipped back a couple of places behind Andrews and Jenkinson at the halfway point. The pressure from Jenkinson didn't stop there and he was rewarded two laps from home as he took 2nd place behind Rankin. Unsworth was third from Duncan Bullock, Kevin Barton and the March winner, Mark Walker. Where did Andrews go? Well, he dropped back to 8th when Jenkinson made his move and was denied a trophy. Better luck next time.

### 100 NATIONALS

A touch of controversy here (so what's new!!) as Alex Jack was trying out a new Parilla TT36 as a performance guide against the Rotax. He was happy not to race for a trophy but was miffed at being excluded from the final when using the Austrian mill. With me so far? Good. Right, here are my thoughts. First, Alex's pole shouldn't have counted as he gained it using the illegal motor. Second, his pole would have been OK had he not switched to the Rotax for the final. Solution: If you are going to bugger about with the regs a) let us know and b) stick to what was agreed. Right now to the racing.

Two wins to Alex gave him pole (sic) where he would do battle with ace Rowrah pilot, John Docker. Nick Stamper and Carl Antrabus would share the second row with Don Ashbridge and Stu Davison on the third.



As expected, Jack zoomed off into the distance but had the penalty of exclusion hanging over him and wouldn't figure in the results. That left Docker in the lead at the end of the first lap but his joy was short lived. The second tour saw his very quick TKM gain some unwanted air-conditioning as the conrod let go. That left Stamper in control with Antrobus snapping at his heels, as he was to do right to the end. Third place was held early on by Stu Davison, but unusually for him, he would drop a couple of places as the race wore on giving best to Ashbridge and Rob Edwards (former trials superstar — it says here). So the win went to a delighted Stamper from Antrobus, Ashbridge, Edwards, Davison and Lloyd Ross sewing up the top six.

**125 NATIONAL, P&R AND 210 NATIONAL**  
A real lap scorers nightmare here but our willing crew, supplemented by Alice Wright (thanks very much), did a sterling job with no quibbles. David Blackshaw had pole with Anthony Orton and Rob Ainsworth completing the front row. Wayne Orton and Tom Earl shared the second row followed by a vast array of colour as the rest took the track.

The final was led away by Anthony Orton with Blackshaw and Kevin Clark next up and Ainsworth and Earl following on closely. Changes were a plenty with Clark taking over the led for the next few laps whilst Ainsworth and Blackshaw sorted out territorial differences, resolved in the end to David. Once clear of Rob, he set about the leader and soon powered past and into the lead on the 5th tour. Ainsworth had no reply to this as he was busy fending off the attentions of Anthony Orton, recovered from a second lap mishap, who eventually succeeded in taking on the third place on offer.

Tom Earl ran unopposed for most of the race in the 210's as his sole protagonist limped into retirement on the 6th lap and the others failed to take the start.

The P&R category was slightly better as at least two of those managed to make it to the flag. The result was a win to Wayne Orton but Neil Hornby was still on the same lap at the end and obviously getting well into his stride. Finally, a plea from Wayne Orton which is seconded by myself. He wants more P&R drivers to race at Langbaugh, in order to show just what can be done with a cheap and competitive gearbox class. I'll second that and look forward to seeing more of them at Rowrah.

#### 250 NATIONAL AND FORMULA E

Still no-one can offer a challenge to the Cumbria Club Champ, Barry Tolson. He won all three heats and ran unopposed in the final, neither Keith Bell or Andrew (Hughie) Cockburn making the start.

Things were a lot better in the single cylinder class as Brian Crickett took pole from Tim Jones and Andrew Harvey with the second row going to Terry Cullen and Tom Dockerty, Malcolm Campbell and Phil Talbot both had days they'd rather not talk about.

The final turned out to be a good one for Crickett, eager not to repeat his faux pas (cock up) at the March meeting. He didn't put a wheel wrong all race to run out a worthy winner at the flag. Behind him, Jones and Harvey were having their own private war with Harvey taking two-thirds of the race to find a way past the other man. Misery was completed for Jones when he lost out to Talbot on the last lap, thus slipping to 4th from Dockerty and Cullen.

Iain Blair

#### 250 NATIONAL

1st Brian Crickett Zip/Yamaha  
2nd Andrew Harvey Zip/Yamaha  
3rd Phil Talbot Zip/Yamaha

#### FORMULA E

1st Barry Tolson Zip/Rotax

#### CADET

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

#### JUNIOR BRITAIN

1st Brad Lintern Superdart/Supertune Parilla  
2nd Alan Mackay Gillard/SO DAP  
3rd Richard Westbrook Wright/Parilla  
4th Phillipe Guijarro Wright/Parilla  
5th Nick Smith Gillard/Parilla  
6th Steven Wilson Gillard/Parilla

#### 100 BRITAIN

1st Chris Rankin Gillard/Parilla  
2nd John Jenkinson Gillard/Parilla  
3rd Andrew Unsworth TKM/EME  
4th Duncan Bullock Sprint/Parilla  
5th Kevin Barton Wright/DAP  
6th Mrk Walker Zip/Ken L Parilla

#### 100 NATIONAL

1st Nick Stamper SBM/SBM Parilla  
2nd Carl Antrobus Wright/Rotax  
3rd Don Ashbridge Sprint/Ken L TKM  
4th Rob Edwards Wright/Rotax  
5th Stu Davison TKM/TKM  
6th Lloyd Ross DAP/Rotax

#### 125 NATIONAL

1st David Blackshaw Zip/CSK Rotax  
2nd Kevin Clark Zip/Rotax  
3rd Anthony Orton Zip/Rotax

#### 125 P&R

1st Wayne Orton Star/Yamaha  
2nd Neil Hornby Sprint/Honda

#### 210 NATIONAL

1st Tom Earl Stratos/CKC Villiers

#### CADETS

It was Chaz Parfett first away followed by Oliver Wood and Kevin Hall. By the fourth lap Chaz had pulled away from the rest of the field with Kevin having passed Oliver through the sways to take second place. With Chaz a good 75 yards ahead by lap eight, Kevin had now moved well ahead of the rest of the field. At this point, a rare little tussle was going on for third between Michael Raffell and Oliver with neither one wanting to give. On the last lap there just wasn't the room for them both through the hairpin and Oliver had the better line and moved up into third place. So at the flag it was a convincing win for Chaz with Kevin second and Oliver third.

#### JUNIOR BRITAIN

Away from the lights first it was Joe Watson just ahead of Scott Kinnley and James Beales with the rest of the field very tightly packed closely behind. It was anybody's race for the first three heats with the placings changing all the time. However, by lap five Beales emerged the leader with a 25 yards gap between him and Stuart Siggers in second and Watson third. The eighth lap saw Siggers black flagged for a displaced carb box which let Tommy Field take third. With Beales a good half lap ahead of Watson and Field it was a bit of a procession to the final flag.

#### SENIOR BRITAIN

Robbie Adams was first away from pole with Ian Gubb and Paul Pettitt chasing and the rest closely bunched. After three laps to settle down, Adams was now being chased by the flying Jason Lane who had just passed Gubb and Pettitt as if they didn't exist. Having passed Adams on the fifth lap Lane was a good 30 yards ahead of Adams and Gubb who were having a good scrap for second. As Lane approached the line for the eighth lap, the race was stopped. It emerged that a Junior Britain driver needed medical assistance in the pits for what seemed to be exhaustion. With the ambulance back on the circuit, the race was restarted with Lane again hitting the front followed by Adams, Pettitt and Nigel Ibbs. By lap ten Lane was again way out in front followed by Adams with Ibbs trying to pass Pettitt. A lap later Ibbs moved into second place but had no chance of catching Lane. At the final flag it was Lane 1st with Ibbs 2nd and Adams finishing 3rd. (Lane was disqualified at the weigh-in for being light.)

#### 100 NATIONAL

With three drivers domineering the heats it was Gordon Chenery quickest away with John Coultas and Howard Duff very close as they hit the first bend. These three quickly moved away from the rest of the field, but even by lap six Chenery just could not shake off Coultas who was harassing him over every inch of the circuit. With Duff in a comfortable third place, Coultas stuck with the leader up until the final two laps when Chenery moved ahead to take a well deserved first place.

#### 125 NATIONAL

From the front of the grid Mick Ariss was first away with Roy Gallant and Neville Crisp chasing. Lap three saw Ariss and Gallant, the two more senior members of the club (must be tactful) moving ahead of the field with Martyn Baker in third a good 50 yards behind. With Ariss seemingly having more power on the straight and Gallant quicker through the bends, these two produced some entertaining racing between them. Martyn Baker closed the gap on these two by the tenth lap but never got close enough to Gallant to create any real threat. Ariss took the chequered flag two or three lengths ahead of Gallant with Baker third.

#### 210

Andrew Mears was first away from the line on pole with Richard Porter and Tony Ayers leading the rest of the field. Ayers had passed Mears by the start of the second lap after the leader had slowed on the start of the straight. With four laps gone, Mears had regained his lead over Ayers and Chris Cattermole was in third place. With these two having a ding-dong for 2nd place, Mears stopped on the pit bend which eventually saw Cattermole take the lead off Ayers. Richard Porter was now third. Although Paul Marshall was rapidly catching Porter who was being held back by a few backmarkers. With the chequered flag out, these were the final placings.

#### 250

It was good news for the spectators and bad news for the rest of the grid, Colin Breeze was back with a new outfit. Third on the grid, Breeze tore away on the green light with Ashley Barnard flying through from the back to second and Andrew Hornigold third. After two laps it was obvious that no one would catch that "calm Breeze", increasing his lead all the time. By mid-distance Breeze was a good 100 yards ahead of Barnard still in second and Hornigold third disposing of backmarkers as if they didn't exist. By the time the last-lap board was out Breeze was half a lap ahead of his nearest rivals Barnard and Hornigold to finish in style.

#### CADETS

1st Chaz Parfett Superdart/Comer  
2nd Kevin Hall Allkart/Comer  
3rd Oliver Wood Allkart/Comer

#### JUNIOR BRITAINS

1st James Beales Zip/Parilla  
2nd Joe Watson  
3rd Tommy Field Sprint/Arrow

#### SENIOR BRITAINS

1st Nigel Ibbs Wright/TKM  
2nd Robbie Adams Zip/Parilla  
3rd Paul Pettitt Superdart/Arrow

#### 100 NATIONAL

1st Gordon Chenery Wright/Parilla  
2nd John Coultas KCR/KCR  
3rd Howard Duff Wright/Parilla

#### 125 NATIONAL

1st Mick Ariss Spyda/Rotax  
2nd Roy Gallant Spyda/Rotax  
3rd Martyn Baker Zip/Rotax

#### 210

1st Chris Cattermole Zip/APV  
2nd Tony Ayres Zip/Villiers  
3rd Richard Porter Stratos/Villiers

#### 250

1st Colin Breeze Anderson/Suzuki  
2nd Ashley Barnard Zip/Yamaha  
3rd Andrew Hornigold Aero/Yamaha  
Wally Cass

be spotted finding an excuse to visit the centrally heated clubroom and lap scoring. However 183 drivers signed on to race with full grids in nearly all classes. Junior Super was a bit thin with many at Clay for the Super One qualifier. The other class poorly subscribed was 250 International as enough 250 National to have their own grid came along. So where do we race the 250 Ints? Come along lads we know you're out there, send in the entries so we can have a proper race for you or they might stop altogether.

#### JUNIOR BRITAIN CLUBMAN

Heat 1: 1st Alistair Weston, 2nd Edward Horner, 3rd Paul Giles.

Heat 2: 1st Alistair Weston, 2nd Brendan Rawle, 3rd Jamie Wood.

A full grid of Junior Clubman drivers with again eight novices and both heat wins to Weston on his SuperDart/Sirio/TKM auguring well for the final. From the start Weston left Jamie Wood, Brendan Rawle (on a new ZIP) Paul Giles and Edward Horner. By lap 5 Weston was still an easy leader but John Goss, up from Cadets, moving up to 3rd place in front of Chris Rogers, Lee Seffron and Horner slipping back to 6th.

