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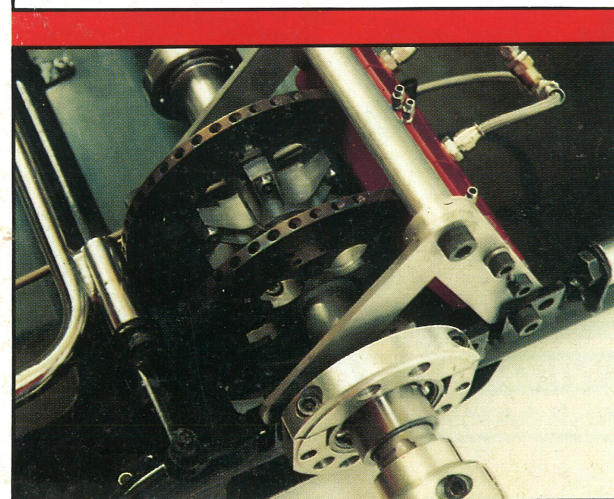
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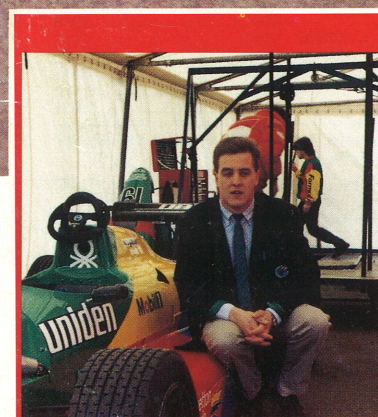
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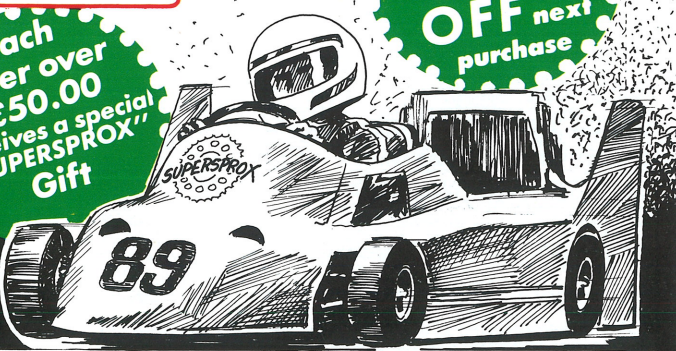
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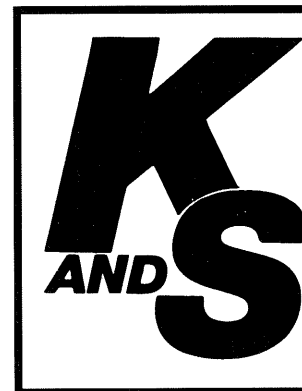
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MONTHLY

No. 123

## Ed, Says!.....

*Silverstone is but a month away, this year the racing taking place on the modified, shorter national circuit. The Formula E and 125cc drivers had the opportunity to try out the new configuration at Easter and when it was announced later that the 'club' circuit was to be used for the Kart Grand Prix the views ranged from "pretty good" to "downright disgusting". Many feel that the prestige the kart G.P. has held for most since its inception will be lost. One supposes that costs and lack of sponsors to be the main reason for the switch, although there is a feeling abroad that karts are once more being relegated to the 'second class citizen' league. What will happen next year rests in the lap of the gods....*

*A glorious Cadwell Park at the end of June, beginning of July saw a large turnout for the Formula E European decider and the 250 Mono-Cylinder (National to you) C.I.K. Trophy, run on the full circuit (for a change). The racing was absolutely brilliant, the drivers gave their all. John Shaw and his official deserve a large vote of thanks from us all, which is more than can be said for other organisations, particularly on the noise front — been better off straightening bananas. It costs an awful lot of money to transport equipment and families to Britain, certainly from Sweden. Not be allowed to turn a wheel is heart-breaking. Let's hope there will be no more such travesties.*

*There will be extensive coverage in next month's issue. See you all then.*

Ed McCormick

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#### STRICTLY CLASSIFIED

Next month's features include:- Cadwell Park Formula E European Championship and 250 National C.I.K. Trophy; Rowrah RAC Junior Britain Qualifier; Peel 'Mini-Monaco' meeting; Snetterton 'UK Cup' plus RAC Long Circuit Championships Round 4, and of course a look at what might happen at Silverstone... (These items correct at time of going to press).

Publication date:- Thursday 3rd August 1989.



## INDOOR KART TRACKS TO BE LICENSED

From Monday 1 May, the RAC Motor Sports Association will issue licences to indoor kart tracks which comply with certain requirements.

The RAC MSA will also apply rules to the pupils/competitors at licensed venues, and to the karts used there.

In return for complying with the new rules (summarised below), the licensed tracks will be covered by the RAC MSA's standard racing insurance scheme.

Each pupil will be charged £1 for an RAC MSA Licence; 20% of the money raised from these licences will be held for use in publicity and promotion as requested by the group of companies involved.

## TRACKS

- Each track will be inspected twice per year. The fee for this will be £50 plus expenses.
- The track must be a minimum of five metres wide at any point.
- There must be a continuous white line on both sides of the circuit.
- All protection will be by tyres bound together in stacks of four by banding, 'bolting', or heat shrinking.
- There must be a designated area for the pits.
- The start line will be marked, as will a flags or lights point.
- Marshal points will be agreed and will be equipped with fire extinguishers.
- Races will be totally controlled by a Race Director, who will be responsible for enforcement of all sporting and technical rules.

## COMPETITORS

- The minimum age will be 17 years.
- Every competitor must wear a racing suit complying with CIK/MSA British Standards. All helmets must comply with British Standards as per the British Motorsport Yearbook (the 'Blue Book'). Gloves will be to a specification yet to be agreed.
- Each competitor will receive a minimum of 15 minutes of training.
- The licence fee will be £1 per person.

## KARTS

- All equipment must be of a Kart specification.
- Tyres must be S/L or Sporting grade.
- Only Honda engines with modified fuel cap are to be used, with a maximum rating per machine of 5hp. Governors will be removed.

Issued by: Colin Wilson, Press & PR Executive. Further information from: Ron Brassey, Kart Executive, tel: (0753) 681736.

## DISC BRAKES

There appears to be slight confusion over what constitutes a ventilated disc. It has long been the view of the Kart Committee that drilling of a disc, in a manner designed to create air flow, and therefore cooling, constitutes a ventilated disc.

To clarify the 100 Junior Britain and 100 Senior Britain situation, drilling of holes at right angles to the face of the disc (ie cross drilling) does not constitute a ventilated disc.

Use of wiper grooves also requires clarification, provided any grooves cut into the disc do not break out of the annulus, then they do not give advantage on disc cooling and do not contravene the Solid Disc Regulation.

The use of ventilated discs is allowed without restriction on all Classes except Cadet, 100 UK, 100 Junior Britain and 100 Senior Britain.

## HELMET STICKERS

An incorrect view is being held by some Kart Clubs that helmet stickers are no longer being issued.

Helmet stickers are still in use and are available to Kart Scrutineers of National status and above. Copies of the Application Forms are available from the RAC MSA and are self-explanatory.

(a) The helmet must conform to at least one of the International Helmet Standards — RACMSA 1989 Year Book page 206.

(b) Remember unused sheets can be returned for refund.

## TEN FITTING TESTS FOR HELMETS

- Obtain correct size by measuring the crown of the head.
- Check there is no side to side movement.
- Tighten strap securely.



## RAC SHORT CIRCUIT GEARBOX CHAMPIONSHIPS RESULTS

### 125 National

1st	Ian Mason	Cambridge
2nd	Graham Stephens	Herts
3rd	Chris Stoney	W Yorks
4th	Mark Gellally	Stafford
5th	S Puddiphatt	Herts
6th	Willy Grieve	Northumberland
7th	Andy Griffiths	Hants
8th	Nick Whitehead	Middlesex
9th	John Reid	High Blantyre

### 125 Open

1st	S Ziemelis	Cambs
2nd	Clive Elmore	Devon
3rd	A Fairless	Cumbria
4th	Colin Poole	Beds
5th	John Reid	High Blantyre
6th	A Whichello	Oxon
7th	B Stoddard	Bucks
8th	M Stewart	Milton Keynes
9th	Steve Perry	

### 250 National

1st	Mark Webster	Lancs
2nd	Chris Tomkinson	Worcs
3rd	Pete Morgan	Clwyd
4th	Alan Hyde	
5th	Kevin Routh	Grimsby
6th	Phil Hemes	Northants
7th	Paul Fox	Derby
8th	Paul Wilson	Bristol
9th	P. Tomkinson	Worcs

### 250 International

1st	Ian Shaw	Manchester
2nd	Ian Woodcock	Leics
3rd	Keith Bisp	Bristol
4th	Carl Atkinson	Staffs
5th	Bob Kennings	Birmingham
6th	Paul Studley	Devon
7th	Tim Matthews	Warwickshire
8th	S McLaughlin	Milton Keynes
9th	Andy Milner	Staffordshire

### 210 National

1st	John Haigh	Lancs
2nd	Paul Woodward	Wilts
3rd	Paul Robinson	West Midlands
4th	Paul Kellett	Co Durham
5th	Kelvin Bonarski	Middlesex
6th	Phil Hawkins	Wilts
7th	J Pinny	Northampton
8th	A J Worton	Solihull
9th	T Thacker	Staffs

4. With head forward attempt to pull up back of helmet to ensure helmet cannot be removed in this way.

- Check ability to see clearly over shoulder.
  - Make sure nothing impedes your breathing in the helmet and never cover nose or mouth.
  - Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap.
  - Ensure that visor can be opened with one gloved hand.
  - Satisfy yourself that the back of your helmet is designed to protect your neck.
  - Always buy the best you can afford.
- NEVER BUY FROM MAIL-ORDER unless you are satisfied with the above tests. Do not be afraid to return the helmet unused if it does not fit you.

# Strictly Classified!



100 BRITAIN WRIGHT ARROW, engine rebuilt one meeting ago. Wet tyres, spare carb, calipers, pads, sprockets, trolley and push start — £475 ono. Telephone:- Cheltenham (0242) 227835.

ZIP 100 BRITAIN, Arrows engine, spare engine, wets on rims; completely rebuilt. Race suit, helmet, trailer, ideal beginner — £550 ono. Telephone: (0533) 605907.

TRUCKS AND TRAILERS. Looking for a van or trailer? Then give us a call. New and used vans and trailers supplied. Telephone:- (0525) 222155 (day); (0525) 381484 (eves); (0836) 651372 (mobile).

ZIP ROTAX 125cc, plus wets and spares. Good condition and ready to race — £650 ono. Telephone:- (0203) 677721 (after 6pm).

JUNIOR BRITAIN BOXER KART with 2 FRED tuned Arrows on standard bore. Spare engine and wets, leathers, plastic suit and helmet. Excellent condition — £370. Telephone:- (0663) 62505.

'85 PHOENIX KTM 250 National, new paint, fairings, ex-championship winner. Unused 2 years — £1200. Telephone:- (0663) 65820 (after 7pm).

WANTED — 210 VILLIERS engine or complete 210 National kart. Reasonable price. Telephone:- Windsor (0753) 854121.

ZIP GP/250 YZ YAMAHA. Very fast, many wins, kartpro brakes, bodywork, etc — £495. Steve Martin, Telephone:- (0484) 531899.

FOR SALE — ROTAX 125 air-cooled engine, stoney tuned. Full rebuild including conrod. Just run-in. Extras include exhaust, Mikuni carbs and full electrics. Trophy winner — £440 ono. Telephone:- (0253) 45092.

125 BARLOTTI MUGEN Honda long circuit chassis, wets and slicks on rims, spare engine. Frame new — £850. Ring Mark on Camberley (0276) 33993 (eves). 100 NATIONAL ZIP Hezemans tuned Rotax, very competitive, many trophies to prove. Immaculate condition, soft Vegas, slide carb, big pipe etc. Maintained regardless of cost — £1050 ono. Telephone:- Carl Ariss for further details — (day) 061 746 8037; (eves) 061 747 9234.

CADET GILLARD COMPLETE outfit ready to race. Hardly used this season and in really excellent condition £550. Telephone:- (0604 636) 446.

CADET DAP 1989 (FEB). Well maintained, in excellent condition. Many trophies. Tillett covered seat. rolling chassis — £350. Genuine sale. Telephone:- (Glos) 0452 740002.

BRITAIN GILLARD SENIOR-JUNIOR, complete outfit in excellent condition. Ready to race. TKM unit fully rebuilt and very fast. Award winner. £575. Bargain. Telephone:- (074 636) 446.

AIRCOOLED CSK 125 ROTAX, complete with ignition, carb and new unused exhaust — £800 ono Tel: 0624 822582.

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ANDY MILNER'S ZIP EAGLE, 4 meetings old, spare set of slicks and wets on mag wheels; stand. Ex-Hines 86/87 Rotax engines. Telephone:- (0543) 250088 (day); 021 308 6096 (eves).

WANTED, ZIP GP CHASSIS in good condition. Would consider rolling chassis. Villiers spares also required. Telephone:- Notts (0602) 384803.

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

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

Drivers membership fee £3.00 to  
Tom Thacker

Oaklea, 18 Old Hednesford Rd,  
Cannock, Staffs WS11 2LD  
Phone 05435 78522  
Fax 05435 78445

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Contact

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

STRATOS CSK ROTAX 125 a/c, Brembos, Long and Short circuit trim, spare barrel, head, pipe, slicks, Duplex. Quick kart. Second Wigan Winter Series — £1050 ono. Harrogate 771120.

YAMAHA YZ 250 'J' engine for sale. Complete with Motoplat, carbs, Motiv pipe. Standard bore, plus spare new pistons and rings, etc. Spare barrel (new liner) — £675 ono. More details: Richard Dean (0773) 46425.

125 OPEN/ROTAX, virtually brand new (six laps of Snetterton). Fully tuned and very fast, complete with special Merlin pipe. Telephone:- Graham Roscoe (0457) 871386.

HONDA 125 P&R, Lynx chassis, very quick CR engine with Motiv exhaust. Engine rebuilt one meeting ago. Slicks, wets, stand, leathers and spares all included. Ideal for beginner — £500 ono. Telephone:- Mark on (0925) 722904.