This order remained the same until near the end when Horner slipped even further back, Rogers through and catching the leader but unable to pass before the flag.

Final: Weston, Rogers, Rawle, Goss, Seffron.

Afterwards the scrutineers found that Weston was using the new CIK Tillotson carburettor and excluded him from the results. On receipt of a protest the Stewards decided to refer the matter to the RAC MSA for adjudication. It escapes me why the RAC MSA cannot clarify these sort of matters in advance, e.g. when the new carb was announced.

Anyway the RAC has pronounced the carb. as legal, so the results stand and trophies will be given out at the next meeting.

#### JUNIOR BRITAIN SUPER

Heat 1: 1st Nick Dudfield, 2nd Darren Malkin, 3rd Robert Cullum.

Heat 2: 1st Nick Dudfield, 2nd Darren Malkin, 3rd Alan Kinch.

There were only ten starters and Nick Dudfield comfortably won both with Darren Malkin second both times, both being on Wrights as was eighty percent of the grid. Despite the low numbers it was a closely fought race behind Dudfield who immediately took the lead off pole. Malkin chased hard, followed by Kinch, Julian Thomas and Cullum until half distance. Robert, being run by his Mum as Dad was at Clay, overtook Julian, then Alan, these three having a real good dice. By this time Nick was miles ahead, with Darren being even further ahead of Robert.

Final: Dudfield, Malkin, Cullum, Thomas, Kinch.

#### 250 INTERNATIONAL

Heat 1: Keith Bisp.

Heat 2: Keith Bisp.

The 250 Ints started first with a 10 second interval to the 210's. In the final it was Keith Bisp (Dino/Honda) pulling away from Rob Perkins (Dino) and Trevor Harvey (Dino again), Perkins was forced to pull out of the race leaving Harvey second.

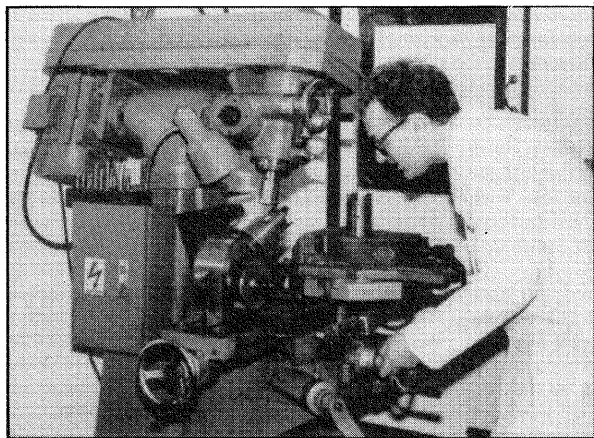
#### 210 NATIONAL

Heat 1: 1st Gary Witts, 2nd Chris Flitney, 3rd Martin James.

Heat 2: 1st Martin James, 2nd Gary Witts, 3rd Chris Wright.

From the moment the lights changed it was Mar-

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1st Paul Wells SuperDart/Supertune/Parilla  
2nd Chas Royston SuperDart/Supertune/Parilla  
4th Tim Murray SuperDart/Supertune/Parilla

#### WINTER SERIES OVERALL

1st Chas Royston SuperDart/Supertune/Parilla  
2nd Paul Wells SuperDart/Supertune/Parilla  
4th Tim Murray SuperDart/Supertune/Parilla

#### TILBURY 100 NATIONAL

1st, 2nd, 4th, 5th SuperDart, Supertune, Rotax  
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CLUB SCENE

Wigan

SUNDAY, APRIL 23rd

With the Winter Series over and the challenge rounds not with us this month, it was back to the bread and butter of club racing and the good news was that over 150 drivers were with us to enjoy it. The weather set off with an unexpected covering of snow but it quickly disappeared to leave us with a dry reasonably warm day. All the classes were well represented and racing went on until nearly 7.30 in the evening. As usual when yours truly is steward for the day there were over 50 Novices with licences for signing and no end in sight to the massive resurgence of interest in our sport.

**CADETS**  
A record entry for a club meeting at Three Sisters with twenty odd of these little tigers out for glory. Two firsts and a second in the heats gave Leeds Matthew Shaw pole position alongside the other heat winner Dean Maddin, one of several Chasewater members making the journey north. Also figuring in the heats were Philip Moreton, Justin Wilson and Chris Eaton. In the final Maddin grabbed the lead from the outside followed by Shaw, Hans Christoffersen (a Scots lad of course!), Stuart Moseley, Peter McLaren and Scots Champion Craig Murray. Lap three and the unfortunate Maddin's motor cut leaving Shaw to gleefully drive by and open up a considerable lead which he enjoyed to the flag. The scrap for second raged throughout with Moseley, holding off Eaton and Christoffersen pipping McLaren by inches.

**JUNIOR BRITAIN**  
They seemed to have come from far and wide to swell the Junior Britain ranks to virtually a full grid and how nice to see some real competition for the local faithful. Two heat wins for Gary Broughton and three seconds for Syke club mate Michael Simpson gave the pair advantage. Michael Kennings, Mark Wilson and Darren Malkin. In the final Broughton grabbed the lead never to be troubled again. Behind Malkin got past Simpson and Capstick, back at Wigan after a long absence, was quickly promoting himself to fourth. After the first lap the field began to spread out and the order remained unchanged throughout at the front. Capstick's early charge petered out and he choked his motor persistently, settling for a safe 4th. At the flag the order was Broughton, Malkin, Simpson, Capstick, Wilson, Darren Wandless (excluded for noise) and Jeffrey Cooper.

**SENIOR BRITAIN**  
Three different heat winners in a capacity grid in the shape of Gary Gough, Antony McHugh and Dave Turnbull and other front spots for Mark Gales and Steve Wild. In the final Turnbull grabbed the lead and was never to be bettered. Behind him Gales held second throughout but Andrew Unsworth, beginning to show some of his Dad's old skills carved his way up to third with Neil Sutton making the biggest charge from the teens on lap one to 4th at the flag. Behind came Gough, McHugh, Wild and Demon McDonald. Post race checks excluded Gales and Sutton for noise and Unsworth for underweight so everyone moved up accordingly.

**100 NATIONAL**  
With another bumper entry in National all the

Novices had been taken out to run with the Britain Novices so it was a battle of the crème de la crème. Again three different heat winners in the form of Ron Haywood, Mike Barnard and Carl Antrobus (apparently mounted on Daniel Liddle's outfit). Tony Child and Carl Ayriss provided the other top spots. In the final Antrobus grabbed the lead from the outside and started to pull away but on lap two Ron Haywood had a coming together with Stewart Rawsterne in which the latter took to the pit fence in quite spectacular fashion bringing proceedings to a halt. Fortunately neither were seriously hurt and at the restart it was Barnard who led them away only to disappear on lap two with a broken exhaust stud leaving Antrobus to battle it out with Ayriss and with Eric Rimmer carving his way up to third in his inimitable laid back style. Lunar supremo Brian Talbot claimed fourth ahead of Child (excluded for noise), Nicholas Critchley and Paul Grice.

**100 NOVICES**  
Yet again three different heat winners this time being Robin Pentith, Chris Talbot and Mike Butler all National mounted. Other front runners were Andy Potts (Nat) and Darren Mairs (Brit). The final turned out to be a procession with Chris Talbot leading Pentith throughout. Frank Hallsworth (Nat) was third followed by Britain winner Ian Smart, Ian Probert (Nat), Mike Hulse (Nat) and second placed Britain Darren Mairs. Two luckless competitors had Clerk of Course Les Jones hopping up and down as they appeared unaware of the meaning of the black flag acquired for their enthusiasm at the start when mid field crossed the start line as a blanket.

**125 P&R/NAT/OPEN**  
All the 125s together and the usual sight of three wins for Andy Fairless. Other front runners included Steven Coward, Mark Haswell, Karl Geary and with Malcolm Hughes leading the P&R's from Dave Peers and Dave Culley. In the final Fairless for once made a poor start and it was Geary who held the line into the pit bend allowing Coward to catch Fairless out of it. Second lap and Coward, having apparently sorted the LC, was too quick for Geary up the straight squeezing by at the kink this time with Fairless benefiting from Geary going off line. From then on in little was to change and at the flag it was Coward about 10 yards ahead of Fairless and with Haswell just pipping Geary for third followed by Dave Gunston (Nat) and P&R winner Hughes.

**210 NAT/250 NAT/250E**  
All the big guns together and the heat wins to Martin Hobbs (2) and John Ashe both on Rotaxes. Mark Read had the best of the National results after Ray Hyde dismembered his very rapid Yamaha. Other front runners were Shayne Jones and Robin Hildick. Malcolm Collins led the 210 entry. In the final Ashe had the guts to risk the outside line up the hill and led from Hobbs, Chris Thomas, Paul Burgess and Albert Roberts. Mike Dickenson led the 210's in the early stages but soon disappeared to leave Collins with an easy win. Hildick very quickly promoted himself to the front of the 250 Nats with Tony Birch coming from almost last at the start to second at the flag ahead of Roberts and Burgess.

**SISTERS CHAT**  
\* Be warned — with such large entries now requiring careful planning no late entries will be accepted and several people dipped out for this meeting. So get your entry in early.  
\* Circuit manager, Ray Hyde, apparently has plans in the pipeline to extend the circuit

through (no tunnel, just a cutting!!) the hill at the end of the straight to make it about 1½ miles — can't come too soon for me.

**CADETS**  
1st Matthew Shaw Jeta/Comer  
2nd Stuart Moseley Jeta/Comer  
3rd Chris Eaton Escosse/Comer

**JUNIOR BRITAIN**  
1st Gary Broughton Gillard/Parilla  
2nd Darren Malkin Wright/Parilla  
3rd Michael Simpson Wright/Parilla

**SENIOR BRITAIN**  
1st David Turnbull Dino/Dino  
2nd Gary Gough Zip/Parilla  
3rd Anthony McHugh Boxer/Parilla

**100 NATIONAL**  
1st Carl Antrobus Kalin/Sirio  
2nd Carl Ayriss Zip/Rotax  
3rd Eric Rimmer Dart/Rotax

**100 NATIONAL NOVICE**  
1st Chris Talbot Wright/Parilla  
2nd Robin Pentith Fastrak/Parilla

**SENIOR BRITAIN NOVICE**  
1st Ian Smart Boxer/Arrow  
2nd Darren Mairs Ferrari/Parilla

**125 P&R**  
1st Malcolm Hughes All Kart/TM  
2nd Dave Peers Phoenix/Honda  
3rd Dave Culley Dino/Honda

**125 NATIONAL**  
1st Andy Fairless All Kart/Minerelli  
2nd Mark Haswell Zip/Rotax  
3rd Karl Geary Zip/Rotax

**125 OPEN**  
1st Stephen Coward Fastrak/Rotax

**210 NATIONAL**  
1st Malcolm Collins Anderson/Villiers

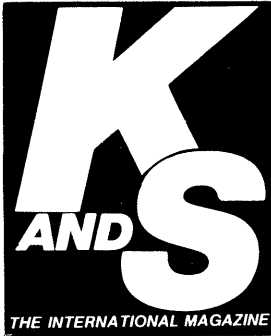
**250 NATIONAL**  
1st Brian Hildick Zip/Yamaha  
2nd Tony Birch Zip/Suzuki  
3rd Albert Roberts Zip/KTM

**250E**  
1st John Ashe Zip/Rotax

Ellough

MONDAY, MAY 1st

A dull morning after heavy overnight rain greeted a good entry of drivers that signed on for this Bank Holiday meeting. After the practice sessions, the track dried out giving the good sized crowd of spectators an entertaining afternoon of competitive racing in all classes. The committee decided to use this meeting as a charity day for a local two year old's appeal fund. Glenn Littlechild suffers from Cerebral Palsy and has been accepted by the world famous Peto clinic in Hungary for treatment. He travels to Hungary with his mum on the 14th June and will probably be the youngest child in the country to have been accepted. The club gave all the day's profits to the appeal fund.



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2nd	Steve Puddiphatt	Goff Rotax	3rd	James Ponting
4th	Martin Powell	Goff Rotax		Goff TM (Lap Record)
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★				
KIMBOLTON 15th MAY 125 Challenge Round 4				
1st	Graham Stephens	Goff Rotax	5th	A. Griffin
2nd	Steve Puddiphatt	Goff Rotax	6th	James Ponting
3rd	Martin Powell	Goff Rotax	8th	Nick Whitehead
				Goff Rotax

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# Clay Pigeon, Lead Feet

## Super One 3rd Qualifying Round

It is fortunately very rare that one has to witness a day's racing as bad as that seen at Clay Pigeon on 16th April. Abysmal is not really the way to describe it, I would have been happy with something as good as that!

The problems were not merely confined to the track as the state of the gents' loo confirmed. Assurances over the "bog standards" at major meetings still seem to have fallen short of reality and I cannot bring myself to describe the horrors on display without offending those of a delicate disposition. Tyres were again a subject for much discussion with most people wondering how the Nationals were expected to afford the multitude of tyres allowed at these meetings. A better idea, and one which the majority of drivers wanted, is to run the qualifiers to Super One regie Vegaslicks and wets only. None of the tyres were being marked anyway so the sponsored driver could run as many as four sets of slicks plus up to three types of wets depending on the conditions.

Driving standards again came in for criticism but only really because the drivers were allowed to do so for too long. By the time the final warning was issued it was too little too late. The drivers who I saw transgress, I will name at the appropriate time. I must have missed many more than I saw, but I saw far too much anyway.

### Junior Britain

With a few multiple shunts and various engine bothers, there were some takers for the "B" final. Lucky not to be among them was Natalie Whaley who landed face down in a gravel trap during a heat. The race was red flagged after a bit but Natalie didn't take the restart. Pole for the "B" was taken by Nick Flemming, having possibly the worst day's racing of his career. Accompanying him was Michael Simpson with Alex Abbey-Taylor and Verney Wood on row two. The third row went to Damien Tigwell and Jamie Wall with Michael Graham and Louis Osbourne completing the line-up.

Flemming took an immediate lead in the race and stretched out that lead to win very comfortably by the end. Osbourne was soon up into the last qualifying place and proceeded to run well. With four laps gone, Simpson had taken over in second with Wood and Osbourne still 3rd and 4th. Abbey-Taylor was soon to drop to the back after spinning and then Osbourne became the first retirement with a broken chain. The disconsolate driver was comforted by his dad but that was no real consolation. That put Wall up into 4th with Tigwell crawling all over him, these two being a casualty of a first lap off. Within the next few laps, the pressure began to tell as Wall spun off leaving Tigwell as the last qualifier and that position was how they crossed the line at the end of the race.

### "A" Final

Brad Lintern had pole here with Joss Cobb on 2 with Matthew Davies and Christian Horner on the next row from Mark Cornwell and Henry Stanton on the third.

It took only a little time before Matthew Davies was in the lead and he was to remain there for the whole race distance, seemingly at ease as he controlled the race from the front. Lintern was in second with Stanton getting past Cobb into third. Fourth was Horner with Scoggings, Dumbreck and Jarman next along. Natalie

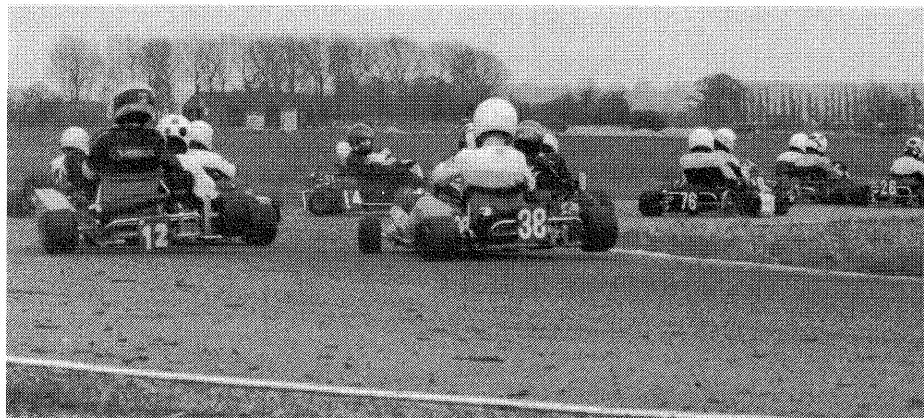
Whaley had been well placed but suddenly slowed due to a misfire, allowing several drivers into higher placings. Dumbreck was now clear of the pack and he soon closed towards Scoggings for sixth. Flemming from the "B" final was now in 8th and going very well with a number of laps still to run. Despite many feints and attempts at overtaking it wasn't until the penultimate lap that the worst incident of the race occurred. Henry Stanton, at the first corner after the finishing line, hit Brad Lintern on the right rear corner with his bumper quite deliberately. On the exit to the corner as they were side by side, Stanton "leaned" on Lintern and put Brad completely off the track. The man who was stood with me at that corner was, I suspect, Stanton's father and claimed fair play. In no way was that contact fair and the hand of fate was swift as Stanton spun off on the same lap, restarting at the back. The last lap was without incident and the win went to a quite brilliant Davies with Cobb second as a result of the "fair play" and Lintern in third from Horner, Flemming and Scoggings.

<b>1st</b> Matthew Davies	ZIP/PCR
<b>2nd</b> Joss Cobb	Colt 100/Parilla
<b>3rd</b> Brad Lintern	Superdart/Super-tune Parilla
<b>4th</b> Christian Horner	Wright/Parilla
<b>5th</b> Nick Flemming	Sprint/Deavin Parilla
<b>6th</b> Jamie Scoggings	Wright/Parilla

### Senior Britain

A massive entry here was largely well behaved, most drivers content to drive to the cold, slightly damp conditions.

The "B" final had Richard Connott on pole and indeed he got a great start, probably too good as he spun off at the first corner, never to be in contention again. That slip gave Darren Kinsey the lead from Gary Anderson, David Clark, Michael Dubois and the screaming horde. From the very back of the grid came Jim Boyd, already into a handy position and destined for better things as the race wore on. A few laps of frenetic action went by and Scot John Robertson moved into 4th behind David Clark and the lead pair with Michael Dubois next up and Boyd not far away. This bunch was eventually to dispute 4th place as the rest broke away. With the chequered flag came the news that Kinsey was the winner from Anderson and Clark with Robertson just getting the nod over Boyd for 4th.



This pic, taken at Fulbeck, is used to illustrate the 'bumper car' techniques one can expect in 100 National. . .

### "A" Final

Mike Barrett was on pole with Mark Fothergill alongside and Philip Whaley and Graham Pettit on row two. Robert Seth-Smith and Stephen Quinn had the third from Nick Kelly and Robin Perks on the fourth.

The early laps were an extended settling down period with no real pattern emerging save that Whaley had a handy lead and Pettit was one of two spinners on the opening tour and would fight all race long to gain places. Behind Whaley was Kelly with Andy Cox closing up on him. Fothergill, Quinn and Barrett were next along with Jason Yeomans heading another group but soon to break free and make his challenge. Half distance and Cox was now heading a three kart group disputing second, Kelly and Quinn being the other two. Fothergill and Yeomans were squabbling over the next two places with Barrett, Jonathan Cullen, Gary Frost and Scott Armstrong (racing his first real Super One test since turning senior). Pettit was carving his way up through the field and would figure well up by the finish.

At the flag then, Whaley took the win from Cox, Kelly, Yeomans (moving up smartly in the closing stages), Quinn, Cullen, Fothergill, Kinsey from the "B" final, with Barrett and Pettit completing the top ten. Armstrong just missing out.

<b>1st</b> Philip Whaley	Allkart/Ferrari Parilla
<b>2nd</b> Andy Cox	Wright/Parilla
<b>3rd</b> Nick Kelly	Wright/Parilla
<b>4th</b> Jason Yeomans	Wright/Parilla
<b>5th</b> Stephen Quinn	Boxer/Parilla
<b>6th</b> Jonathan Cullen	Wright/Parilla

### 100 National

Well, what can one say about an unruly mob with an attitude problem? The answer is not a lot but I can name some of those who were involved in "contact" incidents: Graham Gannon, Richard Hartley, Ron Whitney (innocently punted into the starter's box, knocking him over and breaking the lights), Paul Evans, Bobby Game, etc, etc. It just gets worse. Ok, here's a message for the 100 Nationals. YOU ARE A BLOODY SHOWER, NOT EVEN WORTHY OF THE CONTEMPT OF THE CROWD. I strongly suggest that this class gets its act together before someone is killed. At the present rate, that is very much possible.

90% of the problems were being caused by

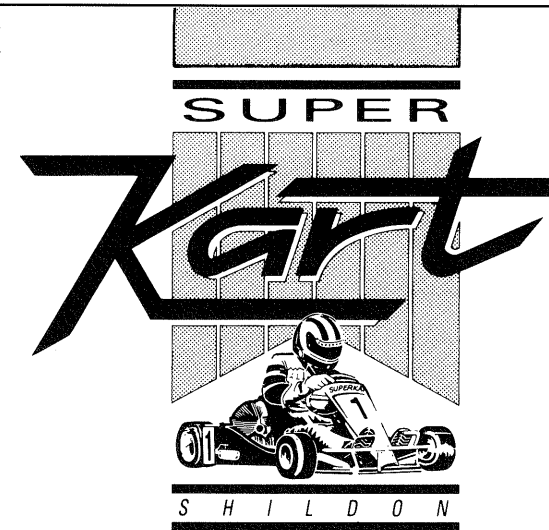
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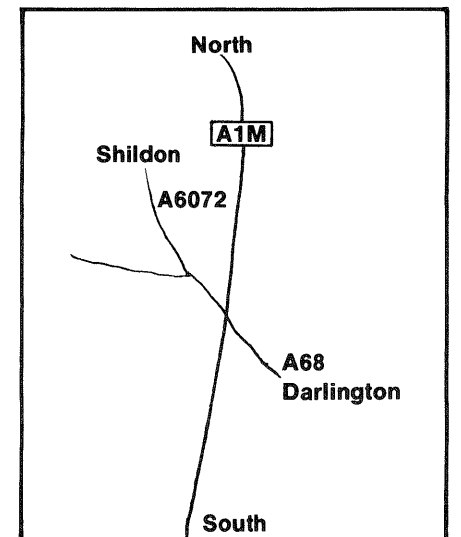
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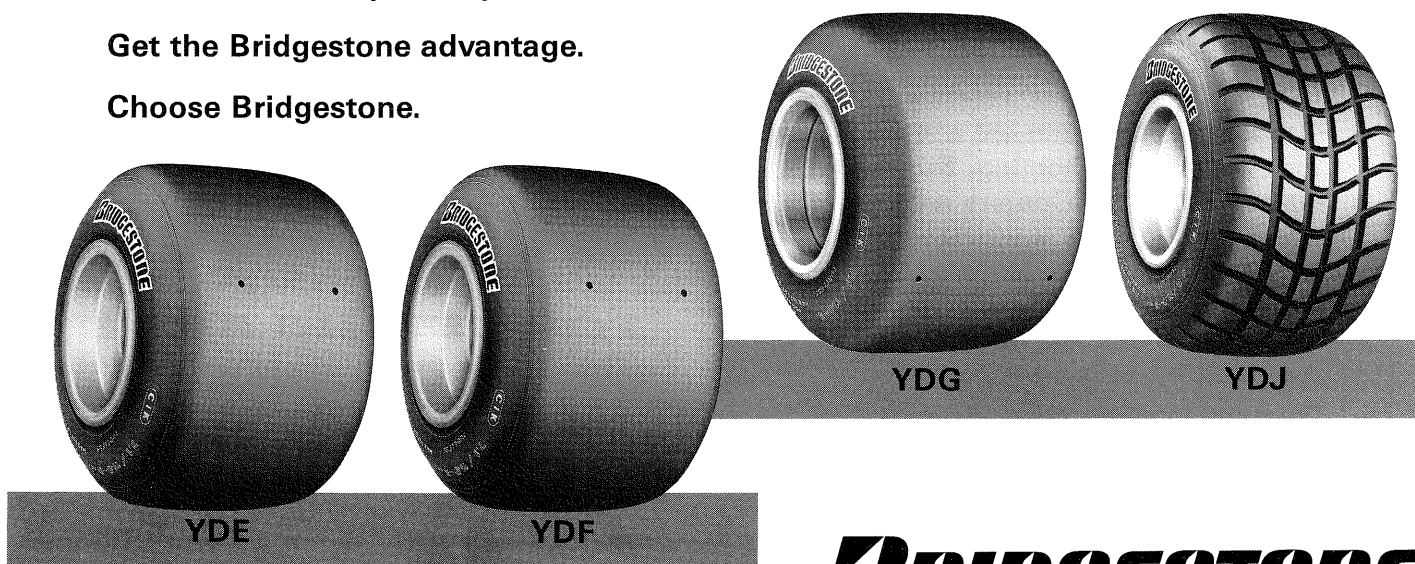
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## BRIDGESTONE

the drivers going too fast on the starts (and being allowed to) with the knock on effect at the first corner resulting in many falling off.