## CLUB SCENE

was great to see 30 Villiers and to have to run a 'B' final for them as well. I understand that there are at least three Villiers circuses in being and I hope it will encourage a few people to blow the dust off their outfits and join in. I must mention at this point that I was in the thick of it — or to be more precise at the back of it (it's not that I don't dream of a share of the glory — I just don't get it) so I didn't actually see too much but the heats went John Haigh (2) and Glen Clare with Paul Robinson, Ernie Wynn, Brian Johnson and Nigel Puddiphat sharing the front spots. The 'B' final was a flag to flag win for Andy Worton with Peter French, Stuart Warsop and Colin Firth joining him on the back of the 'A' final. In the previous event, mercifully reduced to 12 laps for my ailing motor!! it was that man Haigh who showed everyone a clean pair of heels to win by a mile chased initially by Clare, Robinson, Martin James, Series organiser Graham Payne, Andi Hunt and top novice Keith Edwards. By the end Payne had squeezed up to 4th and the biggest charge had come from Wynn who eventually worked his way up to 5th followed by James, Edwards and French.

The racing stopped dead on six o'clock and we had managed twenty heats and eight finals of almost double the number of laps as usual thanks once again to slick, professional organisation of the Wombwell officials and I'm sure that everyone had enjoyed a nice summers days racing mercifully free from the hassle that usually accompanies major championships.

### WOMBITS

★ Thanks to the dozen or so drivers who brought me Araldite before the final — nice one

Steve — your turn will come!

★ Please note our Competition Secretary's new address: 127 Church Lane, Normanton, W.Yorks WF6 1AY (phone 0924 894078 — that hasn't changed). Please write this in your Blue Book now, whilst you remember.

★ Entries close Tuesday prior to the meeting. Those telephoned in are surcharged £1.00 processing fee. Any not paid for before the day are surcharged £5.00. Anyone phoning an entry in and then not turning up will be charged the full fee. Entrants may withdraw up to 6.00pm on the Saturday prior to the meeting. Sorry to have to labour these points but with grids now exceeding our maximum numbers we cannot afford to have empty spaces from people who don't turn up when others have been turned away.

### RESULTS

#### JUNIOR BRIT

1st Matthew Davies	Zip/PCR
2nd Gary Broughton	Gillard/Parilla
3rd Brad Lintern	Superdart/Parilla

#### SENIOR BRIT

1st Steve Hazlett	Knight/Parilla
2nd Paul Ibbotson	Boxer/Parilla
3rd Steven Cook Martin	Colt/Parilla

#### NOVICE

1st Carl Esberger	Jeta/DAP
2nd Graham Johnson	Boxer/DAP

#### 100 UK

1st Richard Guest	Knight/TKM
2nd John McKenzie	Gillard/TKM

#### NOVICE

1st Lee Johnson	Boxer/TKM
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#### 100 NATIONAL

1st Michael West	Mondial/Parilla
2nd Dave Horner	Sprint/Rotax

#### 210 CHALLENGE

1st John Haigh	Anderson/Quantun
2nd Glen Clare	Stratos/Villiers
3rd Paul Robinson	Dino/Villiers

#### NOVICE

1st Keith Edwards	Lazer/Invader
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#### 250 NAT

1st Martin Halloms	TNT/Yamaha
2nd Russell Smith	Motiv/Yamaha

#### 125 NAT/OPEN

1st Steve Sykes	Zip/Rotax
2nd Andy Bratley	AllKart/Rotax
3rd Andy Bellwood	Lazer/TKM

**CLUB SCENE  
NEEDS YOUR  
PHOTOGRAPHS — NOW!  
GET SNAPPING**

## NORTHUMBRIAN KART CLUB

have once again attracted major sponsorship for the

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'T' Shirts, Sweat Shirts, Paddock Jackets and Embroidery. Paddock Jackets as worn by Mark Webster (1988 'GP' Winner, 3 times 250 National British Short Circuit Champion, '89 Short Circuit Champion); John Haigh (3 times 210 Short Circuit Challenge Winner, 1988 British Short Circuit Champion).

**Jackets £30 each including embroidery.**

Special prices for full team orders.

*See us at the 'GP',  
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**Trade orders welcome.**

*At Silverstone Free 'T' shirt with every jacket.*

**Telephone: (0280) 701514**  
(ask for Steve)

# Silverstone'89

## ABSOLUTELY FREE!

**Two full days of thrilling action as the world's best in kart racing meet again!**

**...a marvellous day out  
for all the family**

Saturday 5th & Sunday 6th August

## The British Kart Grand Prix

Yes — it really is FREE ADMISSION for all on both days. And this year, the new Silverstone National Circuit will be used for the first time to add even more excitement to the action. There's an exciting programme of racing and parades on both days.

### Saturday:

All day action from 09.00. Qualifying day plus —  
12.05 CIK Formula E World Championship pre-final  
14.15 CIK FORMULA E WORLD CHAMPIONSHIP FINAL

Organised by RACMSA

Promoted by Silverstone Circuits Ltd

### Sunday:

11.30 Qualifying heats  
14.45 BRITISH KART GRAND PRIX — 210 National  
15.20 BRITISH KART GRAND PRIX — 250 National  
15.55 BRITISH KART GRAND PRIX — 125 National  
16.30 BRITISH KART GRAND PRIX — 125 Open  
17.10 BRITISH KART GRAND PRIX — Formula E



On the A43 between Brackley & Towcester

Come either day **ADMISSION FREE**

Kart racing has a quality and excitement all its own. For their size, they develop speeds in the straights and cornering performances that gives Kart racing a special place in motor sport.



**Silverstone**  
The Home of  
British Motor Racing

The Organisers/Promoters reserve the right to amend or cancel the programme without notice.



# your letters..

Dear Ed

Thank you to the Kingdom Kart Club (Crail) for the warm welcome we southerners were given on the May 21st meeting. I'm sure we all agree we had an excellent day's racing in all classes. While the journey to Scotland may be somewhat lengthy, these North of the Border circuits are well worth visiting, being fast and well surfaced.

While in Scotland, I must thank Tom MacLaren for allowing me to be the first to use his brand new 100cc circuit (and rent-kart track) at Knockhill. I would also like to thank Derek Butcher for the loan of his School's XR2 at Knockhill and wish them both every success with their circuits.

Guy and Vicki B-H

Dear Ed

May I through the columns of your magazine thank very sincerely Benny Roberts and team for the loan of their trailer at Knockhill. Without their assistance we would have been unable to get our equipment from our broken down transit up to the circuit.

You would go a long way to find better friends than we have in kart racing.

Derek Rodgers  
Tony Draper

Dear Ed

I would be grateful if you would publish the following in your magazine.

May I thank the following people for their enthusiasm and dedication which has enabled me to realise my ambition of becoming 'British Short Circuit 210 National Champion'. They are: Mr Russ and Anderson Karts, Mr Frank (Quantum) Williams and Mr Simon 'Super' Green.

John Haigh

Dear Ed

My wife and I have recently moved from Essex to South Yorkshire, and any readers who remember will have read my previous letter about my problems in getting started in kart racing. I still have the 125cc that I spent ages preparing and am saving it for my wife Alison to try. I myself have recently purchased a 250cc Ex Doble, National outfit, and started racing. Two races to date, my first race giving me fourth in the final at Wombwell and a trophy for first Novice. The second race is not worth mentioning due to a crash in the first heat and the rest of the day with bent steering.

This leads me to the many thanks I would like to express to the members at Wombwell, namely South Yorkshire Kart Club.

As there is only my wife and myself in a strange (but very friendly) part of the country, we would like to thank everyone who has helped with pushing and advice given, which has made my start in racing a bigger success than I thought possible.

One further point I would like to make. In your excellent magazine, would it be possible to have some space devoted to the mechanics of kart racing, as in other motoring/racing mags, where readers can write in with a problem and have an answer printed. Something like 'How do you select the right tyre pressures', 'How do you set your brakes up', 'What is the best way of mounting an engine', etc. I'm sure a column like this would be of great interest and value, and if it could be possible, can I start by asking: Why haven't we got mirrors fitted to karts? and How

about a catalogue of parts available from Zip Karts?

Once again, many thanks for the help from South Yorkshire Kart Club, and I look forward to any replies you have.

J Edgson  
No.13 Novice  
250 National  
South Yorkshire

(WATCH FUTURE ISSUES,  
AND CATALOGUES ARE AVAILABLE  
— JUST RING — ED)

## IRISH KART GRAN PRIX

August 18th and 19th are dates not to be missed on the calendar as The Dukes Transport Ltd Irish Kart Gran Prix takes place at Nutts Corner Circuit on the outskirts of Belfast.

This year's event will no doubt be as large as any other and it is hoped that competitors from mainland Britain will be able to take part. With prize money of well over £1,000 in total up for grabs and up to £100 for a first in class, racing will be no doubt very spectacular.

Racing will be on Friday evening of the 18th, starting at 7pm and from noon on Saturday the 19th. Practice sessions will also take place. The race format is similar to last years — 3 heats and a final, with the 1st heat on the Friday evening.

To help out with transportation of machines and spares. Dukes Transport Ltd have kindly made special arrangements for mainland drivers. If they so wish Dukes will transport equipment to the circuit from either their Manchester or Crick depots. For further details of transportation arrangements and special deals for team personnel only contact Mr Terry Cramer, Avery Off, Wrothem Rd, Meopham, Kent, Tel: 0474 812820.

Camping facilities are also available free to competitors and their team. With a well stocked canteen there will be no need to bring any food for during race times — if you haven't eaten an egg soda at the Nutts Corner circuit, then you haven't lived!

Event regulations can be obtained from Mrs M Graham, UKC Competition Secretary, 30 Kensington Gardens South, Belfast BT5 6NN, Tel: 0232 794486.

## ABOUT THE CIRCUIT

Nutts Corner Circuit is located 10 miles west of Belfast on the A52 and is only 4 miles from Belfast International Airport. The circuit is relatively new and was built around six years ago and is essentially two circuits — the 1109 yards (1014.33 metres for the confirmed metracist) Class 1 circuit and the 1385 yards (1266.77 metres) Class 4 circuit.

The outright gearbox class 4 record stands at 36.04 seconds (78.56 mph) and is faster than any lap time set by even the fastest motorcycles. The class 1 record stands fractionally above 44 seconds — 51.54 mph. (The respective circuit factor is 2267.57 for class 1 and 2832.95 for class 4).

Competitors and spectators are well looked after with the UKC clubhouse always being packed with hot and cold snacks on race day. Toilet facilities and ample parking are also available.

● Shelley, wife of 250 National driver Andy Martin, presented the C&KC boss with a healthy 6lb 4oz baby girl on 31st May 1989. This new addition, Lucy, is doing fine and Shelley and Andy would like to thank everyone for the cards and best wishes they sent. Kart and Superkart, too, would like to take this opportunity to extend its congratulations and best wishes for the future — Ed.

● Everyone at Dunkeswell Kart Club would like

to congratulate Clive Elmore on his newly acquired No. 2 plate for 125cc Open at the British Short Circuit Championships last month.

● Zip Kart recently announced they are now UK distributors for PCR engines and components.



Allan McNish, current F3 Hotsboe was snapped not so long ago by Iain Blair, as was this tidy-looking Eagle full body.



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Advertisements are only accepted subject to the above conditions.

up into 2nd place close on the heels of Peter. David Spriggs and Tony Pegg in 3rd and 4th two kart lengths or so apart. Of the P&R drivers Alan Ford had got his set up right for the final and was heading the other drivers. These positions were maintained by the drivers for the duration of the race. So at the finish it was a good overall win for Peter Hughes in his National.

## FINAL RESULTS

125 NATIONAL: 1st Peter Hughes, 2nd Mike France, 3rd Tony Pegg.

125 OPEN: 1st David Spriggs.

125 P&R: 1st Alan Ford, 2nd Andrew Holmes, 3rd Warren Harvey.

## 210 NATIONALS

All participating drivers were home drivers. In the heats it was three clear wins for David Bailey quite away from the rest of the field. A steady Bill Hilton had three clear 2nd places. Both Glyn Jones and Rob Peters suffered with mechanical problems which was indicated in their heat results. Jamie Matts completed all three heats and novice drivers Vernon Burgess and Mark Lefevre each finished the first two heats but not the third.

## HEAT RESULTS

Heat 1: 1st David Bailey, 2nd Bill Hilton, 3rd Vernon Burgess.

Heat 2: 1st David Bailey, 2nd Bill Hilton, 3rd Glyn Jones.

Heat 3: 1st David Bailey, 2nd Bill Hilton, 3rd Jamie Matts.

FINAL: On pole was David. At the green light David took the lead ahead of Bill and Glyn in third. As the race got under way David's fine form surged ahead of Bill to produce a massive lead. In lap 5 Glyn overtook Bill but this was short lived and Glyn was forced to retire due to steering problems. This allowed Bill to resume 2nd place and Vernon moved up into 3rd ahead of Jamie Matts. This was how the race finished with no real competition for a flying David Bailey on this occasion.

## FINAL RESULTS

1st David Bailey, 2nd Bill Hilton, 3rd Vernon Burgess.

## 250 NATIONALS

Well what an enthusiastic group of drivers we had in this class. Kevin Mason and company gave us their own version of that well known Rogers and Hammerstein song 'Climb Every Kart Frame'. But seriously folks after a few calm down signs from the Starter this set of races showed some of the most entertaining racing of the day. Three clear wins for Robin Hildick who has been seen to quickly become a talented driver since starting as a novice in the later part of last season. As always up the front was Kevin Mason having two 2nds and a 3rd. Phil Gowers, Mark Tanner and Dave Hildick all finished all three heats. Shayne Jones who appeared to have an incredibly quick rig had a 2nd in the third heat.

## HEAT RESULTS

Heat 1: 1st Robin Hildick, 2nd Kevin Mason, 3rd Phil Gowers.

Heat 2: 1st Robin Hildick, 2nd Kevin Mason, 3rd Phil Gowers.

Heat 3: 1st Robin Hildick, 2nd Shayne Jones, 3rd Kevin Mason.

FINAL: Robin had pole position but a flying start from both Kevin and Shayne put them into 1st and 2nd places respectively ahead of Robin. Kevin stayed firmly in the lead until lap 3 when Shayne surged ahead. Robin was lost due to retirement a real shame considering his fine results in the heats. It was a real cat and mouse

race between the two leaders Shayne and Kevin until the last but one lap was unlucky Kev also came to a halt leaving Shayne to steam across the line in first ahead of Dave Hildick.

## FINAL RESULTS

1st Shayne Jones, 2nd Dave Hildick, 3rd Mark Tanner.

## 250 NATIONALS

A good number of Internationals gave a hint that there may be a sidgeon of competition for Mr Bob Kennings. In fact although Bob had his customary 3 wins in the heats after a no finish Carl Atkinson was not too far behind in the next two heats. Other good drives were seen by Colin Quigley and Richard Budd. Andy Stratford after a long absence had a steady drive and finished in all three heats. Rob Lowe had two good heat results as the only novice and Gordon Darrow seemed to be dogged with mechanical trouble throughout the day.