The "B" final was a case in point. The speed wasn't really excessive but a driver out of position and muscling through created a problem and neatly took out half a dozen karts at the first corner anyway. Daniel Liddle made good use of his pole to keep well clear of any bothers but who came in behind him I don't know for certain other than Gannon got through in 4th. Not a race to remember.

Even less of a memorable race was the "A" final. Paul Evans was on pole with Jeanette Peek opposite, Richard Yorke and Gordon Duncan sharing the second. Dario Franchitti and Alex Jack made up the third row from Moss Thorpe and Roy Dickson on the fourth.

The poleman oiled up within ten yards of the dummy grid so two laps were wasted waiting for him. Quite what the other five were for defeats me because there was no attempt by the officials to slow the drivers down on their approach to the flag. This was again the main cause of the trouble and when Graham Gannon spun off and hit Craig Caldwell who was attempting to restart (still on the rolling laps remember), the fiasco should have been halted.

It wasn't and there was the expected mayhem on the first couple of laps with the race finally being stopped after Jamie Beasley lost it at Billie's, being thrown from the kart. It was too badly damaged to repair and he didn't take the restart. The other 23 drivers on the grid shouldn't have either but that's another tale. As they gathered on the grid for a very belated bollocking, many mutterings were of favouritism towards local drivers. I don't know about that, but I would personally have sent the drivers back to the pits and scrubbed the final. The fine drizzle which some drivers were using as an excuse for the carnage was beginning to thicken into

proper rain so the race was declared wet and the restart took place from original grids.

Part two was rather less insane with only one rolling lap needed (incidentally the slowest of the weekend), with Evans and Peek taking advantage of their front row to gain an early lead. Jack was in third from Duncan but Alex was to suffer handling problems and gradually slip back as the two leaders stormed away. Duncan soon made third his own with Bobby Game also in the frame in 4th dropping Jack still further. Meanwhile, Daniel Liddle and Daniel Stilp were making great inroads from the "B" final and would continue their progress as the race wore on. Game moved up to Duncan as the race got towards half way and the pair swapped places merrily for many laps. Oliver Gavin was having a swell time in 5th and catching the two in front. Jack was next up from Liddle, Franchitti, Dickson, Gannon and Stilp. Duncan spun soon after and lost a few places, elevating quite a few behind a place.

With a third of the race still to run, the order was Evans, Peek, Game, Gavin, Liddle, Duncan, Jack and Franchitti. The leaders now had a huge lead over the third place person as they moved into the closing stages of the race.

The chequered flag appeared and the win went comfortably to Paul Evans from Jeanette Peek with Bobby Game third, Gavin 4th, Liddle 5th and the top six completed by Duncan.

<b>1st</b>	Paul Evans	DAP/Rotax
<b>2nd</b>	Jeanette Peek	Sprint/Rotax
<b>3rd</b>	Bobby Game	Velcro/Rotax
<b>4th</b>	Oliver Gavin	Sprint/Rotax
<b>5th</b>	Daniel Liddle	Kali/Rotax
<b>6th</b>	Gordon Duncan	Sprint/Rotax

So the end of another fun-filled meeting. Lessons to be learned all round, 100 National drivers be warned, your day of reckoning draws ever nearer.

Iain Blair



Bobby Game, 3rd in National.

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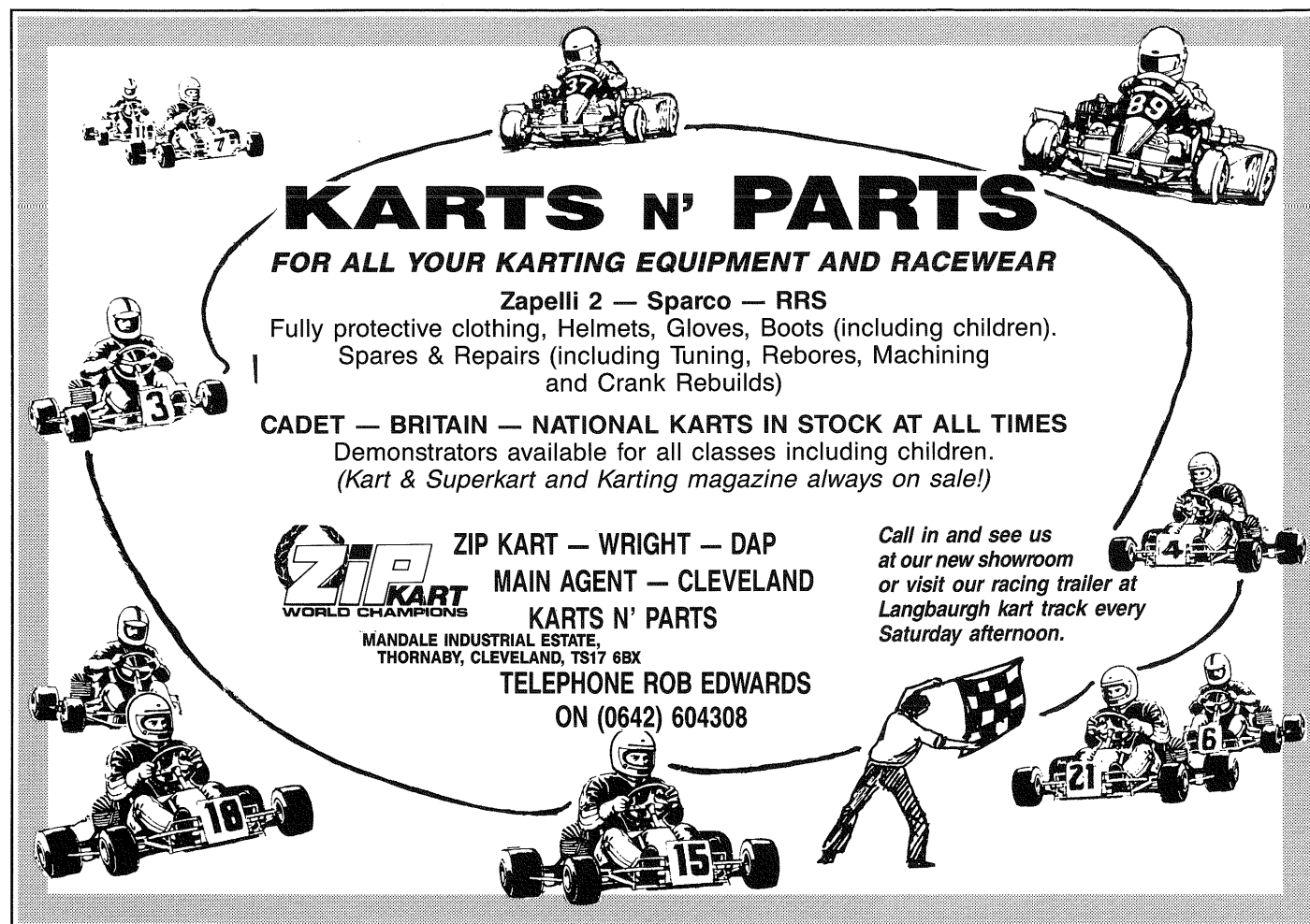
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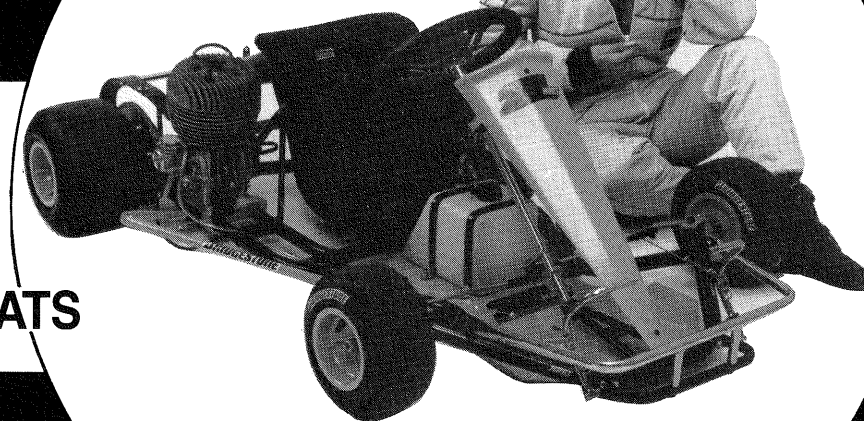
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Chris Hodgetts, 16 years a karter in all classes, now champion saloon car man and JRRDS Saloon School boss.

From an observers point of view the whole atmosphere is efficient, safe and yet friendly. Single seat racer Antony Reid is master in charge of the Formula Ford department while champion Chris Hodgetts controls the Astra school. Chris incidentally spent many years in karting during the sixties and seventies, racing all classes on both Long and Short Circuits. There is no need to point out to this gentleman just how valuable karting is to a future in cars. It is to this end that Jim Russell are to offer some incentives to the karting fraternity to go and sample their new look facilities. It would even be possible for a driver still involved with karting to contest a championship with JRRDS at Donington. Thanks to the tireless efforts of John Kirkpatrick there is a £15,000 prize fund for Formula Ford sponsored by Goldline Bearings and a £10,000 fund for the Astras supported by Speis Hecker. Further support comes from Cartel, Shell, Bilstein and Malmo Satellite TV. The Club to which you automatically become a member on attending the School also offers other advantages of a social nature, your own club in London run by Giles Butterfield's parents Jeff and Barbara, also use of the hospitality suite at Redgate Corner, plus the usual club nights barbeque and a major binge in January which is given credibility by incorporation of dinner and the annual prize giving!

That is the development thus far, a major leap



John Kirkpatrick — Managing Director of JRRDS. Don't let that smile fool you, this guy is one canny Scot but a good 'un just the same.

forward in the last year, the future looks very bright with the arrival in 1990 of fifteen Vauxhall Lotus racing cars for the school's use. These will be a further string to the bow and will enable the students to stay with the school to finally graduate to racing cars with slicks and wings.

The picture looks very exciting since this will be an inexpensive avenue for talent to develop in a safe environment. John Kirkpatrick at the head of his team is one of a small but select band of Scotsmen who have made a most significant impression on motor sport — the late Jim Clark,

Jackie Stewart and, more recently, Allan McNish and David Coulthard. It is remarkable to me that Scotland, with its relatively tiny population, has produced such talent. The first two are already legends in their own right, however, McNish and Coulthard have come straight from 100cc karting into cars and have achieved instant recognition. There is no doubt in my mind that the Jim Russell school has real opportunities to offer the young kart racer who would like to look at motor racing as a career. I am currently working on a scheme with Matthew Winter at Jim Russell to offer an introduction to cars for kart racers.



Matthew Winter, John Kirkpatrick and Antony Reid.