## HEAT RESULTS

Heat 1: 1st Bob Kennings, 2nd Richard Budd, 3rd Rob Lowe.

Heat 2: 1st Bob Kennings, 2nd Carl Atkinson, 3rd Colin Quigley.

Heat 3: 1st Bob Kennings, 2nd Carl Atkinson, 3rd Colin Quigley.

FINAL: Pole was yet again Bob's and at the start it was Bob who stormed into the lead. Carl Atkinson had a flying start to get himself up into 2nd place behind Bob just ahead of Colin. As usual there seemed to be no one who could get past Bob. Gordon Darrow was forced to retire mid race. The race progressed with very little change in positions but there some good competitive wheelies from the two leaders. Again the chequered flag was Bob's.

## FINAL RESULTS

1st Bob Kennings, 2nd Carl Atkinson, 3rd Colin Quigley.

Next meeting at Wheels 11th June to celebrate the Birmingham Centenary. Chasewater Park Meetings.

25th June Bill Mitchell Memorial Trophy.

30th July Grand Prix.

28th August Crystal Challenge.

Entries to Mrs H Stratford, 5 Bridle Lane, Streetly, Sutton Coldfield, West Midlands.

# Wombwell

SUNDAY, MAY 14th

## JUNIOR BRITAIN

A somewhat smaller entry than usual with several of our top lads now heavily committed in the Super One and obviously feeling the pinch. The heats went to Gary Broughton and Matthew Davies with Nick Flemming, Vesney Wood and Brad Linteson also in the frame. In the final Davies took the lead from Paul Cooper and Linteson. By lap four Davies had a commanding lead from Linteson, Dominic Harlow and Vesney Wood but out of the top bend wheels were hooked and Wood turned over, stopping the race and booking a night at Barnsley General (however I'm glad to report that he was allowed home the following day apparently none the worse for the experience). From the restart Linteson took the lead but Davies was soon through to win comfortably. Broughton, after a bad start in the first session, got it right this time quickly pulling through to second ahead of Linteson, Harlow and Natalie Whalley. Steven

Crawfords' 10th gained him the top novice spot.

## SENIOR BRITAIN

It's always lots of Senior Britains so the novices were taken out to race with the UK's. The heats went to Steve Hazlett and Steve Cooke-Martin with Paul Ibbotson and 43 (not in my programme) the only other front runners. In the final, regrettably reduced to 6 laps because of the accident in the previous race, Cooke-Martin grabbed the lead but Hazlett was through on the inside of the wall and rapidly pulled away. Next lap Cook-Martin did a silly thing in the top bend letting Michael Riley, Stephen Wright and no 43 through whilst Ibbotson was charging through from the back. Lap four and the secretive 43 was up to second but blew it a lap later spinning out to leave Ibbotson to pip Riley on the last lap with the latter just holding off Cook-Martin at the flag, all well behind the comfortable winner Hazlett.

## UK AND BRITAIN NOVICES

One might have assumed that the quicker novices could have troubled the UK's but not so, the heats went to Richard Guest and John McKenzie with Gary Longbottom, Neil Richardson and Britain novice Carl Esberger the other front runners. In the final Guest led from the lights and when Richardson spun out it was left to McKenzie to chase him in vain. Esberger used his rotary power to hold off the scrap between UK Novice Lee Johnson, Gary Broughton and Graham Johnson and the order remained unchanged throughout leaving the treasurer to collect all our money and a trophy from McKenzie, Esberger (1st Brit Novice) Johnson (1st UK Novice) and Longbottom.

## 100 NATIONALS

This was one of the National funny days, we do seem to go from one extreme to the other with National entries. Fortunately a few had sent their entries to other than the Competition Secretary so we did at least reach double figures. The heats were shared between Ross Forbes and Shaun Nicholson with Michael West collecting two seconds and thirds for Dave Horner and Faber. In the final Faber grabbed the lead but had fallen back to fourth by lap two as Nicholson powered his way through followed by West and Horner. However Nicholson went straight on at the end of the straight in a cloud of expensive looking smoke on lap 4 and West was left to come home a clear winner with Horner holding off a determined bid by Faber for second. Club stalwart, Peter Blake was next in line having battled throughout to keep Carl Antrobus and Rob Birnie at bay.

## COMBINED GEARBOX

A healthy grid of gearbox karts considering all the Villiers were running in the Challenge. Six different people occupied the top three heat placings with wins going to Andy Bratley (125 Open) and Martin Halloms (250 N). Other front runners were Russell Smith (250) Dave Gibson (125) Steve Sykes (125 Open) and Michael Watkins (250 N). In the final Martin Baines got the lead but Sykes fairly whistled past him and disappeared into the blue yonder making this circuit look easy for gearbox drivers (I know differently!). Smith soon demoted Baines further and Halloms charged past the pair of them to leave the flag order as Sykes, Halloms, Smith, Bratley and John Smith.

## 210 CHALLENGE

I remember the days when three quarters of Wombwells entries used to be class 4 Villiers and a grid of 100's was par for the course. Well we all know now that things have changed but it



CLUB SCENE

the first bend. Dean also having a good start put himself up into second place ahead of John at the end of the first lap. Just behind these three was the next group headed by Simon Rogers and Philip Charles. As the race progressed Ben and Dean began to pull away from the main field who themselves were beginning to spread out having a kart length or so between most of each of the drivers. The two leaders were giving the spectators a good demonstration of close determined driving. Halfway through it was still Ben who was keeping Dean at bay closely waiting for that elusive moment to nip past. That moment came in lap 7 Dean seizing the opportunity to overtake Ben. Ben not be beaten stuck to the tail of Dean for the next two laps in preparation to retake the lead. That moment didn't arise. Ben unfortunately tried a little too hard and was flipped around and travelled backwards across the track and off leaving Dean comfortably in the lead. The exit of Ben allowed John to take up the 2nd place and somehow behind him Jonathan Roden had been making very good progress to be in 3rd place just ahead of Simon Hallworth and Tom King. But at the chequered flag it was a fine win for Dean.

FINAL RESULTS  
1st Dean Haddon, 2nd John Oakley, 3rd Jonathan Roden, 4th Simon Hallworth.

JUNIOR BRITAIN  
With roughly half the grid being novice drivers there was some obvious up and coming talent in the form of Ryan Hensman and Paul Howes who both had exceptional drives in the heats. With the noticeable absence of the current Club leader Nik Berriman this gave 2nd placed driver Paul Kennings a good opportunity to make up some ground after an unlucky start to the season. The two drivers who shone in the heats were Paul Kennings who had some flying starts off the line and Peter Budd another driver with a noticeably mature driving style. Other drivers in touch were Jonathan Philips with 3 good upper third heat results, Lee Charlton and Paul Reynolds suffering in the first heat but both achieving good results in the subsequent heats. Adam Wilcox also did well in the first two heats.

HEAT RESULTS  
Heat 1: 1st Paul Kennings, 2nd Pete Budd, 3rd Adam Wilcox, 4th Paul Howes.  
Heat 2: 1st Ryan Hensman, 2nd Peter Budd, 3rd Paul Kennings, 4th Lee Charlton.  
Heat 3: 1st Peter Budd, 2nd Paul Reynolds, 3rd Lee Charlton, 4th Paul Kennings.

FINAL: Pole position was won by Peter with Paul by the side of him. At the start it was one of those flying starts Paul had been exhibiting throughout the day that put him the lead quite convincingly after only half a lap. In 2nd place was Peter and Jonathan Philips in improved form was tightly behind him in 3rd. Just behind him was a tight little group consisting of Ryan Hensman, Lee Charlton, Paul Howes and Paul Reynolds. In the early stages of the race Paul Kennings had an impressive lead and this he maintained for most of the race. By lap 6 Peter was making constant steady progress and was gradually inching away at Paul's lead. At the completion of lap 7 a patient Peter had his reward and seized the chance to slip past Paul. In that same lap there was a minor mishap causing several drivers to spin. Those included Jonathan and Ryan which allowed Lee to move ahead into 3rd place. As the race reached its final stages Paul tried very hard to get back at Peter who just had the edge today and deservedly took the chequered flag.

FINAL RESULTS  
1st Peter Budd, 2nd Paul Kennings, 3rd Lee Charlton, 4th Jonathan Philips.

SENIOR BRITAIN AND 100 UK  
Only two UK's raced in with the Senior Britains. Bets on who would be the winner in the final were difficult to lay down. All three heats had a different winner, with several drivers all achieving good results. The drivers to look out for would be Richard (Blenkinsop) Few, Kevin Newman, Jim Morris after a short absence, Chris Winter who has won the last couple of meetings. Paul Matthews and David Shaw had been consistently good all day and Lee Jones after engine failure in the first heat recovered in the second heat and had a good win in the third heat. Roger Davies again entering this his own class and the 100 Nationals couldn't find his form of previous meetings today. Of the novice drivers the best performance was from Lee Brookes.

FINAL RESULTS  
Heat 1: 1st Kevin Newman, 2nd Chris Winter, 3rd Richard Few, 4th Mark Lawson.  
Heat 2: 1st Jim Morris, 2nd Paul Matthews, 3rd Kevin Newman, 4th Richard Few.  
Heat 3: 1st Lee Jones, 2nd Richard Few, 3rd Chris Parkes, 4th Paul Matthews.

SENIOR BRITAIN FINAL  
Although he didn't have a win in the heats the most consistently good results gave Richard Few Pole position. Alongside him was Kevin Newman. At the green light it was a faultless start by Richard which put him straight into the lead ahead of Kevin after the first bend. Chris Winter was just tucked in behind these two with Jim Morris and Dave Shaw in tow. After the second lap the two leaders were just edging ahead of the rest of the pack and Chris had slipped behind Jim now in 3rd and Dave in 4th. The next group was made up of Lee Jones, Mark Lawson, Paul Matthews and Chris Parkes. Richard Johnson was the best of the UK's at this point. As the race progressed Kevin although was trying very hard he just couldn't get up there with Richard who was not going to be worried by Kevin into making a mistake. Further back in the field both Chris Winter and Lee Jones were not exhibiting their usual form and were uncharacteristically positioned in the mid-field. In the final stages of the race Richard continued to hold tightly onto the lead and coolly took the chequered flag ahead of Kevin.

FINAL RESULTS  
1st Richard Few, 2nd Kevin Newman, 3rd Jim Morris, 4th Dave Shaw.

100 U.K.  
1st Richard Johnson, 2nd Kevin Corbett.  
Best Placed Novice: Lee Brookes (10).

100 NATIONAL AND 100 OPEN  
The only 100 Open was George Robinson who won two out of the three heats. The other heat winner was Alexis Peake keeping well in touch with the quick 100 Open. A noticeably improved performance was seen from Carl Neill who has had some bad luck with his kart over the last few meetings getting good enough heat results to give him 3rd position on the final grid. Alan Edwards and Terry Haddon both were consistent in the heats and as usual Alistair Boyd was up there doing very well in the 1st and 2nd heats getting a 2nd and a 3rd. Paul Hensman was the most successful novice and of the other novice drivers a high standard of driving was seen by Mark Bird and also Carl Higgins. This was again another class where the eventual winner could be any one of the above mentioned drivers.

HEAT RESULTS  
Heat 1: 1st George Robinson, 2nd Alistair Boyd, 3rd Carl Neill, 4th Alexis Peake.  
Heat 2: 1st Alexis Peake, 2nd George Robinson, 3rd Alistair Boyd, 4th Carl Neill.  
Heat 3: 1st George Robinson, 2nd Alexis Peake, 3rd Alan Edwards, 4th Carl Neill.

FINAL: On pole was George and Alexis was in 2nd grid placing. At the green light Alexis flew into the lead ahead of George. These two pushed ahead of the others. At the end of the first lap the rest of the field were quite well bunched together. By lap 4 George had managed to overtake Alexis and behind them the second group had broken away from the main field. This group was headed by Alan Edwards with Carl Neill, Alistair Boyd, Terry Haddon and Paul Hensman just a little way behind. At the end of lap 6 Alexis is forced to retire allowing Alan Edwards to move up into 2nd place George well out in front. Alistair slips in front of Carl Neil and as the race progresses into lap 8 the smooth driving of Alistair moves him ahead of Alan to take up 2nd place, after close nose to tail racing from these two over the previous lap. These positions look set to stay until half a lap from the end when Terry touched Alistair resulting in the two colliding off the circuit. Fortunately both drivers were all right but the incident cost Alistair the win which ultimately went to Alan Edwards just ahead of Carl Neill.

100 NATIONAL FINAL RESULTS  
1st Alan Edwards, 2nd Carl Neill, 3rd Paul Hensman, 4th Roger Davies.

100 OPEN  
1st George Robinson.

125 CLASSES  
This race was made up of Nationals Opens and P&R's. In the heats it was two clear wins for National driver Peter Hughes. The other win was from another National driver, novice Mike France. Other National drivers Peter Rowlands, Colin Whittemore and Tony Pegg all successfully completed the heats.  
Of the Opens David Spriggs finished all three heats having a 4th and two 5ths. Visitor Darren Whittemore failed to finish the first heat but finished the next two.  
The best of the P&R's was Novice driver Andrew Holmes. Novice Warren Harvey also completed all three heats but Alan Ford who had a good overall 6th in the 1st heat failed to finish the next two.

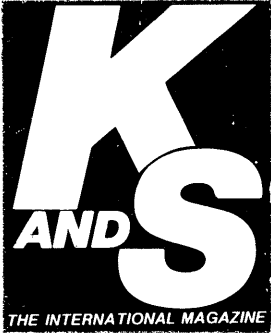
HEAT RESULTS  
Heat 1 NAT: 1st Peter Hughes, 2nd Peter Rowlands, 3rd Tony Pegg.  
Heat 2: 1st Peter Hughes, 2nd Peter Rowlands, 3rd Mike France.  
Heat 3: 1st Mike France, 2nd Peter Hughes, 3rd Peter Rowlands.

Heat 1 OPEN: 1st David Spriggs.  
Heat 2: 1st David Spriggs, 2nd Darren Whittemore.

Heat 3: 1st David Spriggs, 2nd Darren Whittemore.

Heat 1 P&R: 1st Alan Ford, 2nd Andrew Holmes, 3rd Warren Harvey.  
Heat 2: 1st Andrew Holmes, 2nd Warren Harvey.  
Heat 3: 1st Andrew Holmes, 2nd Warren Harvey.

FINAL: On pole it was Peter Hughes (Nat). Beside him Peter Rowlands (Nat) and David Spriggs (Open). At the start it was Peter Hughes in the lead but by the end of the first lap Peter Rowlands had taken the lead. However by the second lap Peter Rowlands had to retire thus giving way to Peter Hughes to take the lead. An excellent progressive drive by Mike France put him



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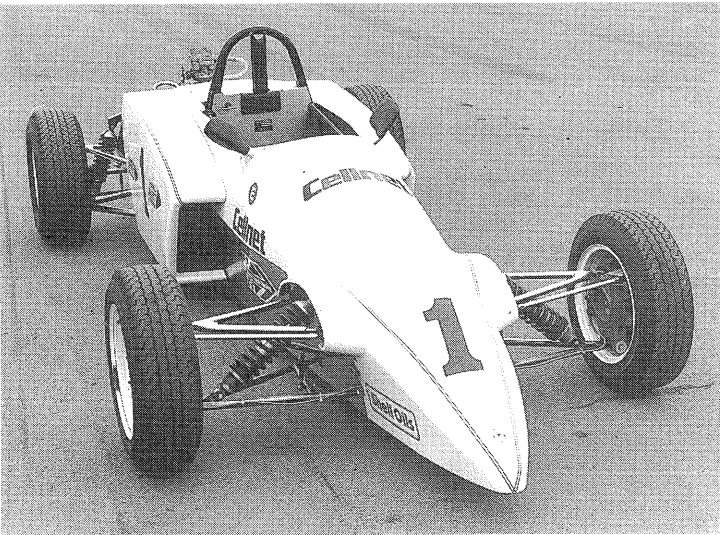
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<b>125 National</b>			<b>125 Water-Cooled</b>	
<b>1st</b>	Graham Stephens	Goff Rotax (Lap Record)	<b>1st</b>	Colin Poole
<b>2nd</b>	Steve Puddiphatt	Goff Rotax		Goff TM (Lap Record)
<b>4th</b>	Martin Powell	Goff Rotax	<b>3rd</b>	James Ponting
				Goff TM

### KIMBOLTON 15th MAY 125 Challenge Round 4

<b>1st</b>	Graham Stephens	Goff Rotax	<b>5th</b>	A. Griffin	Goff Rotax
<b>2nd</b>	Steve Puddiphatt	Goff Rotax	<b>6th</b>	James Ponting	Goff w/c TM
<b>3rd</b>	Martin Powell	Goff Rotax	<b>8th</b>	Nick Whitehead	Goff Rotax




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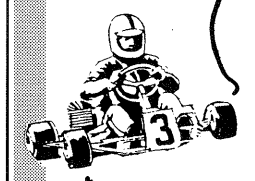

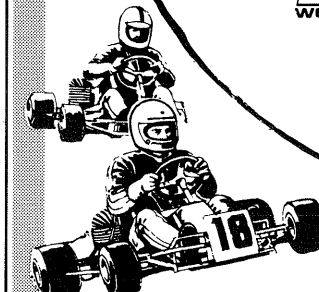


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**JUNIOR BRITAIN**  
There was a full entry of Juniors. The first heat was won by Abbey-Taylor from Gibson and Craddock and the second heat went to Robinson, Craddock and Dutton. For the final the track was wet but the rain had stopped. David Robinson (Wright Sirio) made a good start from the second row to lead the final as the rest of the pack fell over themselves. At the end of the first lap, the order behind David was Marc Craddock (DAP, DAP), Sven Gibson (Superdart TKM) and Steve Dutton (Sprint Parilla). Also making a good start was Alex Abbey-Taylor (Gillard Parilla) up to 6th on the first lap from 11th on the grid. David Robinson capitalised on a clear track and opened up a gap on the pursuing bunch. On the third lap, Marc Craddock was still second but Alex Abbey-Taylor was up to third at the expense of Jonathon Rampling (Superdart Parilla), Sven Gibson and Steve Dutton. At half distance David Robinson had a huge lead but Alex Abbey-Taylor was on the bumper of Marc Craddock and eventually he found a way through into second place. Unfortunately, as these two came up to lap a slower driver, the yellow flag was shown and Marc dived through not realising that Alex had held back under the no-passing rule. Marc was subsequently disqualified. Jonathon Rampling and Sven Gibson were next over the line and they were the last unlapped drivers.

**100 BRITAIN RESTRICTED**  
So large was the entry for the Senior Britain class that the Restricted drivers had their own races and the others drove in two heats out of three and then there were 'B' and 'A' finals.  
In the Restricted heats, the first went to Hayward from Gomme and Chambers and the second to Dutton, King and Walker. In the final, Mick Walker (Dart TKM) led at the end of the first lap from Ron Dutton (Barlotti Arrow) and Michael Gomme (TKM TKM). On the second lap, Ron Dutton got ahead of Mick Walker but he could not hold onto the lead and Walker moved ahead to win with Ron getting up to second after sliding down to fourth. Ian Johnson (Dart TKM) was fourth on the first lap but got ahead of Michael Gomme who dropped out on the last lap and let Darren Tickle (Sprint Arrow) up to fourth.

**100 BRITAIN**  
Heat one went to Spud Murphy from Bob Stansbury and Fraser Wells. Heat two was won by Lakin from Geraty and Malcolm Green and the third heat went to Tim Murphy from Stuart Green and Scott. Too many drivers in Britain with the same surname!  
The 'B' final was won by Paul Ferguson (Sprint Parilla) from John Saunders (Wright Parilla) and Cliff Peters. In the 'A' final, Bob Stansbury (Superdart Parilla) took the lead and at the end of the first lap he was followed by Stuart Green (Superdart Parilla), Tim Murphy (Dart Parilla) and Fraser Wells (DAP Parilla). Next through were Harvey Small (Wright Parilla), Paul Scott (Wright Parilla) and Spud Murphy (Dart Parilla). On the second lap, Tim Murphy demoted Stuart Green for second and a lap later he did the same to Bob Stansbury to take a lead which he extended all the way to the chequered flag. Stuart Green also passed Bob Stansbury who then fell back, leaving Fraser Wells in a strong third place. Paul Ferguson was driving well and despite starting from a low grid position by virtue of his 'B' final win, he was up to ninth place on the first lap. On the second he gained two more places and after sticking in fifth for some time, he moved ahead of a slowing Stansbury and then Small fell out leaving Ferguson in fourth place.

**250/125 OPEN**  
The first heat went to Budd, Ottrey and Flower and the second to Ottrey from Ashe and Budd. Of the two 125 Opens, Holditch won the first from Colling and in the second, the order was reversed. In the final, Steve Budd (Dino Rotax) made the best start and led all the way to the flag. Initially, John Ottrey (Barlotti Yamaha) looked as though he might put up a fight but after a couple of laps he fell back. The other 250's just fell off or fell out and there were only two runners at the end plus the two 125's who kept going.

**125/110**  
Dennis Gale took both heats easily and in the first he was followed by Bird and Hunt and in the second by Hunt and Cowdry. Gale (Anderson Minerelli) won the final easily. He was followed all the way by Steve Bird (Stratos Rotax) and Nick Limmer (Zip Rotax) who went very well in the slippery conditions as he is still driving on Restricted plates. There were two 210's and von Gerald had the best heat performance and he continued in the final, so missing the class.

**100 NATIONAL RESTRICTED**  
The first heat went to Thompson from Parry-Williams and Greig and the second to Johnson from Cook and Watson. At the start of the final there was a big sort out and Andy Greig (Gillard Parilla) came round in the lead after being on the third row of the grid. He was followed by Mike Rimmer (Reema Arrow), Jason Bird (Sprint Parilla) and Arron Bird (Sprint Parilla). On the second lap Rimmer fell behind the two Birds but Simon Parry-Williams (Sprint Sirio) was moving up and on lap three he was third behind Arron Bird who was trying to get on terms with the leader Andy Greig. On lap six, Parry-Williams passed Arron Bird and the order was Greig, Parry-Williams, A. Bird, Johnson, O'Neill and J. Bird. The latter was falling out of contention but at the front anything could still happen! Arron Bird repassed Parry-Williams and again closed on Greig, the leader, and with two laps to go Andy Greig was caught behind a back marker and Arron Bird was through to win the race.

**100 NATIONAL**  
The first heat was won by Evans from Bob Stansbury and Hawes and the winner of the second heat was Evans again from Bob Stansbury with Metcalf third. With a wet final the drivers were even more anxious than usual to make a good start and things looked rather fraught when they eventually got away. The lead was swapped several times on the first lap as Paul Evans (DAP Rotax) sought to find grip on the wide line that sometimes works at Blackbushe and each time Bob Stansbury (Superdart Parilla) dived inside him. They eventually settled down and Paul Evans quickly pulled away once he had shaken Bob from his bumper. On the first lap, these two were chased by William Hewland (Sprint Parilla), Chris Hawes (Superdart Sirio) and Nigel Metcalf (Sprint Rotax). On the second lap William Hewland dropped a place to Chris Hawes and a lap later Williams spun in the chicane his new wet tyres still not gripping properly. However, he then proceeded to carve right through the field as his tyres came on to finish a terrific third. One wonders how the race would have gone if he could have hit that pace from the start. Chris Hawes was falling back but at the front Paul Evans was really powering away from the field. At half distance the order was Evans, Bob Stansbury, and Spud Murphy (Dart Sirio) followed by Hawes, Chris Stansbury and Geoff Hall (PCR PCR). A lap later and Hewland was

closing on Chris Stansbury for fourth place which became third when Spud Murphy fell out.

RESULTS	
CADETS — 10 laps	
1st	Jeremy Gumbley Allkart/Comer
2nd	Paul Rivett Allkart/Comer
3rd	Jay Howard Dart/Comer
4th	Doug Bell Zip/Comer
5th	Richard Jackson Superdart/Comer
6th	Lars Sexton Zip/Comer

JUNIOR BRITAIN — 12 laps	
1st	David Robinson Wright/Sirio
2nd	Alex Abbey-Taylor Gillard/Parilla
3rd	Jonathon Rampling Superdart/Parilla
4th	Sven Gibson Superdart/TKM
5th	Damon Cousins Wright/Parilla
6th	Neil Moulton Zip/PCR

100 BRITAIN — 12 laps	
1st	Tim Murphy Dart/Parilla
2nd	Stuart Green Superdart/Parilla
3rd	Fraser Wells DAP/Parilla
4th	Paul Ferguson Sprint/Parilla
5th	Bob Stansbury Superdart/Parilla
6th	Gary Watts Dart/Parilla

## Chasewater

SUNDAY, MAY 14th

**Pleasant dry sunny weather gave ideal racing conditions to over 100 entrants at this most recent Wheels Meeting. All classes were well represented so there were no combined classes for the purpose of racing. With no major incidents excepting in the 100 Nationals which thankfully saw the drivers concerned able to walk away from the incident the day's meeting was an enjoyable one.**

**CADETS**  
There were only 5 non restricted drivers racing today the other 12 being on Novice plates. This was a good entry considering there was a Cadet Challenge round at Wombwell. In the heats it seemed that it was going to be yet another runaway for Ben Purkis who had two convincing wins in the heats. John Oakley from Shenington Club was also very successful in the heats having a 2nd and two 3rds. After finishing well down the field in the first heat Dean Haddon recovered to get a good second behind Ben and in the 3rd heat had a win ahead of Ben. Of the novice drivers those showing the best results were Simon Rogers, Philip Charles and David Hinds gaining themselves 4th, 5th and 6th places on the Final grid respectively having upper third heat results. The only girl in this race Clare Scofield having her first race had a cautious drive enabling her to finish all 4 races.

**HEAT RESULTS**  
*Heat 1:* 1st Ben Purkis, 2nd John Oakley, 3rd Tom King, 4th Robert Holmes.  
*Heat 2:* 1st Ben Purkis, 2nd Dean Haddon, 3rd John Oakley, 4th Jonathan Roden.  
*Heat 3:* 1st Dean Haddon, 2nd Ben Purkis, 3rd John Oakley, 4th Tom King.

**FINAL:** On pole was Ben with John alongside him. On the green light it was Ben who had the better start and was in the lead as they rounded

Continued on page 40

## SHENINGTON KART CLUB

# HESKETH CUP MEETING

## 29th/30th April

With Merseyside Karts Club in need of a venue for the one 'World Cup' meeting which was held at Morecambe for many years, we at Shenington Kart Club were very proud to be able to run the meeting for the first time in 1989. Many of us, still remembering the good old days of Morecambe, were keen to restore, if we could, some of the former glory of the 'World Cup', which we hope will become an annual meeting at Shenington.

We tend to run the event with a similar format to Morecambe. All drivers had four heats (two on Saturday and two on Sunday). The best three results from these heats would determine the grid positions for the final. All heats were 10 laps of the Shenington circuit and the finals were 20 laps.

The 250E karts would compete for the Hesketh Cup (formerly the World Cup) and the 'O' plate. The 210 Nationals were competing for the Shenington Talk Trophy (known as the 'TT'). The 125 National was a challenge round so challenge points were at stake for these drivers. The 125 Open and 250 National classes were also racing at the meeting.

Although raining Saturday morning and everyone saying 'here we go again, another wet meeting!' the weather gradually improved and late Saturday afternoon the sun peeped through. On Sunday it remained dry, good racing conditions prevailed and new lap records were set in every class.

### 125 OPEN

Although Colin Poole had it all his own way in the heats we were entertained to a thrilling final. All four heats were won convincingly by Colin Poole, two second places to Stuart Ziemelis. A second and three third places to James Ponting.

*Heat 1:* 1st Colin Poole, 2nd Bob Blight, 3rd James Ponting.  
*Heat 2:* 1st Colin Poole, 2nd Stuart Ziemelis, 3rd James Ponting.  
*Heat 3:* 1st Colin Poole, 2nd James Ponting, 3rd Steve Sykes.  
*Heat 4:* 1st Colin Poole, 2nd Stuart Ziemelis, 3rd James Ponting.

**FINAL**  
From the start of the final it was Stuart Ziemelis who took the lead from Colin Poole, Steve Sykes and James Ponting. Poole was determined not to let Ziemelis get away, these two having a close race for lap after lap. An equally close race was going on for third and fourth place between Sykes and Ponting with Ponting taking Sykes for third place on lap 5 and although Sykes remained close he could not retake third from Ponting. Poole was looking for a way through past Ziemelis, he managed to take the lead at the Stratford hairpin on lap 13 and remained in front unchallenged until the flag. New lap record to Colin Poole.

RESULT	
1st	Colin Poole Zip Eagle TM Goff Bedford
2nd	Stuart Ziemelis Lazer TKM Huntingdon
3rd	James Ponting Anderson TM Andover

### 250 NATIONAL

Two heat wins to Mark Allen, Chris Tomkinson had one win and two seconds, Phil Hemes had a second and two thirds, Keith Bisp one win and a third, Lenny Knox had a second and a third both on Sunday. So some drivers having very mixed fortunes in the heats.