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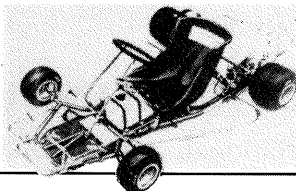
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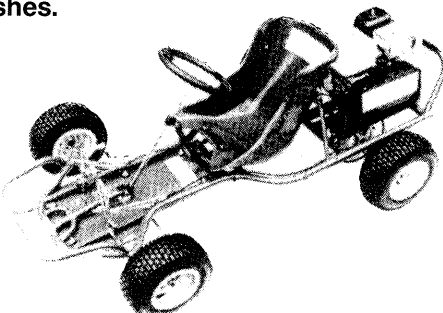
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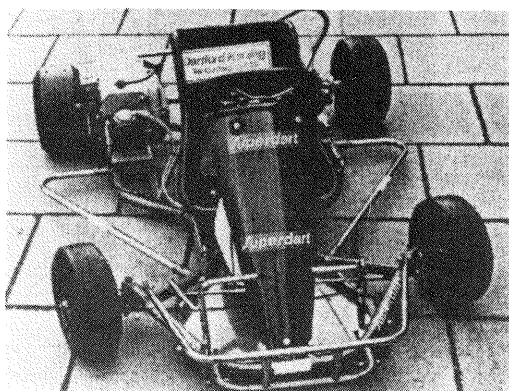


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# A NEW ERA FOR THE JIM RUSSELL SCHOOL

Insight: George Robinson

Photos: John Colley



Jim Russell 1989. An impressive line up of saloons and FF1600's, to be joined in 1990 by Formula Vauxhall Lotus.

At the Racing Show in January the Jim Russell Racing Drivers School introduced its new catch phrase — The British Academy of Motorsport. What's that? You may ask, or you may presume it's just another name for a product which is one of a number and therefore a new 'handle' would aid the sales of a dated idea.

I can assure you this is not the case. To understand the new look JRRDS you have to turn the book back to when the school moved from Snetterton to Donington Park. Snetterton came under the control of the Brands Hatch Group who already run their own Race Schools. It is easy to see, therefore, that the JRRDS was rapidly becoming *persona non grata* at the Norfolk circuit.

The move to Donington at the beginning of 1988 was a natural step because courses were already being run there and the facilities were ideal. At that time the company was in fact American owned and based at Leguna Seca Raceway in California.

The school in England could cope with up to 24 pupils per week with a maximum group of fourteen in their trusty Van Diemen 78 cars. The Van Diemen 78 is an ideal school car, it has a large cockpit so suiting many of the more portly participants. It also has outboard suspension which is easily maintained and more forgiving to the novice than the later inboard variety. The cars, although of '78 design, are replaced on a regular basis and well maintained by the school's own merry band of mechanics. Late in 1988 the opportunity arose for the ownership of the company to revert to England, or should I say Great Britain because resident Chief Instructor, School Overseer John Kirkpatrick is a Scot!

The new company duly formed and under the Managing Directorship of John Kirkpatrick is now in its first full season of operation and from my recent visit — going from strength to strength.

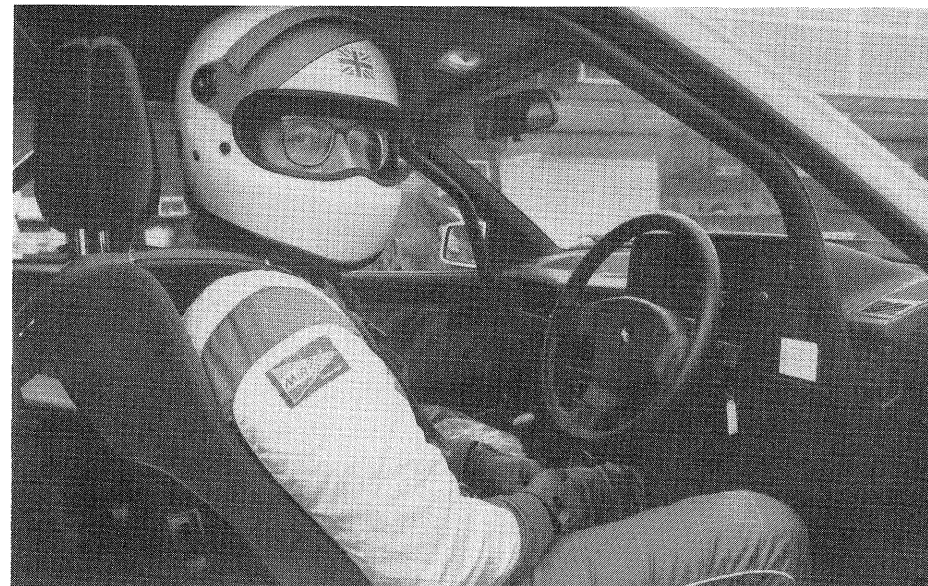
For 1989 a deal has been struck up with GM Vauxhall to supply fifteen of their new hot hatches, the Astra 16 valve GT. This new model has a two litre, 16 valve injected engine, a size normally employed to propel far larger machines up and down the motorways. The result is an

exciting package. The cars are semi-race prepared with uprated dampers, full harness seat belts, rollover cage and last but not least a specialist Rev Counter with that damn tell tale!

The purpose of my visit on Friday 21st and Saturday 22nd April was to see how the school had developed since my visit last year and to sample at first hand some laps behind the wheel of the new Astra. On Friday an intensive course of five, ten lap sessions certainly gets you into the swing of trying to drive a front wheel drive saloon safely and fast. Not easy I can tell you! Although none of the pupils really lost it in a big way, there were some white knuckle moments, particularly through the ultra rapid Craner Curves. This corner, is you can call it that, starts at the finish of Redgate and ends as you brake for the Old Hairpin. Some say it's flat out, some don't; get it right flat and you've achieved something! Get it wrong and brother you get frightened! A lap at Donington beginning at the Pits Straight, the shorter of the two, takes you down to the slow right

hander known as Redgate. Redgate is a 90 degree right which gradually straightens out to lead you down the hill, going slightly right handed until you turn into the left hand section of Craner Curves. Through Craner staying well to the left sets you in line for the Old Hairpin which is a third gear corner but deceptively quick fourth is required almost immediately to avoid an over-rev situation. 100 yards to Starkeys Bridge, a slight left but flat in fourth takes you up the hill over to the right at Hollywood. Still flat out to the turn in point to the left for the approach to McLeans, hard on the brakes, down to third for again a quick right, not dissimilar to the Old Hairpin, deceptively fast but with an uphill gradient and camber on entry to help the car. Straight up the hill to the approach to Coppice. Car on the left of the circuit, brake on the last 30 yards of uphill gradient. The turn in point is slap on the brow of the hill just as the corner comes into view. Coppice, a wide open right hander, has a comparatively slow entry speed, but the power must be down early as the exit is a long accelerating curve which dictates one's terminal velocity for the main straight. Up into fourth on exit and fifth gear just under the Dunlop Bridge for the 130mph dash to the braking point for the chicane. Fifth gear straight into third and gently into the right hand turn of the chicane, squeeze on the power through the left, drift out to exit on the right hand rumble strip, 50 yards and up to fourth before the start/finish line. Another 200 yards and you are back at the approach to Redgate. That little lot takes about 1 min 30 seconds in the Astra and is about ten seconds faster than in the FF1600. A most exciting and demanding circuit, both quick and interesting.

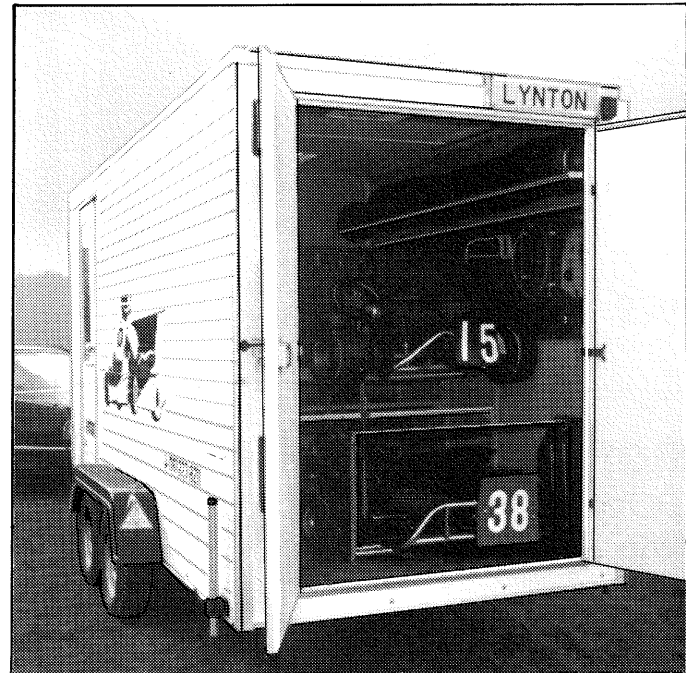
Jim Russell are to run eight courses during 1989, each will culminate in a race meeting for both Formula Ford 1600 and the Astras. There are many combinations of instruction available for both categories, the school still offers extremely good value for money. The emphasis is very much on driving the cars with only a minimum of classroom theory. The staff last year was five it is now twelve. John Kirkpatrick runs the whole operation very much hands on the job and very seldom from the executive desk. His ability as an instructor and manager has effect right through the ranks of staff.



The author — ready for something, probably better off with a gin and tonic.



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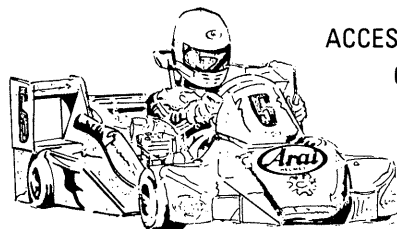


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Motoplat Class 1 Comp. with coil.....	£50.00
Motoplat coil.....	£5.00
* Dial gauge.....	£12.00
* Extension.....	£3.50

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Seat cover universal.....	£12.00
Kart stand unsprayed.....	£14.00
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8mm T-bar.....	£4.00
10mm T-bar.....	£6.50
13mm T-bar.....	£7.50
Sprocket puller.....	£5.00
Motoplat puller.....	£3.00
Motoplat holder.....	£2.25
Stub Axle Spacers.....	£20p
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6204, C3 (metal cage).....	£2.50
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3.6x10x5 YDI wet.....	£27.50
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6.0x11x5 YDI wet.....	£27.50
4.5x10x5 YBN.....	£20.50
*7.1x11x5 YBN.....	£20.50

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## WHEELS AND ACCESSORIES

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Spun ally rear half 5"x3".....	£4.00
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NGK 8EG-9EG-10EG.....	£2.00
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403.....	£4.00

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## GENERAL PRODUCTS

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Castrol E.P. 90.....	£1.00
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Steel sprocket Class 4 (1" or 25mm or 30mm).....	£5.00
Steering Wheels.....	£10.50
Class 4 Rear sprockets carrier.....	£5.00
Class 1 Motoplat with coils.....	£50.00

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Finger Guard.....	£10.50
10 T Sprocket fine pitch.....	£5.00
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Gaskets.....	35p
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# Isle of Man Kart Racing

## Jurby Airfield 16 April 1989

Entry Secretary: Mrs May Kenworthy, 6 Ashlar Drive, Union Mills, Isle of Man 0624 851159

In fine dry weather the second round of the IOM kart racing season got off to a good start for most competitors, but with mixed fortunes for others. This was certainly a most unfortunate start to one racing career, namely Tony Sayle or "OGRI" to his er' mates. Having spent two years building his kart only to find on trying to start his 125 Yamaha that his clutch had burned out, apparently last week on testing. And guess where the spare engine was, yes you guessed it on his kitchen table at home. Maybe I should have stuck to bike racing he was heard to say as he slunk dejectedly away from the paddock. By the time the heats got under way, all those with their engines at least in the vicinity of the airfield appeared to go well.

The circuit had been altered slightly from the previous month's meeting, although I noticed no marked improvement from an overtaking point of view for the quicker karts.

Following a first and two seconds in the heats, Alan Edwards lost his pole position off the line to Richard Messenger in the combined 100 National/Britain/Juniors Final, with Rob Cope pushing in third place. On lap four 100 Britain driver David Higgins fought his way to the front of the pack, with young Nick Edwards pushing his Old Man all the way to the line to take a creditable fourth overall, and winner in his class. At the line after a superb race David Higgins took the honours, making up for his disappointment of last month, from winner in 100 National class Richard Messenger, and Rob Cope in third. Nick Edwards took the Juniors from Tim George and Chris Swinden. I would like to take a moment here to wish Alan Brain a quick recovery after retiring hurt whilst bravely racing with broken ribs. Get well soon Brian.