*Heat 1:* 1st Chris Tomkinson, 2nd Phil Hemes, 3rd Keith Bisp.  
*Heat 2:* 1st Mark Allen, 2nd Chris Tomkinson, 3rd Phil Hemes.  
*Heat 3:* 1st Mark Allen, 2nd Chris Tomkinson, 3rd Lenny Knox.  
*Heat 4:* 1st Keith Bisp, 2nd Lenny Knox, 3rd Phil Hemes.

### FINAL

It was Bisp off the start into the lead. On lap one the order was Bisp, Allen, Hemes, Pat Tomkinson and Chris Tomkinson. Allen passed Bisp at the top hairpin on the second lap to take the lead, then came Chris Tomkinson, Phil Hemes, Pat Tomkinson and Lenny Knox. On lap 7 Pat Tomkinson retired, Knox moved up past Hemes for fourth. On lap 9 Allen was out leaving Bisp to take over the lead from Chris Tomkinson, Knox, Hemes, Clive Gardiner and Rowland Tompkins. With two laps only to go it was still Bisp in the lead, Hemes was forced to retire, Tompkins had got the better of Gardiner.

### RESULT

1st	Keith Bisp
2nd	Chris Tomkinson
3rd	Lenny Knox
4th	Rowland Tompkins
5th	Clive Gardiner
6th	Steve Turvey

New lap record: Mark Allen

### 210 NATIONAL

It was John Haigh who was winner of three heats and second in the other. John was keen to win the Talko Trophy having won it in 1987 but lost

out in 1988 when John Brennan had won, he had Frank Williams as mechanic and he was feeling relaxed and confident. Mark Allen was showing off his No. 1 plate, he won the first heat only to be disqualified for being 3lbs underweight on his borrowed Dino outfit, in the second heat he was fourth but did not have a result in the two Sunday heats. Steve Thornell moved up to win the first heat when Mark was underweight, he also had a second in one heat on Sunday. Martin James did not have a good two heats on Saturday but had a second and third on Sunday. Alan Poole had two thirds and a fourth. Nigel Puddiphatt had a second in heat two and Clive Bisp a third in heat one. Glen Clarke had a seventh and eighth on Saturday but was absent on Sunday due to illness.

*Heat 1:* 1st Steve Thornell, 2nd John Haigh, 3rd Clive Bisp.  
*Heat 2:* 1st John Haigh, 2nd Nigel Puddiphatt, 3rd Alan Poole  
*Heat 3:* 1st John Haigh, 2nd Martin James, 3rd Alan Poole.  
*Heat 4:* 1st John Haigh, 2nd Steve Thornell, 3rd Martin James.

### FINAL

It was Alan Poole who made the best start and on lap one it was Poole, Martin James, Nigel Puddiphatt, John Haigh, Shaun Gibbs and Mark Allen. By lap two James hit the front ahead of Poole with Haigh up to third ahead of Puddiphatt and Allen. Lap five and Haigh took the lead from James, Allen through to third but only to retire half a lap later.  
Lap seven and Puddiphatt was past Poole for third. The order then Haigh, James, Puddiphatt, Poole, Gibbs, Clive Bisp and Kim Sutch (not long off novice plates). This order remained the same except on lap 10 Bisp retired. Nobody could do anything about Haigh who looked comfortable all the way to the chequered flag and the winner of the 'Talko Trophy' for the second time, a very well deserved win. New lap record John Haigh.



Chris Stoney had to give second best to Ian Shaw after leading the 'E' Final for 19 of the 26 laps (Pic: Doug Rees).



<b>RESULT</b>		
<b>1st</b>	John Haigh	Anderson Quantum Preston
<b>2nd</b>	Martin James	Dino KMP Birmingham
<b>3rd</b>	Nigel Puddiphatt	Zip GPN Invader Abbots Langley
<b>4th</b>	Alan Poole	Zip Villiers Flitwick
<b>5th</b>	Shaun Gibbs	Barlotti FI Villiers Bristol
<b>6th</b>	Kim Sutch	Zip KMP Rugby

### 125 NATIONAL

With 35 signed on and racing for challenge points it was necessary to have two grids. Four heats on Saturday afternoon and four heats on Sunday morning saw some very exciting 125 racing.

Graham Stephens notched up four wins to secure pole and he looked as if he would be very difficult to beat. Denis Gale had a win, a second and a third place. Steve Puddiphatt had a third on Saturday but hit form on Sunday with two wins.

Andrew Sowerby didn't manage a win but with three seconds and a third was definitely in with a chance. Mark Tuckwell won the first heat on Saturday with two thirds to his credit as well.

Mark Powell had two seconds and Mark Gellatly one second. Rob Bagley had a second and a third.

*Heat 1:* 1st Mark Tuckwell, 2nd Rob Bagley, 3rd Wayne Bray.

*Heat 2:* 1st Graham Stephens, 2nd Dennis Gale, 3rd Andrew Sowerby.

*Heat 3:* 1st Dennis Gale, 2nd Mark Powell, 3rd Steve Puddiphatt.

*Heat 4:* 1st Graham Stephens, 2nd Andrew Sowerby, 3rd Mark Tuckwell.

*Heat 5:* 1st Steve Puddiphatt, 2nd Mark Powell, 3rd Rob Bagley.

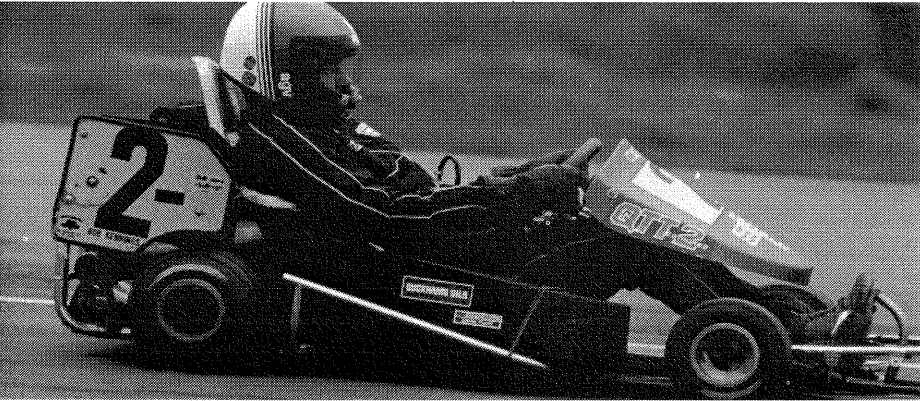
*Heat 6:* 1st Graham Stephens, 2nd Andrew Sowerby, 3rd Mark Tuckwell.

*Heat 7:* 1st Steve Puddiphatt, 2nd Andrew Sowerby, 3rd Mark Haswell.

*Heat 8:* 1st Graham Stephens, 2nd Mark Gellatly, 3rd Dennis Gale.

#### FINAL

From the drop of the flag it was Graham Stephens who was away followed by Dennis Gale, Mark Powell, Wayne Bray, Mark Tuckwell, Andrew Sowerby, Steve Puddiphatt, Andy Griffiths, Mark Haswell and Mark Goulding. On the second tour Powell was past Gale for second and Puddiphatt was through to sixth. Stephens was pulling away all the time and Puddiphatt continued to make progress though Dennis Gale retook second from Powell. With 10 laps gone the order was Stephens, Gale, Powell, Puddiphatt, Tuckwell, Bray, Sowerby, Griffiths and Willy Grieve B Final winner making his way through from the back of the grid.



... whilst Bob Kennings had to settle for third (Pic: Doug Rees).

On lap five Rob Bagley trying an overtaking manoeuvre in the chicane launched into the air and crashed upside down. Rob was taken to hospital for a check over but apart from a lot of bruising and slight concussion was otherwise unhurt, he arrived back later from hospital, not feeling too bad under the circumstances.

Puddiphatt was still making progress now up to third but Tuckwell dropping back to seventh. Lap 15 it was still Stephens looking comfortable but now catching backmarkers, Puddiphatt was through to second ahead of Gale, Powell, Sowerby, Bray, Tuckwell, Griffiths and Grieve.

<b>RESULT</b>		
<b>1st</b>	Graham Stephens	Anderson Goff Rotax Kings Langley
<b>2nd</b>	Steve Puddiphatt	Zip Goff Rotax Garston
<b>3rd</b>	Dennis Gale	Anderson SED Minerelli Haselmere
<b>4th</b>	Andrew Sowerby	Anderson EAS Rotax Malvern
<b>5th</b>	Mark Powell	Zip Goff Rotax
<b>6th</b>	Wayne Bray	Stratos Minerelli Wimborne
<b>7th</b>	Mark Tuckwell	Stratos SED Rotax Cirencester
<b>8th</b>	Willy Grieve	Zip Rotax Northumberland

### 125 ‘B’ FINAL

The first four to finish the 15 lap ‘B’ Final would be repercharged to the rear of the ‘A’ Final.

It was Willy Grieve all the way from Northumberland who led from the start with Graham McCarthy, David Bromfield, Toby Sinclair, Dave Scott, and Lorraine Wilson. It was Lorraine who was moving through the field rapidly and by lap five she was up to second place but by this time Grieve had a good lead and although Wilson was able to reduce the gap she was unable to be close enough to challenge. Sinclair passed Bromfield into fourth and with Bromfield dropping back it was Barry Fortnum up to fifth. With 10 laps gone the order was Grieve, Wilson, McCarthy, Sinclair and Fortnum. Sinclair moved up past McCarthy for third and with two laps to go Fortnum passed McCarthy for fourth. The four to qualify were: 1st Willy Grieve, 2nd Lorraine Wilson, 3rd Toby Sinclair, 4th Barry Fortnum.

### 250E HESKETH CUP

With the Hesketh Cup and the ‘O’ Plate at stake 22 drivers signed on to compete.

Although entered two of the notable names were not racing. Tim Parrot, holder of the ‘O’ plate was very disappointed not to be able to race to defend his title, also unable to race was Roger Goff. However current British champion Ian Shaw was certainly present as was Chris Storey

and British No. 2 Bob Kennings. From our own Shenington club our hopes rested with Keith Bisp No. 7, Rob Perkins No. 6 and Trevor Hravey No. 5. The other number driver present was Trevor Cryer No.3, the 250 Super Challenge organiser.

Heats were split as we had 22 drivers entered so three heats on Saturday and three heats on Sunday. Ian Shaw had a bad start to the weekend where problems in practice on Saturday forced a trip to Zips and meant missing his two Saturday heats but he was back with vengeance Sunday to win both his two heats. Keith Bisp had a bad day on Saturday as well, not managing to finish either of his heats, on Sunday he managed to finish only one heat in second place. Bob Kennings won two heats on Saturday and had a second and third on Sunday, putting him on pole for the final. Chris Storey had a second on Saturday and won one on Sunday. Trevor Cryer won one heat on Saturday and had a second on Sunday. Stuart May, back to 250 racing after some months absence, had a second and third on Saturday but no result on Sunday. Kevin Sherwood had three third places and Alan Pritchard one third. Trevor Harvey had one second. Also featuring well until seizing his engine was Ian Woodcock who led the first heat. Malcolm Green and John Ashe were both consistent finishers.

*Heat 1:* 1st Trevor Cryer, 2nd Stuart May, 3rd Alan Pritchard.

*Heat 2:* 1st Bob Kennings, 2nd Chris Storey, 3rd Stuart May.

*Heat 3:* 1st Bob Kennings, 2nd Trevor Harvey, 3rd Kevin Sherwood.

*Heat 4:* 1st Ian Shaw, 2nd Keith Bisp, 3rd Bob Kennings.

*Heat 5:* 1st Chris Storey, 2nd Trevor Cryer, 3rd Kevin Sherwood.

*Heat 6:* 1st Ian Shaw, 2nd Bob Kennings, 3rd Kevin Sherwood.

#### FINAL

It was Chris Storey who made the best start from Bob Kennings, Kevin Sherwood, Ian Shaw, Rob Perkins, Malcolm Green, Alan Pritchard, Keith Bisp and Charles Atherton. Stuart May had problems at the start but rejoined the race a lap down. Trevor Cryer went into the pits but he too rejoined the race a few laps later.

Meanwhile Shaw was up to third and catching Kennings in second. Lap five saw Shaw pass Kennings to take second. Bisp was making progress through from the back of the grid and by this lap he was up to fifth and then fourth. The order then Storey, Shaw, Kennings, Bisp, Sherwood, Green, Pritchard and Harvey.

Shaw was closing all the time on Storey and was soon in a position to challenge. On lap 15 Shaw passed Storey to take the lead with Kennings still third, Bisp quite a distance back in fourth, Pritchard fifth, Sherwood 6th, Green 7th and Tim Matthews 8th. The rest of the grid had been lapped by the leaders. An unlucky Pritchard went out on the last lap but it was Ian Shaw coming in to take the chequered flag winner of the Hesketh Cup held for the first time at Shenington. It was good to see Ian and Chris take the victory lap together with the comradery we have come to expect in karting.

<b>RESULT</b>		
<b>1st</b>	Ian Shaw	Zip Eagle/Zip Rotax Lanes
<b>2nd</b>	Chris Storey	Anderson/CSK Rotax W Yorks
<b>3rd</b>	Bob Kennings	Phoenix/BKMS Rotax Great Barr
<b>4th</b>	Keith Bisp	Dino/KMP Rotax Bristol
<b>5th</b>	Kevin Sherwood	Anderson/Goff Rotax Hungerford
<b>6th</b>	Malcolm Green	Anderson/Rotax Coleshill

**The trophies supplied to all Cadet drivers who finished were, this month donated by Mr. Bishop.**

#### JUNIOR BRITAIN AND RESTRICTED

*Heat 1:* 1st J. Rampling, 2nd M. Pierce, 3rd A. Liell.

*Heat 2:* 1st L. Harris, 2nd A. Weston, 3rd P. Alexander.

*Heat 3:* 1st A. Liell, 2nd N. Melen, 3rd D. Honey.

*FINAL:* Weston had the better start on the green light from Liell, Field and Pierce. Within the time it took them to reach the hairpin, Weston had the lead with Pierce behind and Parfett who started in 6th now 3rd. By the end of lap 1 4th man Liell lost his place to Harris, who by the end of the next lap was in 2nd place. Liell spins but restarts. The 1st restricted driver Huggins was now lying in 5th place. At the end of lap 4 Harris passes Weston on the straight to go 1st. I couldn't help to take my attention away from the leaders to notice Liell roaring his way back through the field into 6th place, within the next 2 laps he was 4th after passing Parfett and Huggins on the hairpin. Next lap Liell was 3rd. At the end of lap 9 Harris had a comfortable lead with Weston and Liell fighting it out for 2nd. Final lap and on the small back straight Liell manages to pass him for 2nd leaving Weston with 3rd and Pierce 4th. First 2 restricted drivers across the line were Huggins and Armiger who drove their race in the middle of the blue plates.