The second of the four finals was for the 125 P&R/Nationals, the decision by the organisers not to run them with the 250's this month was welcomed by all concerned.

Terry Paxton from Peel zipped his GP Honda into a good lead, from Barrie Kerfoot and Ron Bannan, unfortunately for Terry, on lap three he broke down, finally getting going again made a fantastic charge trying to make up a one lap deficit only to retire on the penultimate lap. So that left Barrie to take the P&R class from Colin Rudge, with Ron Bannan taking the 125 National class and third overall.

The concurrently run 250/210 National, saw the absence of last month's winner Graham Poultny, and with Jack Ball breaking an engine mounting in the third heat, Tim Shaw powered into an early lead pushed briefly by Brian Murphy, before establishing an unassailable lead. Tim's sweet sounding Stratos D&S Villiers never missed a beat and took the flag an easy winner, with Brian Murphy who had won a heat having abandoned the wooden plug and solid rubber tyres, in second and Robin Stockton third. Me old mate Trevor Kinvig failed to start after dying of fuel starvation on the warm up lap. Young Murphy junior (Tim) took a good fourth, and looks a good bet to beat the Old Man in the not too distant future.

The last final of the day the hotly contested 250 International saw the return of Stuart Counsell into the fray, but despite changing carbs after a disastrous first heat, failed to take his £200 per meeting Zip Bandit to the chequered flag.

Better luck next time Stuart, and I'll get my fiver next time.

So once again we had the old firm of Malcolm Stoddart and Mark France out in a class of their own. Having taken two firsts and a third in the heats big Mal still hasn't got the hang of getting off the line ahead of Mark. He was never more than two kart lengths from the back of Mark's Anderson Rotax throughout the whole race, Mal appeared to be quicker through the twisting back section of the course but unfortunately had no room to pass. The removal of one Chicane from the start finish section made no difference to the faster 250 machines, most of whom were straightlining it at over one hundred miles an hour, and although Mal tried every time to get the line through Mark wasn't giving an inch.

So after a nail biting twelve laps, Mark France took the chequered flag from a frustrated Mal Stoddart, with Darren Cooke third, well over a lap adrift.

Once again good close racing and unusually fine weather made this an enjoyable day out for the whole family. So if you missed it this time, the next meeting is in three weeks time, see you there.

That's all folks!

Report by Bill Franks

### JUNIORS

1st Nick Edwards Wright/Parilla  
2nd Tim George Dart/Arrow  
3rd Chris Swinden Jeta/DAP

### 100 BRITAIN

1st David Higgins Wright/Parilla  
2nd Brian Swinden Jeta/Dap

### 100 NATIONAL

1st Richard Messenger Sprint Carr/Parilla  
2nd Rob Cope Wright/Parilla  
3rd Alan Edwards Sprint/TKM

### 125 NATIONAL

1st Ron Bannan Sprint/Rotax

### 125 P&R

1st Barrie Kerfoot Barlotti/Honda  
2nd Colin Rudge Aero/Honda

### 250 NATIONAL

1st Gavin Morling Zip/KTM

### 210 NATIONAL

1st Tim Shaw Stratos D&S/Villiers  
2nd Brian Murphy Espada/FPB  
3rd Robin Stockton Blow/Villiers  
4th Tim Murphy Sprint/Villiers

### 250 INTERNATIONAL

1st Mark France Anderson/Rotax  
2nd Malcolm Stoddart Datacentre/Rotax  
3rd Darran Cooke Zip Bandit/Rotax

Round Three of the Isle of Man Kart Racing Championships took place on Sunday in perfect weather conditions, and those who joined us at Jurby were treated to a thrilling day's racing.

After some exciting battles in the heats, the combined 100 Britain/100 National/Juniors final got off to a good start with Richard Messenger and David Higgins taking an early lead followed

closely by Junior Champion Nick Edwards. Richard and David were never more than two kart lengths apart for the duration of the race, Nick kept his third spot to once again take the honours in the Junior class, with Richard and David taking their respective classes.

In the 125's John Qualtrough took the lead from the start and never looked challenged, which left the interest in the battle for second, once again Barrie Kerfoot and Terry Paxton were wheel to wheel for the whole race with Barrie just sneaking second on the line to make it two out of three in the P&R class this year.

The largest entered race of the day, the 210 class brought doom and despair for all but one driver and plenty of humour for the spectators. This final brought a tyre touching start with last month's winner Tim Shaw getting the edge on Jack Ball by the end of lap one. Jack took the lead on the second circuit with Tim trying hard to regain the lead until lap eight when the gremlins struck, and one by one they all fell by the wayside. On the penultimate lap, Jack's Owen Anderson CKC painfully started to misfire, and that left a fuel starved and spluttering Trevor Kinvig to creep over the line to take the chequered flag amidst cheers from the spectators, only to be disqualified for a push start after a spin on lap one. This meant that Garry Voysey in only his second outing was the winner, and the only finisher.

That was a hard act to follow, and the 250's final was more like a high speed parade with once again Mark France showing his domination of the International class this year with an easy win from Stuart Counsell who was trying so hard he spun his Zip Bandit on the final lap approaching the last corner. Mal Stoddart had some bad luck when the gear cable snapped on his Anderson Rotax as he left the line but he nursed it round in second gear into fourth place, and valuable points. Mike Kenworthy took the 250 National in his return to racing despite a split exhaust.

### JUNIORS

1st Nick Edwards Wright/Parilla  
2nd Christian McCarty Birrel/PC

### 100 BRITAIN

1st David Higgins Wright/Parilla  
2nd Brian Swinden Jeta/DAP

### 100 NATIONAL

1st Richard Messenger Sprint Carr/Parilla

### 125 NATIONAL

1st John Qualtrough Zip GP/CSK Rotax  
2nd Ron Bannan Sprint/Rotax

### 125 P&R

1st Barry Kerfoot Barlotti/Honda  
2nd Terry Paxton Zip GP/Honda

### 210 NATIONAL

1st Garry Voysey Dart/Invader

### 250 NATIONAL

1st Mike Kenworthy Zip/Yamaha

### 250 INTERNATIONAL

1st Mark France Anderson/Rotax  
2nd Stuart Counsell Zip Bandit/Rotax



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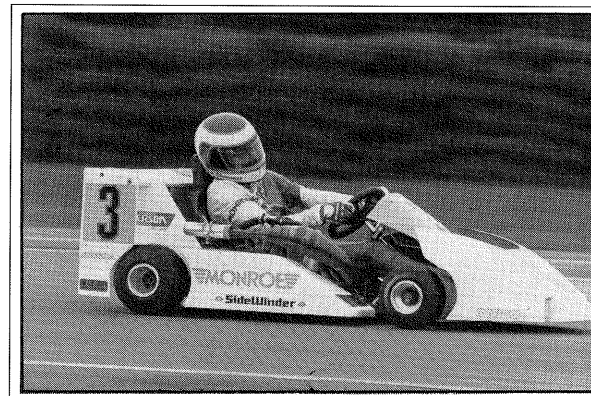
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of a second  
PHIL GLENCROSS  
Final 1st TIM PARROTT  
2nd CHRIS STONEY  
4th PHIL GLENCROSS



Whichello and Kieron Hunt (after a close race, at one point rubbing wheels) in 3rd and 4th, a slow starting John Turner was 5th and Colin Ayres completed the top 6.

After one false start when Andy Clark shot forward prematurely the second National heat got underway with Graham McCarthy making a brilliant start (using a PR engine) and was still leading at the end of lap 1. Mark Powell then took up the No.1 spot to lead all the way to the chequered flag with Mark Gellatly 2nd, just in front of Graham Stephens who had pressured him all the way. Steve Puddiphatt was 4th, Andy Clark 5th and Graham McCarthy 6th.

James Pontin led the Opens away in their 2nd heat Kieron Hunt holding 2nd for the first two laps until Bob Blight got past him, lasting 2 laps in second before spinning to the back of the field, this left John Turner in 2nd as leader James Pontin reeled off the remaining laps to take the second heat. John Turner just managed to hold on to second, Alan Whichello pressurising him for half of the race, Chris Sparrow was 4th (the first Nat Novice), Charles Robinson was 5th and Richard Bennett 6th.

Dennis Gale had problems starting in the third heat and was out before the race had even started. Kevin Fry led the first lap but it was Graham Stephens leading on lap 2 and by the next lap he had a large 4 sec lead on the pack. The remaining laps were completed by the super smooth style of Graham Stephens to take his first heat win of the day. Andy Griffiths was 2nd, Andy Clark 3rd, Mark Powell 4th, then came a 20 kart dice with Maggie Dell and Andy Coleman just making it into the first 6.

James Pontin led every lap of the third Open heat to take a good win, he was followed over the line by Kieron Hunt and Bob Blight. The National novices were led by Chris Sparrow until the last lap when he slipped down the field leaving Richard Bennett to cross the line first.

#### 125 OPEN & NAT NOVICE FINAL

By the time the Open and Nat novices took to the circuit for their final the day had turned very cold and overcast but the track was nice and dry. Bob Blight made a good start as John Turner got away slow to fall back to 8th place but as the field crossed the finish line for the first time it was James Pontin leading from Bob Blight, Kieron Hunt, Alan Whichello, Chris Sparrow, Richard Bennett and the rest. Lap 2 was the last we saw of Kieron Hunt as he pulled to the side of the track, climbed out, lifted his kart up and peered intently underneath!!

Leader James Pontin continued on his winning way looking very comfortable and by lap five he was starting to lap back markers still followed by Bob Blight and Alan Whichello but this was the last we saw of Bob Blight in 2nd, a "moment" dropping him back to 7th by the next lap.

As the last lap board was got ready suddenly the leader had disappeared, a great shame having looked to have the race "in the bag" and it was a delighted Alan Whichello who completed the last lap to take his first Challenge win and maximum points. Bob Blight recovered to 2nd and John Turner was 3rd. The top 3 novices, all driving well, finished in the order Chris Sparrow, Richard Bennett and Charles Robinson, the latter driver having survived a couple of "offs".

#### 125 NATIONAL FINAL

With a circuit that was generally considered to be difficult to pass on and two highly skillful and determined drivers on the front row, getting into the first corner in the lead was even more important than usual. Mark Powell (pole) and Graham Stephens shared that front row with Andy Coleman and Andy Clark on row 2. Toby Sinclair and Graham McCarthy were on row 3 and row 4 con-

tained Alan Dell and Steve Puddiphatt, the grid in total stretched down 12 rows.

Graham Stephens made the best start as the lights flicked to green, pole driver Mark Powell not getting away too well allowing Andy Clark to squeeze into 2nd place and as they flashed over the finish line for the first time these three were leading from Andy Coleman, Toby Sinclair, Alan Dell, Graham McCarthy and the rest.

The next lap and Mark Powell was having a look down the inside of Andy Clark, succeeding in finding a way past to be 2nd by the next lap. Further back the usual opening scramble saw Dave Scott going off and Ian Williams and Kieron Hunt tangling.

Leader Graham Stephens was now under considerable pressure from Mark Powell, the next few laps Mark trying everything he could to try and out fox the leader and at the same time, no doubt, keeping an eye on closely following Andy Clark in case he "did them both". Andy Griffiths was making fine progress after being 10th on the first lap and he was up to 4th place by the end of the 4th lap.

It was still the leading trio that was holding everyones attention and Mark Powell was about as close as it's possible to get to leader Graham Stephens without touching!!! Behind Andy Clark, Andy Griffiths was still 4th, Andy Coleman 5th, then came a four kart scrap for 6th place involving Bob Bagley, Alan Dell, Steve Puddiphatt and Mark Gellatly, this dice being just as intense as the leading battle.

As the last lap board was ready to be shown Mark Powell was still trying to squeeze down the inside of the leader but still Graham Stephens hung onto his lead!! At the same instant as the last lap board was held out Graham Stephens hand shot up and quick as a flash both Mark Powell and Andy Clark were past, had Graham Stephens missed a gear? The answer was no, the problem was more serious and a bitterly disappointed Graham pulled off, a great shame after such a brilliant drive.

Mark Powell made no mistakes on the last lap to take the chequered flag, his first Challenge win but surely not his last and this victory means now he is sitting at the top of the points table. Andy Clark was still on the leaders tail to finish in a fine 2nd place Andy Griffiths was not far behind in 3rd having started the final from row 9, Andy Coleman was 4th, Bob Bagley 5th, Steve Puddiphatt 6th, Alan Dell and Mark Gellatly crossed the line almost side by side in 7th and 8th with Alan just getting the verdict. Graham McCarthy and Malcolm Weaver completed the top 10.

Two rounds completed and both have produced some brilliant Motor Racing, absolutely enthralling to watch. Mark Powell is sitting on top of the points score but with ten rounds still to go and the racing as close as this, any number of talented drivers are ready to take over the number one spot...

#### 125 CHATTER

John Turner had a long 5 hour journey back to his home near Wigan.

It was Bob Blight's birthday on the Sunday so it was fitting that he won the first heat. Rumour has it he also had a "strippergram" on the Saturday night...

Novice Charles Robinson left his mark at Clay quite literally by hitting one of the barriers head on at high speed, bulging the barrier back and covering a car parked near by with mud.

Goff tuned Rotax's have won both rounds held so far.

Quite a few of the leading drivers had long faces after the meeting. Graham Stephens out with a seized engine (after jetting down for the final), Nick Whitehead with a bent chassis and Dennis Gale with ignition problems.

Ian & Barbara

#### POINTS AFTER 2 ROUNDS

##### 125 NATIONAL

MARK POWELL	95
BOB BAGLEY	74
MARK GELLATLY	64
JON SULLY	57
MALCOLM WEAVER	57
GRAHAM STEPHENS	50
CHARLES ROBINSON	47 (N)
RICHARD BENNETT	47 (N)
ANDY CLARK	45
NICK WHITEHEAD	42
ANDY GRIFFITHS	42
WAYNE BRAY	40
MARK HASWELL	38
STEVE PUDDIPHATT	38
MALCOLM STEWART	36
ALAN DELL	36
GRAHAM MCCARTHY	32
TOBY SINCLAIR	28
DAVID BLACKSHAW	28
MAGGIE DELL	27
RICHARD CORMICK	26
DAVE SCOTT	26
PETER ROWLANDS	25

##### 125 OPEN

BOB BLIGHT	90
JOHN TURNER	84
ANDY FAIRLESS	50
A WHICHELLO	50

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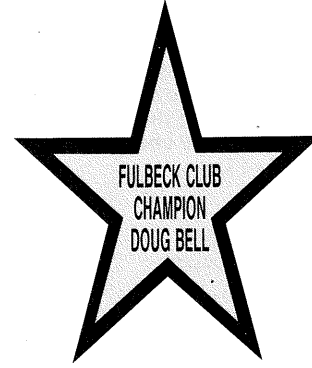
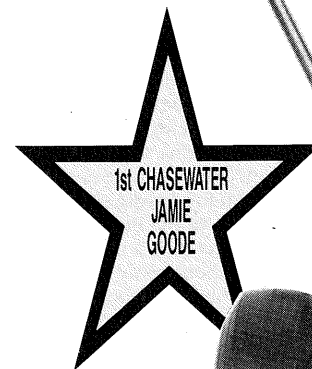
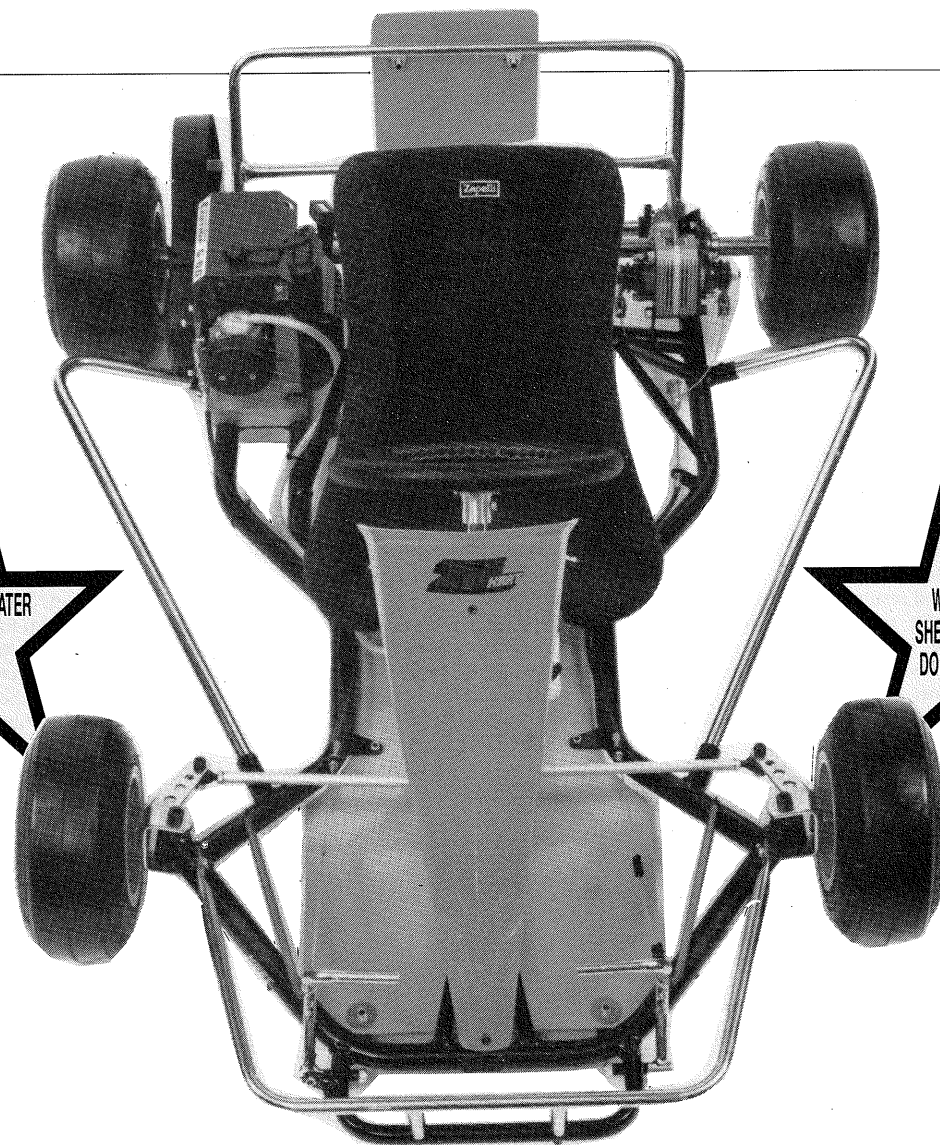


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# CADET COLUMN



Ben Purkiss (12) and Dean Haddon who finished in that order at Chasewater Wheels were snapped by lensman Dougie Rees at Rissington.

## CHASEWATER WHEELS SUNDAY 9TH APRIL

A good grid of Cadet drivers who included Ben Purkis and Dean Haddon who are neck and neck in the Club Championship points indicating the two would be contesting hard for the maximum points. The rest of the field consisted of novice drivers with the exception of an accomplished young lady Stephanie Appaddo having her first race at Wheels. In the heats it was three straight wins for Ben with Dean just behind and Stephanie also having good results improving as she became used to the track. There was extremely good driving from Novice driver Simon Hallworth being close on the heels of the front drivers, Stu Wilson also had quite an impressive heat results still on novice plates.

### HEAT RESULTS

Heat 1: 1st Ben Purkis, 2nd Dean Haddon, 3rd Simon Hallworth.

Heat 2: 1st Ben Purkis, 2nd Simon Hallworth, 3rd Dean Haddon.

Heat 3: 1st Ben Purkis, 2nd Dean Haddon, 3rd Stephanie Appaddo.

Final: A good start by Dean had him in the lead at the end of the first lap. By lap 2 Ben had begun to push Dean and had soon overtaken Dean to become the new leader. Just behind Dean was Simon having a nice steady drive in third place. Stephanie had a poor start but had gradually made up ground and by lap 4 had projected herself into fourth place. As the race progressed Ben began to open up quite a substantial lead over the rest of the field. By the eighth lap Ben was lapping the back markers. Dean was fighting hard all the time but this was not to be Deans day as Ben took the chequered in convincing style ahead of Dean.

1st Ben Purkis  
2nd Dean Haddon  
3rd Simon Hallworth

Story: Liz Peters

## SHENINGTON SUNDAY 16TH APRIL

Heat 1: 1st Daniel Wheldon, 2nd Charles Butler-Henderson, 3rd Anthony Davidson

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

Daniel Wheldon was on pole for the final with two heat wins under his belt, surely his form has returned, and Charles Butler-Henderson alongside. Fifteen laps ahead was a bit of a lap-scorer's nightmare as with eight novices, backmarkers were being passed from lap 8 onwards. Away from the start Wheldon grabbed the lead on his Allkart followed by CBH (Wright), Anthony Davidson, Nelson Rowe, Jeremy Gumbley and James Walters. Young Daniel extended a good lead from Charlie and a good dice taking place for 3rd, 4th and 5th — Rowe, Gumbley and Davidson. As the back markers were being passed we lost Rowe and Davidson, leaving Gumbley comfortably in 3rd. Rowe recovered to take 4th followed by Rupert Cue and Barrie Wilkin.

Final: Wheldon, Butler-Henderson, Gumbley, Rowe, Cue, Wilkin.

L Allen/G M Smith



Mark Nadolski, the Tyneside driver whose local club is Langbaugh, recently switched to the Zip marque and on his first time out won all heats and final at Rowrah. (Pic: courtesy Jenny Jones)

## TILBURY SUNDAY 9TH APRIL

Heat 1: 1st D Panrucker, 2nd C Parfett, 3rd D Battistini.

Heat 2: —

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

Final: Panrucker had earned pole for the final with Parfett next to him and the 2 Battistini brothers behind. Panrucker made the most of his position and was away first. D Battistini got the better of Parfett for 2nd place. By lap 3 Panrucker was pulling away from the rest of the pack leaving a battle behind him for 2nd place between D Battistini and Parfett. By the next lap on the straight Parfett passed Battistini to clinch 2nd. Gaps developed between all boys and it looked like the race was decided, when disaster hit Panrucker ½ lap from the flag when his engine suddenly stopped and Parfett found himself being given the flag, with D Battistini in 2nd and C Battistini in 3rd. Panrucker was able to restart and managed to come in 6th.

1st Chaz Parfett Superdart/Comer  
2nd D Battistini Zip/Comer  
3rd C Battistini Zip/Comer

Dennis Dap

## CLAY PIGEON SUNDAY 9TH APRIL

### CADETS

Eight entries in this class, six of whom were novices and all keen to show their ability. The first two places in the heats were taken by experienced drivers Rupert Cue followed by Scott Cooper. The fight for third place was always between Lars Sexton and Gavin Brewer, while some interesting competition took place further down the field with local driver Stuart Lane never quite managing to find the edge to pass visiting Louise Colin from Bromsgrove. Full marks to Scott Pontin for driving sensibly all day to complete his races. In the final it was Rupert Cue all the way. Rupert took a large lead on lap one and held this without being pressured after Scott had dropped out of contention, thereby allowing Lars to be second past the chequered flag.

1st Rupert Cue DAP/Comer  
2nd Lars Sexton Zip/Comer

Vic Sirett



Matthew Davies excursion into the Junior Britain ranks has seen the young man take the class by storm. (Pic: courtesy Howard Davies)

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# THE 125 CHALLENGE 1989

## ROUND 1

Easter Monday saw the start of this years 125 Challenge and some of the cream of short circuit drivers assembled at the superb 3 Sisters circuit for round 1. Circuit manager Ray Hide had decided to use the full circuit for the Monday race and so it was a new layout for quite a few drivers, the circuit being a mere 1 metre short of full circuit length. Last years Challenge had seen some fantastic racing and with most of the drivers from that series registering this year, it guarantees we shall have a 125 Challenge to remember.