#### CADETS

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

*Heat 2:* 1st C. Parfett, 2nd D. Battistini, 3rd G. Smith.

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

*FINAL:* Chaz Parfett had pole for the final but Dean Panrucker managed to pull away quicker. By the end of lap 2 there was virtually nothing between Dean and Chaz with the 3rd place also being fought over by Richard Bishop and Dillon Battistini. Just over halfway through and Dean and Chaz come out of the hairpin locked up together, after a quick tug Chaz manages to get away but unfortunately Dean stops and had to be restarted. Dillon finally wins his battle with Richard to go into 2nd place. These were the finishing positions with Dean in 4th.

#### SENIOR BRITAIN RESTRICTED

*Heat 1:* 1st I. Brown, 2nd R. Bennett, 3rd M. Harrison.

*Heat 2:* 1st R. Bennett, 2nd S. Clarke, 3rd P. Hills.

*Heat 3:* 1st M. Harrison, 2nd S. Weston, 3rd S. Clarke.

*FINAL:* Piper had pole for the final with Harrison alongside and Meiners and Clarke in the row behind. Harrison got an excellent start with Clarke right behind. Clarke came out of the hairpin first. By lap 3 Clarke was pulling away on his own with Harrison, Meiners and Bennett all close behind. Bennett continually attempted to pass Meiners, on the 7th lap both drivers passed Harrison on the straight and next lap sees Bennett make a successful attempt to overtake Meiners. With Clarke ½ lap in front, the others are still all close together. Unfortunately Harrison and Meiners clash and go off leaving Bennett 2nd, Weston 3rd, Brown 4th and Mills 5th.

#### HEAVYWEIGHTS AND RESTRICTED

*Heat 1:* 1st Q. Searle, 2nd C. Hawes, 3rd T. Rampling.

*Heat 2:* 1st C. Hawes, 2nd A. Moon, 3rd Q. Searle.

*Heat 3:* 1st C. Hawes, 2nd Q. Searle, 3rd A. Moon.

*FINAL:* With Hawes on pole and Searle alongside, it was obvious that we were to have another very fast race. Hawes got a magnificent start with Searle, Eldridge and Moon all behind. He started to pull away from the rest of the bunch and never looked like being in any danger of being caught. Searle also had a long race in 2nd place with the only real racing taking place for 3rd place by Eldridge and Moon, the latter winning the battle. First restricted Heavyweight over the line was John Sims. My personal feelings about this class is that over the last 3 months, this class has in fact been abused somewhat, by some not true heavyweights with their very fast equipment, who would be very competitive in green plates, joining the bandwagon. Hopefully, this will all change next month when a new set of rules apply.

#### 100 NATIONAL RESTRICTED

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

*Heat 2:* 1st P. Mortar, 2nd A. Smith, 3rd M. Friend.

*Heat 3:* 1st P. Mortar, 2nd no. 10, 3rd M. Friend.

*FINAL:* Mortar earned pole for final with Smith alongside and Pagan and no. 10 in the row behind. Smith had the better of Mortar at the lights but he soon reclaimed his position. By the 4th lap Mortar had made a gap between him and Smith but 3rd man Pagan was not having it so easy. He had Friend sitting on his bumper, but although Friend tried very hard, Pagan had no intention of giving up his position. Mortar won comfortably, Smith 2nd and Pagan 3rd (who incidentally, was having his first ever race).

#### NATIONALS

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

*Heat 2:* 1st C. Hawes, 2nd I. Palmer, 3rd T. Cartwright.

*Heat 3:* 1st T. Cartwright, 2nd no. 5, 3rd C. Hawes.

*FINAL:* Exceptional driving earned Hawes front place. By the time they hit the hairpin Horncastle was in 2nd, Horrobin 3rd and Cartwright 4th. By lap 2 Horrobin clinched 2nd. Although even by now gaps were opening up between all the leaders. Halfway through on lap 8 Horrobin stops on the straight with mechanical trouble. Horncastle is now in 2nd place with Cartwright close by, not forgetting Hawes way out in front virtually untouchable. Lap 12 and Cartwright pinches 2nd and over the last 2 laps no one changed their positions.

#### SENIOR BRITAIN

*Heat 1:* 1st P. Wells, 2nd N. Cruttenden, 3rd T. Martin.

*Heat 2:* 1st G. Anderson, 2nd N. Cruttenden, 3rd D. Jasper.

*Heat 3:* 1st J. Herbert, 2nd C. Murrell, 3rd N. Cruttenden.

*FINAL:* Cruttenden had a faultless start with Herbert, Martin and Perrum behind. By lap 3 Wells had climbed up to 4th place and on the following lap passes Martin on the hairpin for 3rd. Unfortunately on the next lap Wells (who was having a bad day generally) spins and does not bother to restart. Melen is now coming through the pack into 4th place. Leader Cruttenden is driving a tremendous race out front. By lap 9 Herbert goes out leaving Martin in 2nd, soon to be on Cruttenden's tail. Disaster struck Cruttenden at the beginning of lap 13 when he signals to go in, only to feel Martin hit straight

## CLUB SCENE

into the back of him.

Melen however, now takes free promotion into 1st place, with Murrell taking 2nd and Jessica Smith 3rd. These stayed their positions to the end.

Unluckiest driver of the day must be Neville Cruttenden who was only 3 laps away from winning the Bernie Turney Trophy.

**Report by: Arnie Arrow**

#### RESULTS

##### JUNIOR BRITAIN

<b>1st</b>	Lee Harris	Superdart/Parilla
<b>2nd</b>	Alec Liell	Super-dart/Sirio/TKM
<b>3rd</b>	Alistair Weston	Superdart/Sirio

##### JUNIOR BRITAIN RESTRICTED

<b>1st</b>	Jonathon Huggins	Dap/Parilla
<b>2nd</b>	Andrew Armiger	Superdart/Parilla

##### CADETS

<b>1st</b>	Chaz Parfett	Superdart/Comer
<b>2nd</b>	Dillon Battistini	Zip/Comer
<b>3rd</b>	Richard Bishop	Zip/Comer

##### SENIOR BRITAIN RESTRICTED

<b>1st</b>	Simon Clarke	Superdart/Parilla
<b>2nd</b>	Richard Bennett	Superdart/Parilla
<b>3rd</b>	Steve Weston	Wright/Parilla

##### HEAVYWEIGHTS

<b>1st</b>	Chris Hawes	Superdart/Parilla
<b>2nd</b>	Quinten Searle	Fullerton/Rotax
<b>3rd</b>	Adrian Moon	Fullerton/PCR

##### 100 NATIONAL RESTRICTED

<b>1st</b>	Peter Morter	Superdart/Sirio
<b>2nd</b>	Alan Smith	Sprint/Parilla
<b>3rd</b>	Charlie Pagan	Le Spectre/Parilla

##### 100 NATIONAL

<b>1st</b>	Chris Hawes	Superdart/Parilla
<b>2nd</b>	Tony Cartwright	Swiss Hutless/Rotax
<b>3rd</b>	Trevor Horncastle	Superdart/Sirio

##### SENIOR BRITAIN

<b>1st</b>	Stuart Melen	Superdart/Parilla
<b>2nd</b>	Clive Murrell	Colt/Parilla
<b>3rd</b>	Jessica Smith	Gillard/Parilla

## Blackbushe

#### SUNDAY, APRIL 23rd

**The weather forecast was for the possibility of rain early in the day but brighter later. In fact, it turned out in reverse with a dry start but wet for the finals although it stayed quite mild all day.**

#### CADETS

Entries were up again with a total of 15. Heat one winners were Gumbley, Rivett and Jackson with the second heat going to Howard, Rivett and Bell. For the final, Jeremy Gumbley (Allkart) took the lead from poleman Paul Rivett (Allkart) with Richard Jackson (Superdart) in third. Next through were Lars Sexton (Zip) who had made a good start and Doug Bell (Zip). On the second lap Doug Bell moved up to third, ahead of Jackson and Jay Howard (Dart) as Sexton fell back. Jeremy Gumbley led all the way to the flag followed by Paul Rivett. Jay Howard drove well to move up to third ahead of Doug Bell.



## Wigan

### SPRING BANK HOLIDAY MONDAY

It only seemed like yesterday that we were driving to Wigan, but of course it was! Bank Holiday Monday saw a change in the weather and a fair number of changes in the entrants with some back at work and others back 'home' after their series rounds elsewhere on the Sunday. The entries at just over 100 however were roughly similar to the previous day and meant another relaxed meeting which included a round of the 250 Challenge.

#### CADETS

With yours truly dragooned into a day on the P.A. this little lot nearly cost me my tonsils. Non stop, bumper to bumper action, throughout the heats and the final with hardly an inch of speed separating the top 10 or so. As you would expect then 3 different heat winners in the shape of Dickie Wilson, Chris Eaton and Daniel Gibson. Other front places went to Stuart Moseley, Matthew Shaw, Justin Wilson, Dean Haddon and Philip Moreton. The final was an incredible affair, Matthew Shaw led from the lights to the flag but that doesn't show the whole story. The first 10 were never more than yards apart and although the order remained reasonably constant past the lapscorers places were chopped and changed throughout. Daniel Gibson was a constant threat to Shaw, challenging on every corner and it was to the leaders eternal credit that he withstood the pressure to win by inches. Chris Eaton finally bagged third from James Billington and as they roared across the line in a blanket, Haddon, Moreton and Wilson were only inches behind.

#### JUNIOR BRITAIN

Not quote so open here as yesterday's winner Michael Knaggs carried on where he left off winning two heats with Jamie Wall collecting the other. Main opposition came from Michael Simpson, Martin Hill and Neil Walker. In the final Knaggs took the lead chased initially by Paul Giles but he was soon replaced by the diminutive figure of Neil Walker who in turn was soon joined by Michael Simpson as Giles spun out of contention. As the race moved into its second half Jamie Wall found a second breath and rejoined the battle at the front managing to displace Simpson on the penultimate lap leaving the result in the balance upto the final flag where Knaggs held off Walker and Wall just held of Simpson with Giles having worked his way up to 5th.

#### SENIOR BRITAIN

No doubt who was in charge here, Dave Turnbull continued his very successful weekend with 3 straight heat wins. Graham Walker, almost a carbon copy of his son, looked like the main challenge with Jon Barlow, Mick Duxbury and Neil Sutton the pick of the rest of the bunch. In the final Turnbull took off never to be troubled again but behind there was action throughout. Dee Williams led the chase until Walker disposed him and Duxbury squeezed past Sutton to mount a challenge of his own but threw it all away with a spin. Meanwhile Barlow, despite a nasty shunt in the heats was clawing his way through the field to slip past Walker at the three-quarter stage. At the flag Turnbull won comfortably from the Barlow, Walker battle with Sutton, Dean Lenders, Dave Bullock and leading novice Jon Turnbull following.

#### 100 NATIONAL

One of the smallest grids of 100 Nats for some time but nevertheless some determined driving and heat wins for Rob Birnie (2) and Steven Coward with support from Steven Read, Gary Livesey and Brian Talbot. Coward took the lead in the final but Birnie was quickly on his tail, which Steve was wagging quite disconcertingly on each corner, Talbot and Read were enjoying their own private duel further back as the rest of the field started pulling out quite disconcertingly. As the race progressed it became obvious that Coward hand't cured his lack of bottom end out of the pit hairpin and finally Birnie was able to slip by but the Fastrak driver never gave up chasing him all the way to the flag. Read got past Talbot who had Livesey pass him on the last lap. The only other finisher was Terry Haddon well out of contention.

#### 125 OPEN/NATIONAL/P&R + 210 NAT

A surprising shortage of gearboxes caused all the 125's to run together plus the lone 210 entry of Tony Suthers, cunningly disguised on black plates but mounted on Frank William's Quantum and getting better each heat. Two heat wins went to Mark Haswells National outfit and the other to similarly mounted Rob Johnson. Gary Needham took the P&R honours and Roy King the Open. The front row of the final saw each of the classes represented on the front row but it was the 210 of Suthers from the second row that led over the hill. It took two goes up the straight for Haswell to use his 2 gear advantage over the elderly 210 and as Johnson and Karl Geary battled for third Roy King was having difficulty holding off Gary Needham's TM. By mid-way Malcolm Hughes appeared from nowhere to pick of the Nationals one by one and take over the P&R front spot. At the flag Haswell held off Geary whilst Hughes piped Suthers and Needham led home Johnson, Gary Isherwood and Dave Peers.

#### 250E & NATIONAL

Another bumper grid of the 'big uns' thanks to the arrival of the 250 Challenge. I won't bother with a blow by blow account as there will be a separate report on the challenge elsewhere but the heats went to Trevor Cryer (2) and Ian Woodcock whilst the Nationals went down like flies. Cryer took the final after early resistance from Woodcock but its was Kennings who eventually mounted a challenge. The Nationals were led home by Mark Read with only Albert Roberts and Paul Burgess able to join him at the flag.

#### SISTERS CHAT

\* Too much noise took Gary Needham (125 P&R) Mark Reed (250N) and Malcolm Green (250E) out of the trophy lists.  
\* Put this date in your diary — Sat/Sun July 8th & 9th — its the GB v France International at Wigan — full supporting grids for club drivers.  
\* Don't forget you can practise each Weds (gearboxes) and Thursday (100's).

#### SUNDAY

#### 250E

1st 3 Trevor Cryer Zip/Rotax

#### CADET

1st 20 Daniel Gibson Allkart/Comer  
2nd 10 Justin Wilson DAP/Comer  
3rd 38 Dickie Wilson —/Comer

#### JUNIOR BRIT

1st 11 Michael Knaggs Zip/Parilla  
2nd 51 Paul Higginbottom Gillard/TKM  
3rd 14 Jamie Wall Ninja/Parilla

#### SENIOR BRIT

1st 63 Dave Hodkin —/—  
2nd 69 Dave Turnbull Dino/Dino  
3rd 98 Rob Birnie Ninja/TKM

#### 100N

1st 37 Steve Coward Fastrak/Rotax  
2nd 22 Ron Haywood Dap/TKM  
3rd 32 Charlie Nash Zip/Parilla

#### 125 OPEN

1st 49 Andy Fairless Allkart/TKM

#### 125 NAT

1st 23 Mark Haswell Zip/Rotax  
2nd 25 Merlyn Hopkinson Barlotti/Rotax

#### 125 P&R

1st 60 Dave Robinson Fastrak/TM  
2nd 9 Dave Culley Dino/Honda  
3rd 86 Paul Hyde Fastrak/Yamaha

#### 250N

1st 47 Chris Clarke Zip/KTM  
2nd 19 Albert Roberts Zip/KTM

#### MONDAY

#### 250E

1st 3 Trevor Cryer Zip/Rotax  
2nd 2 Bob Kennings Phoenix/Rotax  
3rd 23 Ian Woodcock CDPT/Rotax

#### CADET

1st 35 Matthew Shaw Jeta/Comer  
2nd 20 Daniel Gibson —/Comer  
3rd 32 Chris Eaton Eccorse/Comer

#### JUNIOR BRIT

1st 11 Michael Knaggs Zip/Parilla  
2nd 56 Neil Walker Ninja/Parilla  
3rd 14 Jamie Wall Ninja/Parilla

#### SENIOR BRIT

1st 69 Dave Turnbull Dino/Dino  
2nd 74 Jon Barlow Dino/Dino  
3rd 56 Graham Walker Ninja/TKM

#### 100N

1st 98 Rob Birnie Ninja/Rotax  
2nd 37 Steve Coward Fastrak/Rotax  
3rd 50 Steve Read Allkart/Parilla

#### 125 OPEN

1st 18 Martin Stretch Zip/Rotax

#### 125 NAT

1st 23 Mark Haswell Zip/Rotax  
2nd 99 Karl Geary Zip/Rotax

#### 125 P&R

1st 28 Malcolm Hughes Allkart/TKM  
2nd 60 Gary Isherwood Fastrak/TM  
3rd 9 Dave Culley Dino/Honda

#### 250N

1st 19 Albert Roberts Zip/KTM  
2nd 16 Paul Burgess Zip/KTM

## Tilbury

### SUNDAY, MAY 14th

Sunday 14th May was the Bernie Turney Memorial meeting at Tilbury with the Trophy this year going to the Britain driver. The weather was perfect.