The Nats & Open classes ran in separate races with the Open's racing with 250's & 125 PR karts. Bob Blight running in the Open class this year led off the line in the first heat and was still there when the race was red flagged after 4 laps, the result of a shunt in one of the other classes. Steven Coward was 2nd, John Turner 3rd and Andy Fairless 4th.

The 125 National class were out next and after one false start when front row starter Steve Puddiphat had some problem and was pushed to one side, it was Graham Stephens who took the lead and after one lap he had an amazing 3 secs lead over Nick Whitehead, Dave Bromfield, Wayne Bray and the Graham Stephens continued on his winning way to lead all 6 laps to the chequered flag whilst behind him the other leading drivers sorted themselves out in the order Wayne Bray, Mark Powell, Nick Whitehead, Mike Stephenson and Kenton Owen.

With a few drops of rain falling "Opens" took to the track for their 2nd heat. Andy Fairless led laps 1 to 5 but it was Steven Coward who led the 6th and last lap to win from Andy Fairless with Bob Blight 3rd and John Turner 4th.

Luckily the sun shining again by the time the 125 Nats rolled out onto the circuit for their 2nd heat. Both outside front row drivers were away slow at the green lights leaving Mark Powell to blast away into the lead, a lead he held all the way to the finish. Graham Stevens came through in 5th place on the first lap then suffered an engine seize which would mean the spare motor would be used for the rest of the day. Behind winner Mark Powell came Nick Whitehead, Mark Gellatly (coming through the field well after being 10th on the first lap) Bob Bagley, Mike Stephenson and Wayne Bray.

Steven Coward led every lap of the third and final heat in the Open class with Bob Blight and John Turner following him over the line.

Mike Stephenson led lap 1 of the third 125 National heat Mark Gellatly then leading laps 2 & 3 before pulling off with a broken gear lever bolt. This promoted Mike Stephenson back into the lead, a lead he held to the chequered flag to take a good heat win from a fast closing Graham Stephens. Wayne Bray was 3rd Eamon Talbot 4th, Nick Whitehead 5th and the first 6 were completed by David Blackshaw. Interestingly heat 2 winner Mark Powell was way down in 13th place.

### OPEN FINAL

At the start of the Open final Steven Coward made the best start and dived into the lead as Andy Fairless, John Turner and Bob Blight blasted off side by side down the start/finish straight. At the end of the first lap it was still Steven Coward leading and he had managed to get a 250 kart between himself and his pursuers led by Andy Fairless with Bob Blight and John Turner battling for 3rd. The next few laps didn't appear to pose any problems for the leader and

by lap 4 (half distance) he had a 4 sec lead. Unfortunately lap 5 was the last we saw of the leader as he pulled off into retirement, a great shame after leading for so long. This left Andy Fairless in the lead and he completed the remaining three laps to take the chequered flag and maximum points in the Open class. The dice that had lasted most of the race between Bob Blight and John Turner continued to the end with them finishing in that order.

### 125 NATIONAL FINAL

At 6.50pm with the sun setting the 125 National field poured out onto the circuit. Pole position was held by No.9 Zip Kart of Nick Whitehead with the Stratos karts of Mike Stephenson and Wayne Bray making up the front row. The 2nd row contained Bob Bagley and Mark Haswell with the 3rd having David Blackshaw, Graham Stephens and Malcolm Stewart. The grid in total stretched down 11 rows and a made a magnificent sight as it inched up to the starting lights and, as those lights flicked to green, it was Mike Stephenson who made the best start, pole positions driver Nick Whitehead lagging slightly off the line.

At the end of a very hectic first lap which saw, amongst others, Eamon Talbot spinning and Kieron Hunt and Steve Puddiphatt colliding, it was a superb 6 kart scrap for the lead rocketing over the line in the order Wayne Bray, Mike Stephenson, Graham Stephens, Nick Whitehead, Mark Powell and Mark Haswell, these six having opened a small gap to Malcolm Stewart and the rest.

Lap 2 and we had a new leader as Wayne Bray had fallen back to 9th place, the race now led by Mike Stephenson with the next four drivers side by side in typical 125 racing. Mark Gellatly (from row 8) was making fine progress to be almost on the tail of this group and Malcolm Stewart and Steven Spavin were not that far back.

Lap 3 saw the third driver to lead the race, that driver being Graham Stephens. Nick Whitehead was now 2nd, Mike Stephenson down to 3rd, Mark Powell up to 4th, Mark Gellatly 5th and Mark Haswell 6th.

Half distance and Graham Stephens was still leading with Nick Whitehead looking even closer to the leader and Mark Powell and Mark Gellatly continued their progress now in third and fourth but still 2nd to 6th were about as close as it's possible to get!!

The next couple of laps saw no place changes with the leading group but Wayne Bray was fighting back and was now 6th.

As the leader started the last lap he was looking over his shoulder to see a new 2nd place driver, Mark Powell now 2nd with Mark Gellatly glued to his tail, Nick Whitehead having slipped to 4th.

Continuing where he left off last year Graham Stephens blasted over the line at the end of 8 high speed laps to take the chequered flag, a superb win and maximum points being just reward for a great drive — not bad for a spare engine!!

The drama hadn't finished behind the leader as Mark Gellatly found a way past Mark Powell into 2nd but almost immediately his hand shot into the air as a wire jumped off the HT coil, Mark Powell bouncing over his rear wheel back into 2nd place which he held to the end as a bitterly disappointed Mark Gellatly staggered over the line in 11th place. Nick Whitehead finished a good 3rd, Wayne Bray fought back to 4th, Mike

Stephenson was 5th, Mark Haswell 6th, Malcolm Stewart 7th, Phil Hemmens 8th, Bob Bagley 9th and the top 10 completed by Jon Sully.

One round completed, 11 to go. If they are all as good as this one then we are going to witness some brilliant racing. Last years Challenge winner is sitting at the top of the points score but any slip and any number of talented drivers will be ready to take over. One thing for sure whoever wins this year's Challenge will have proved themselves to be the best. . .

### 125 CHATTER

Second place Mark Powell said this was the hardest race he had ever competed in.

Mark Gellatly started off No 20 on the grid, got up to 2nd before having problems on the last lap.

Dave Bromfield ran on Sunday in both 125 Nat and P&R and Monday in the 125 National Challenge.

Alan Whichello blew both his motors on the Sunday.

Andy Fairless was using an aircooled engine in the Open class as his water cooled engine is waiting for a water pump.

The top point scorers so far:-

<b>Nats</b>		
1st	GRAHAM STEPHENS	50
2nd	MARK POWELL	45
3rd	NICK WHITEHEAD	42
4th	WAYNE BRAY	40
5th	MARK HASWELL	38
6th	MALCOLM STEWART	36
7th	BOB BAGLEY	34
8th	JON SULLY	32
9th	MARK GELLATLY	30
10th	DAVID BLACKSHORE	28
11th	MALCOLM WEAVER	27
12th	DAVE SCOTT	26
13th	PETER ROLANDS	25
14th	CHARLES ROBINSON	24 (N)
15th	RICHARD BENNET	24 (N)

<b>OPENS</b>		
1st	ANDY FAIRLESS	50
2nd	BOB BLIGHT	45
3rd	JOHN TURNER	42.

## ROUND 2

Clay Pigeon was the venue for Round 2 of this year's 125 Challenge and with all the leading point scorers in attendance plus some more "chargers" joining the Challenge trail, a good day was in prospect. The National and Open classes were split with the Opens running with the National Novices.

The Nationals were out first and Charles Robinson started the meeting off in fine style by spinning on the rolling lap. Dennis Gale showed he had lost none of his skills over the winter by leading from start to finish, looking very comfortable. Mark Powell was 2nd, Graham Stephens coming through the field after being 11th on the 1st lap to finish 3rd. Andy Coleman was 4th, Toby Sinclair 5th and Nick Whitehead completed the first 6.

The first Open heat saw a flag to flag winner, that winner being Bob Blight. He was followed over the line by James Pontin, then came Alan



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## CADET FOLIO



James Goode.



Jenson Button and, below, Daniel Goode. (Pics: Doug Rees)





**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.

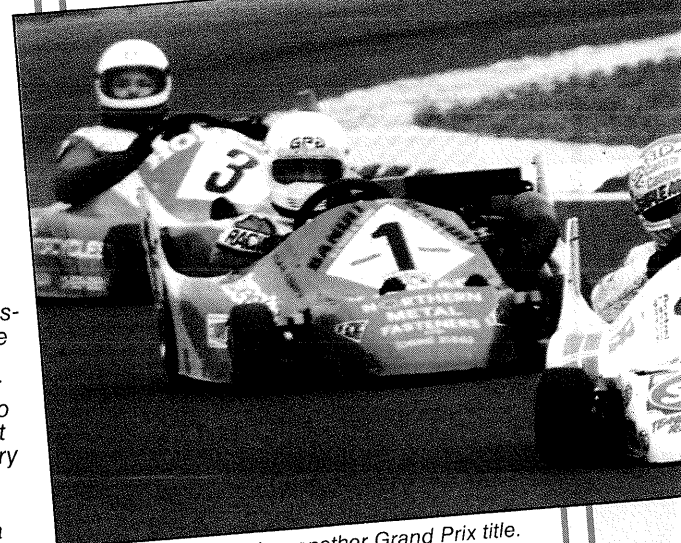
**SEAT** - A seat designed to give maximum support and comfort.

**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.

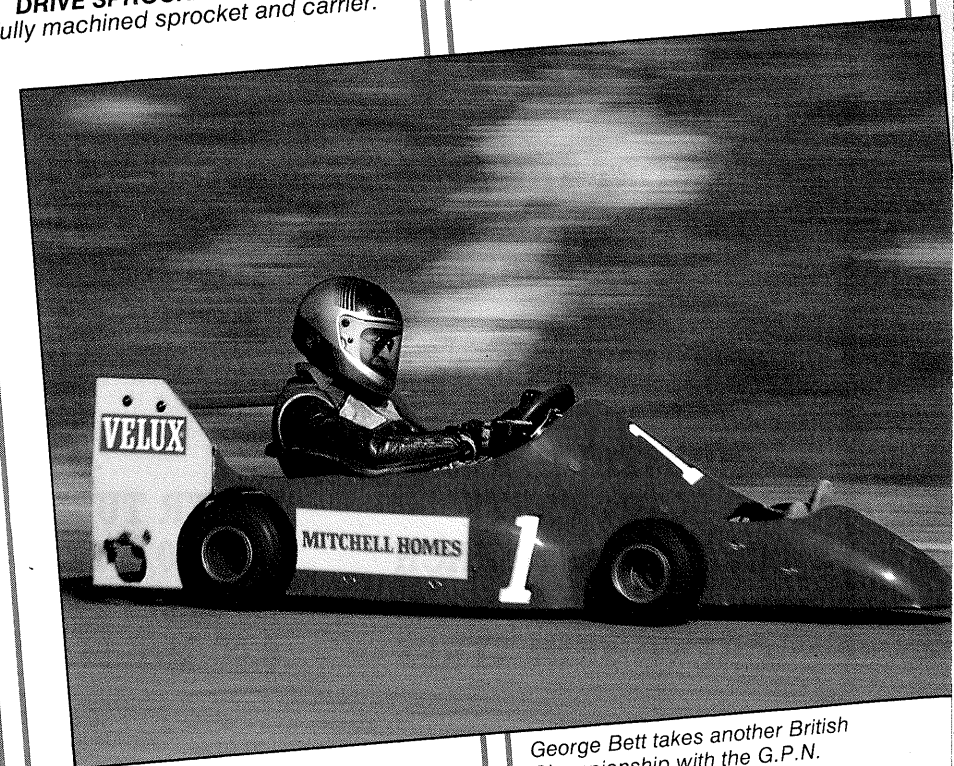
**TRACK RODS** - Best quality rod ends with anodised alloy tube track rods.

**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.