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# SUPER ONE QUALIFIER — ROUND 3

## CLAY PIGEON KART CLUB — SUNDAY 16th APRIL 1989

This final qualifying round for those wishing to race in this National series, proves the popularity and competitiveness of those wishing to take part in 1989.

Three classes racing today:

Juniors	30 entrants	4 heats
Senior Britain	36 entrants	5 heats
National	41 entrants	6 heats

Practice on the Saturday commenced at 10.00 am and continued throughout the day at a fair pace and with the weather fair but rain forecast for the practice on Sunday allowed racers to set up for the wet. Racing started just before noon right on schedule.

### JUNIORS

The first race of the day being Juniors and with the track still damp all were out on wets and no one was able to make great headway. Their next race was heat 6 and, although the other classes were on slicks by this time, the Juniors felt that there was still some advantage to use the wets as although it was now dry the day was cold.

Race 11 and all drivers were now on slicks but a crash between Louis Osborne and Natalie Whaley stopped the race, with Natalie being taken off the circuit by the ambulance, but, thankfully, although bruised and shaken, she raced again later.

When the race was restarted there was some good racing between Mark Cornwell and Christian Horner who finished behind Henry Stanton.

Their final heat was uneventful apart from some smooth driving from Jonathan White.

### JUNIOR 'A' FINAL

Brad Lintern	Joss Cobb
Matthew Davies	Christian Horner
Mark Cornwell	Henry Stanton
Chris Cox	Philip Jarman
Jamie Scogings	Nicholas Smith
Paul Higginbottom	Danny Honey
Natalie Whaley	Matthew O'Hara
Gary Broughton	Dominic Harlow
Marc Craddock	Jonathon White
Jonathon Greensmith	Peter Cunbreck

All those getting to the 'A' Final had done extremely well and worth a special mention was Matthew Davis who was recovering from a broken leg and Natalie Whaley who was recovering from her accident earlier in the day.

From the start it was Joss Cobb in the lead followed by Matthew Davis, Christian Horner and Brad Lintern with Henry Stanton holding his spot.

After five laps, Christian Horner had slipped to fifth and Matthew Davis was leading, and we had lost Mark Cornwell. Halfway, Matthew Davis was still leading Brad Lintern and not a lot of movement throughout the field.

After 15 laps, and still the same leaders with Nick Flemming and Gary Broughton making up some places mid field and Natalie Whaley losing some.

At the flag, it was Matthew Davis — Joss Cobb — Brad Lintern — Christian Horner — Nick Flemming — Jamie Scogings — Gary Broughton, and note that Nick Flemming came from the 'B' final. Well done!

### SENIOR BRITAIN

They were out in heat 2 with the circuit still wet; a very good start from Andy Cox, with not such a good start for Darren Kinsey who lost a chain and Chris O'Hara who lost a wheel.

The next heat saw a mixture of slicks and wets with no real advantages obvious.

Heat 7 saw still a few on wets and John Yeomans appeared to go well and maintain his position.

Heat 9 saw a good win for Darren Kinsey followed by Robin Perkins and Michael Dubois.

Final heat of the day saw a good battle between Chris O'Hara and Philip Cooke with Nick Kelly trying hard.

Winners of the 'B' final to go forward to the back of the 'A' final were:

Darren Kinsey	Gary Anderson
David Clark	John Robertson

### 'A' Final line-up

Mike Barrett	No 12 (not in programme)
Philip Whaley	Graham Pettit
Robert Seth-Smith	No. 55
Nick Kelly	Robin Perkins
Gary Frost	Stephen Hall
Jonathon Cullum	Chris Roscoe
Philip Cooke	Andy Cox
Scott Armstrong	Jason Yeomans
Edward Moore	John Yeomans
Simon Davidson	Michael Riley

At the start, Philip Whaley raced away in the lead, followed shortly by Nick Kelly, No. 12 (sorry, no name), Andy Cox and Mike Barrett. It stayed this way up to half distance, then Andy Cox eased past Nick Kelly to take second spot.

Towards the last few laps, as the leaders caught some of the backmarkers, there were a few anxious moments, but, Philip Whaley, who had led all the way, took the flag in a well-earned win, followed by Andy Cox — Nick Kelly — Jason Yeomans — No. 55 (sorry, no name) and Jonathon Cullum.

### NATIONALS

Nationals first race was heat three and, although the other classes were running on wets at this time, the softer compound of their tyres, accept the damp conditions, although this first race was processional.

The next heat saw some aggressive driving from Jeff Krebex, followed by Tony Cartwright and Nigel Metcalf, with Dave Redfern starting at the front but slowly slipping backwards down the field.

Their third heat saw a good charge by Richard Yorke with Paul Evans and Richard Hartley going well.

Fourth heat saw a great charge by Paul Burton and Dario Franchitti starting from the rear of the grid, but the heat was won by Jamie Beasley followed by the above and John Thompson.

Fifth heat we saw Craig Caldwell going forward and also another charge by Jamie Beasley starting midfield and finishing in the top four. (Lap times 35.8 seconds.)

### NATIONAL 'B' FINAL

A flag to flag win by Daniel Liddle followed by

Daniel Stilp, Simon Stilp, Simon Horrobin and Graham Cannon and these went forward to the 'A' final.

### NATIONAL 'A' FINAL

With the weather looking overcast and rain very close, the line-up was:

Paul Evans	Jeanette Peek
Richard Yorke	Gordon Duncan
Dario Franchitti	Alex Jacks
Moss Thorpe	Roy Dickson
Craig Caldwell	Jamie Beasley
Graham Jones	Oliver Gavin
Philip Askari	Tony Cartwright
Jeff Krebex	Nigel Medcalf
Bobby Game	Chris Armstrong
Simon Richardson	Richard Hartley

As spots of rain fell, the race started and with everyone on slicks this was going to be very difficult. At the first bend, both leaders were out with some very poor driving, karts went wide leaving others with nowhere to go and some of the karts rejoining the field where no space existed, everyone anxious not to lose places.

After three laps the race was stopped when Craig Caldwell made contact with the central tyre barrier and needed attention.

Restart and the two front drivers back in their original positions, having done well all day, they must have felt they were very lucky.

The restart was more orderly at reduced speed, very tight, we lost Richard Yorke on lap 2, with Graham Jones in some difficulty.

At lap five, the leaders Evans and Peek had settled down closely followed by Duncan Jacks with Franchitti losing a few places.

At halfway the order was much the same but, with Bobby Game and Oliver Gavin having made up some good places, we lost Chris Armstrong. And that's the way it stayed with the final positions.

1. Paul Evans
2. Jeanette Peek
3. Bobby Game
4. Oliver Gavin
5. Daniel Liddle
6. Gordon Duncan
7. Alex Jacks
8. Graham Cannon
9. Dario Franchitti
10. Roy Dickson

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to tip the scales so those behind moved up a place. The lone UK, Richard Guest settled for 10th overall.

### 100 NATIONAL

No doubt who was in charge in the heats, Ron Haywood took all three, fooling most onlookers with his change of number. The seconds were shared between Steve Coward, Brian Talbot and Charlie Nash with novice Chris Talbot and Andy Cox squeezing into the frame. The final turned out to be a real cracker with Haywood the early leader only to be passed by Talbot who hung on grimly for 3 laps whilst Haywood crawled all over him before squeezing by. I doubt that either expected what happened next as Coward, (Rotax powered for the first time) went up the inside of Talbot and round the outside of Haywood in one go up the straight and then cleared off and left them to fight out the remaining places. Next out of the blue came Steven Read finally squeezing past Haywood on the last lap with some wheel to wheel stuff from the end of the straight to the top hairpin. Charlie Nash had got the better of Talbot Senior who was coming under threat from his son at the end. However, as often happens, the post race checks accounted for Read (underweight) Dewhurst (underweight) and Talbot Senior (too noisy) so all moved up again.

### 125 OPEN, NATIONAL, P&R

All the 125's together and another Andy Fairless benefit. I'm sure he has an auto pilot for this circuit. Mark Haswell collected the seconds and Dave Robinson two thirds with Roy King getting the other. I doubt the bookies would have offered odds on the final and predictably Fairless took off, chased all the way by Haswell and the pair pulled away from Robinson, all three destined to win their separate classes. Most of the excitement centred round Dave Culley and Melvyn Hopkinson with Dave's experience evening out the power difference between his ageing Honda and the Rotax of Hopkinson and try as he might the Novice driver couldn't make his speed advantage count as the wily Culley held onto 4th and second in the P&R's. Two competitors bit the dust for illegal engines, you've got to watch these Wigan scrutineers, they're getting jolly sharp.

### 250 NAT AND 250E

Well the Todmorden butcher certainly carved up the opposition here taking all three heats despite his bright yellow leathers. Behind Trevor Cryer each time came Malcolm Green and only Chris Clarke spoiled the twins domination with a third on his KTM. The final became a Cryer display as he reeled off 39 second laps never slowing even when he had built up over half a lap lead. Behind it became a procession with the only change in the order being the loss of the tailenders one by one until at the finish second place Green took the flag as Cryer was taking his helmet off in the pits followed by Richard Blackburn (250E) Chris Clarke (250 Nat Winner) and the only other two survivors Mark Read (250N) and Albert Roberts (250N). As ever it's never that simple as Read failed the noise test leaving poor old Blackburn as the only finisher without a pot.

Despite a lengthy lunch and a goodly break after the heats all the silverware was dished out by 5.30 and we were in with a chance of Sunday tea for a change — how nice — time for a game of bowls to prepare for another day of it tomorrow!

### MAY DAY BANK HOLIDAY

What a different sight driving into the pits for Wigan's Festival of Speed with scooters, bikes, combinations and karts all spilling out all over the place.

The weather was once again kind and for a change the karters had the chance to show off their skills in front of a huge crowd, filling the entire length of the straight, several deep and packing the pits to capacity. The meeting had thirty odd solo bikes, 10 or so combinations, a dozen scooter combinations (would you believe?), 30 odd solo scooters and grids of Cadets, Nationals & Britains and Combined Gearboxes. Practice proved a little difficult to sort out with three different Clerks of Course, different circuits and the obvious jam in the pits but once sorted the whole affair run like clockwork even allowing the karts to run heats and a final instead of the heat only as planned.

I was assured by the bike Steward that it had been a good day with only a couple of breakages and a mere half dozen in the ambulance whilst for a change I actually incurred some paperwork with a shunt in Cadets and Senior Britain but as usual with karting accidents they both walked away apparently unhurt.

Whilst the various other races were going on I took the opportunity to put the watch on some of the quicker outfits with interesting results. Compare the following times against a 250E lap of about 37 secs and the 250 Nats who clock under 40 secs. The quickest of the unlimited bikes managed 45.5 secs whilst the incredibly noisy sidecar outfits with up to 1200cc engines could only manage 47 secs. The scooters on the other hand were not that much slower with the amazing little 250cc combinations actually quicker than the solos managing about 47.8 secs although the claimed lap record was around 47 with the solos at about 49 secs (the slowest of the karts is down to the P&R 125's at around 42 secs).

Enough of the trivia and down to the serious stuff. The cadets were first out and albeit a bit thin on the ground nevertheless the usual good value for money inducing the usual cries of "oh just look at that little boy" and "you couldn't imagine that little boy racing" — Mothers really love it! Two heats went to Jenson Button with the other going to Dean Haddon with Philip Moreton and James Billington always to the fore. Button led the final throughout apart from a short spell behind Haddon until he spun out leaving Button to win from Billington, Gavin Richardson, Chris Moreton and Philip Moreton.

The Senior Britains joined with the Nationals to give a bumper grid, good for the crowd but a headache for the lap scorers, already dizzy from playing musical chairs with the other teams for the bikes and scooters. The heats produced some good scraps with wins going to Frank Crankshaw (fresh out of retirement) and a couple for Paul Wilkes. The main opposition came from David Homer and Mike Barnard. The Britains were not outclassed with Dave Turnbull coming home mid grid to take two heats with Jon Barlow collecting the other. In the final Wilkes grabbed the lead chased initially by Brian Talbot, Homer, Crankshaw, Steven Read and Gary Livesey. Crankshaw quickly promoted himself to second but it was Carl Antrobus (on Daniel Liddles outfit) who was making the most progress up to second on the penultimate lap from 10th on the first lap, but unable to mount a challenge on the West Bromwich driver who won comfortably. Crankshaw had to settle for third with Eric Rimmer arriving on the scene pushing Barnard down to 5th ahead of Livesey,

Read and Stewart Rawstherne.

As with the 100's all the gearboxes were together in one massive grid made up of 5 separate classes, another nightmare for the hard pressed lap scorers, toasting themselves in the sunshine. The heats went to Steve Cowards 125 Open (2) and Mark Reads 250 Nat. Also to the front were Kevin Thornton (250N) Ray Hyde (250N) Graham Stephenson (250N) and Michael Watkins (250N). The P&R charge was led by Mike Morris with Gary Needham taking the other heat and the 210 entry of Dean Forward spluttering round at the rear. One had to wonder what was wrong with Andy Fairless whose 125 Open hadn't figured in any heat but as usual he was off the line in the final like a rocket to lead the field round followed by Thornton (K), Coward, Thomas Stephenson and Andy Thornton. As Fairless pulled away Coward was crawling all over Kevin Thornton but the 250 had the legs up the straight proving to be very frustrating for the Fastrak man. The scrap was allowing Mark Read to close in and Wayne Bray was fairly flying through the field, Coward eventually got the better of Thornton and began rapidly reeling in Fairless but ran out of laps leaving Fairless the victory from Coward, Thornton (K), Read, Bray, David Gunston, Thomas and Martin Stretch. Gary Needham's 11th was enough for the P&R trophy whilst Forward coaxed the Villers home in 16th. Poor old Mike Morris crossed the line just before Fairless but saw the flag out ready for the winner and came into the pits a lap early losing out on his second place in P&R, he was a yard or so too quick for his own good! On the credit side three quarters of the gearbox grid made it to the flag — things are looking up!

### CADETS

1st	41	Jenson Button	Gillard/Comer
2nd	28	James Billington	Allkart/Comer
3rd	29	Gavin Richardson	Jeta/Comer

### SENIOR BRITAIN

1st	23	Alan Crankshaw	Firebird/Parilla
2nd	74	Jon Barlow	Dino/Dino
3rd	70	Peter Clare	Dino/Dino

### 100 NAT

1st	14	Paul Wilkes	Wright/Rotax
2nd	69	Carl Antrobus	Wright/Sirio
3rd	12	Frank Crankshaw	Firebird/Minerelli

### 125 P&R

1st	12	Gary Needham	Stratos/TM
2nd	9	Dave Colley	Dino/Honda

### 125 NAT

1st	17	Wayne Bray	Stratos/Minerelli
2nd	14	David Gunston	Stratos/Rotax

### 125 OPEN

1st	48	Andy Fairless	Allkart/TM
2nd	37	Steve Coward	Fastrak/Rotax

### 250 NAT

1st	71	Kevin Thornton	Anderson/KTM
2nd	49	Mark Read	Zip/Honda
3rd	16	Chris Thomas	Zip/Yamaha

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# CLUB SCENE

Stewart had by this stage regained the ground lost earlier and with a lap to go he too forced Jeffers down a position, although his determined effort could only take him to second at the flag as Douglas was just too far ahead. Jeffers finished third with early challenge McKee fourth.

## JUNIOR BRITAIN

Timothy Pollock was favourite for the final with Gilbert Yates beside him on the grid, however as the lights changed Gareth McAuley made a determined charge for the lead. Pollock was not having any of it and soon was hot on McAuley's exhaust pipe and by the end of lap 2 had regained the lead. A spin by Yates took the pressure off the leaders although it did allow Owen McAuley to make a challenge, however on lap 4 coming into the paddock bend his overenthusiasm got the better of him when he briefly touched Gareth McAuley — taking both off the circuit.

As Pollock sped off unchallenged, Gareth McAuley got himself re-started although he was by that stage back in sixth place. Andrew Brady, Garry O'Neil and Rowan Donnelly were in tight combat for second, third and fourth by now, Pollock could not content himself with his large lead and he kept up a fast pace until his luck also ran out when a spin put him right back behind Gareth McAuley who had worked his way up to fourth. O'Neill was keeping the pressure on Brady, however at the flag Brady led with O'Neill second and Donnelly third. In the closing few bends of the last lap Pollock managed to take fourth from McAuley who finished fifth in one of the most exciting Junior Britain races for some time.

## 100 NATIONAL

Frances Stewart was making a comeback on the day and he showed that he had not lost any flare as he started the final in pole position with another favourite Roger Drumm alongside. From the off Stewart set the pace, opening up a commanding lead on Drumm and by the end of lap 1 the leading pair were already a good 50 yards ahead of third place Michael Wright with Richard Scott close behind in fourth. Kevin McGarrity started to make a challenge for fourth over the first few laps and by the half way stage had not only overtaken Scott but had also overtaken Wright to take third. Meanwhile Drumm had pulled back ground on Stewart and in the seventh lap was right on Stewart's rear bumper. Although Drumm made very determined efforts to take the lead, Stewart had the best lines which he kept faultlessly lap after lap all the way to the chequered flag, although Drumm's last efforts did take him as close as Stewart's rear wheel. Kevin McGarrity just held onto third as Michael Wright made a final effort in the last lap, Andrew Lyons was fifth.

## 125 P&R

Noel Strain was pole man for the final with Alister Rooney alongside. As the lights changed, Rooney made his move and took the lead going into the back of the circuit. By the end of the first lap both himself and Strain had opened out a comfortable lead although Rooney was continuing to pull further ahead. Robert McMullan and Neil McKnight were battling it out for third and fourth with McMullan just holding the command, however in lap 4 a determined McKnight made a dash to the third leaving McMullan under pressure from Ken Graham. At the half way stage Rooney was well ahead of Strain, however Strain was determined to try and close the gap. In the seventh lap Strain's race got somewhat more strained when he seized coming onto the

start/finish straight, thus allowing Rooney to ease off a little. With McKnight not able to get away from McMullan, he too was somewhat relieved when McMullan also had to retire in the closing stages giving McKnight an easy run home to second ahead of Ken Graham. The winner by a long way was Rooney.

## 250 NATIONAL

Twelve machines were turned out for the final with Martin Jeffers the favourite on pole. Into the first bend it was Jeffers followed closely by the rest of the pack with Drew Telford and John McAllister showing promise. As Jeffers started to pull away, both Telford and McAllister were soon under pressure from Robert Wilkinshaw whose consistent pressure paid off in the eighth lap when he overtook both drivers to hold second. Telford appeared to be the slightly slower of the three and in the next lap McAllister took over third place. Although Wilkinshaw and McAllister managed to get away from Telford they made no impression on the eventual winner Jeffers and had to settle for second and third respectively.

## 125 OPEN

Once again race commitments in England for Trevor Roberts gave the rest of the 125 Open men a chance to show their potential. Brian Kennedy held pole from Raymond Johnston although a poor start by Kennedy let Johnston take up the lead which he opened out to a good fifty yards by the end of the opening lap. Leslie Currie was by now putting Kennedy under pressure although Kennedy was having none of it and by the half way stage he had managed to shake Currie out of his slipstream. Down the field a fierce battle was raging for sixth between Alan Cox and Brian Painey however engine trouble forced Cox to retire in lap 6 giving Rainey the chance to relax a little as Bryan King and Keith Boreland were well ahead of him in third and fourth. With three laps to go the leader Johnston was appearing to slow slightly, as was Kennedy getting faster as the gap he was opening between himself and Currie was indicating? With two laps to go Kennedy was right on Johnston's bumper and going onto the final lap he took the lead at the start/finish line. A determined Johnston nearly threw 2nd away though coming out of the last bend when the two touched briefly, at the flag however Kennedy was the winner.

## 250 FORMULA E

After breaking the track lap record at the last meeting, it was somewhat unusual that Raymond Lyons did not take part. Colin Menary took up pole once again with Joe McCullough alongside. Right from the off, Menary charged ahead and by the end of the lap was a good 100 yards ahead of the field. McCullough was also starting to open a lead on the battle for third between Derek Crossan and Peter Deery however he was making no impression on Menary who was racing as if Lyons was on his tail. By the half way mark Deery had made his mark when he took third and set out after McCullough. In the closing stages of the race, once again Menary's luck ran out when engine trouble forced him to retire allowing McCullough to take a comfortable win with Deery second and Crossan third.

Once again the UKC would like to thank all who help out with the smooth running of the events, especially the St. Johns Ambulance Brigade, all the marshalls and last but not least the drivers.

## CARRICKFERGUS ROAD RACES

Wednesday night on 26th July will once again see the Carrickfergus road races take place on

one of the fastest road circuits around. With Carrickfergus Borough Council giving their assistance this will be an event not to be missed. Racing starts shortly after 6pm and event details are available from Mrs. M. Graham, telephone Belfast (0232) 794486.

# Three Sisters

SUNDAY MAY 28th

**The sun shone, the temperature soared into the 80's and the young ladies in the pits created more interest than the superkarts. Yes this was Wigan at its very best and over 100 there to witness it despite a very busy karting calendar with lots of other attractions elsewhere. It was nice to see some new faces who had travelled fair distances to spend the weekend at Three Sisters having a whole days practice on the Saturday, and two separate meetings Sunday and Monday.**

## CADETS

Three different heat winners in a very open meeting in the form of Justin Wilson, Daniel Gibson and Chris Eaton. Philip Moretone, Dickie Wilson and James Billington took the other front spots. In the final Wilson got the lead but by the time they completed the first tour he was back in fourth behind Gibson, Eaton and Wilson(D) by lap 3 Wilson was back in front and a terrific scrap was developing between the first three which was to come to a climax on the last lap as Gibson went wide onto Rogersons letting Wilson(J) up his inside, they took the left hander with wheels locked and kept this up all the way round Lunar before they got unhooked and Wilson dived up the inside onto the straight failing by about 6" to make it to the line whilst Dickie Wilson was only a few yards behind.

## JUNIOR BRITAIN

Three straight wins for Paul Higginbottom chased each time by Michael Knaggs with help from Paul Giles, Jamie Wall and Neil Walker. The final proved to be a much closer affair with Knaggs making the vital break and Wall pipping Higginbottom into the 1st bend. However Higginbottom had a clear speed advantage and steamed past Wall up the straight lap 2 and Knaggs on lap 3 to lead a spread out field. But Knaggs wasn't beaten and hung on grimly in second eventually squeezing through on the penultimate lap out of the pit hairpin but once again Higginbottom had the legs up the straight and was back in front on the last lap. An uncharacteristic error in the pit hairpin for the second lap in succession let Knaggs through again and this time he held on to the flag with Higginbottom second followed by a delighted Wall and Louis Osborne (no doubt embarrassed by the female spelling of his name in the programme).

## SENIOR BRITAIN

With the regular front runners absent two heats went to Dave Hodkin and the other to Dave Turnbull. Other front runners included Mike Duxbury, Rob Birnie and Darren Mairs. The final saw Hodkin open up an early lead from Birnie only to be reeled in by Turnbull who fought his way through from 8th on lap one to lead on lap 9 and keep swapping places with Hodkin setting up a thrilling last lap which saw Hodkin win by inches. Birnie held on for third despite a desperate bid by Darren Mairs who was followed by Andy Hunt, Russell Giles and Terry Elvins. However I suspect Mairs hadn't allowed for how much he was to sweat off in this heat and failed to tip the scales so those behind moved up a

# HESKETH SUPER CHALLENGE

## ANOTHER LARGE GRID OF 20 SUPER KARTS

### ROUND 2 — FULBECK

Lincolnshire Kart Club were host to the Second Round and they did a grand job. The weather was great. Much interest was in could the dominance of Kennings and Woodcock in Round 1 be dented in Round 2?

Alan Jones seemed at a disadvantage by running on K5's. Tony Fussy's Yamaha decided to rest during the first heat and try as he would the Yam would not start.

### Heat 1

Away the 20 Super Karts leapt and straight into trouble with a first bend collision involving the middle part of the grid. Milner, Kennings, Hemms and Durance handled the situation well and completed the first lap in that order while most of the remaining karts sorted themselves out. Cryer came round with Woodcock's side pod stuck between his exhaust and tyre. This he dislodged only for it to drop in the path of Lowe's Dino Rotax causing him to skate off at the bottom hairpin. Meanwhile Cryer found himself entwined in Woody's cooling ducting which had become unravelled to a length of some 20 ft. Just in front of this entanglement Hemms and Durance began a race long tussle. Up front Kennings yet again took the lead from Woodcock who was then put under pressure by Milner. Lap 7 the positions were Kennings. Woodcock, Milner showing well, Perkins was fourth where he had run consistently through the race. The top four remained unchanged at the finish.

### Heat 2

Lights to green, Kennings was away and was never troubled throughout the entire race. Behind it was a different story. Green started well with Woodcock on his heels. Woodcock for six laps tried all he knew to get by but Green held on, eventually Woody's efforts came to an end when a coolant pipe sprayed water on to his left rear tyre and off he spun at the hairpin. Meanwhile on lap 1 Milner encouraged (if that's the right term) Stratford to spin then the unfortunate Lowe could not avoid Stratford and consequently both drivers were on the sidelines, the luckless Lowe for the second time in two heats. Studley who had been

up to fourth gradually dropped back and seized on lap 6 but not before having a stout struggle with Jones, Durance and Hemms. Jones having tyre problems had Durance tapping on his back bumper as if to encourage him to go faster. The battle of the Yams proved interesting, Fussy being slightly quicker but had difficulty keeping on the black stuff and Wall being consistent took advantage and when Fussy spun out Wall came out on top. Across the line it was an untroubled Kennings, Green a consistent second, Cryer closing and Budd a suited fourth.

### Heat 3

Cryer on pole made full use of his good fortune and pulled away. Kennings from a lowly sixth row start had steam coming out of his ears and on lap 2 passed Milner, Hemms and Jones going down the straight. Durance resisted the pressure for a couple of laps but then Kennings was through and closing on Cryer, lap 7 and it was nose cone to bumper stuff and Cryer just managed to hang on to the flag and Bob's unbeaten run of five heats and one final was ended but only just by a whisker. Next up was Durance who held Jones off, good stuff.

### Final

The grid was somewhat decimated, the heat of the day had taken its toll. Front row Kennings, Cryer, second row, Milner, Durance, third row, Jones, Budd. At the off Kennings leapt away and nobody could even hang on. Cryer second, Durance third, Green fourth. Milner made a bad start and found himself in midfield. Durance and Green tripped one another up and through went Jones and Milner. Lap four and Fussy went missing one lap later Hemms did likewise. For the next six laps two battles developed, Jones drove well to hold Milner and Green was managing to keep Budd at bay. Only one lap to go and it was all changed, Cryer who had weakened his mixture in a desperate attempt to match Kennings, seized at the chicane and was standing by his kart off circuit when Jones came into the bends and found his brakes had failed. Cryer resorted to fancy footwork to get out of the way, and Milner was through. Meanwhile Budd on the final lap

mounted yet another attack on Green and this time was successful. Quite an action filled final. Kennings the undisputed winner, Milner and his entourage well pleased with second, Budd's sustained effort giving him third, Green after a race long duel fourth.

Hillary Stratford

### Points Table — Top Ten

1.	Kennings	157
2.	Cryer	93
3.	Woodcock	92
	Green	92
5.	Milner	77
6.	Budd	73
7.	Jones	72
8.	Hemms	66
9.	Durance	64
10.	Studley	50
1st	Yamaha (Hall)	35

### Snelson Engineering Smart Kart Award Fulbeck Round

1. Green
2. Milner
3. Budd
4. Fussy
5. Durance

# Mini Ads

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# 125 CHALLENGE ROUND 3

For round 3 of this years extremely competitive 125 Challenge the 'circus' arrived at the Sherington circuit, the meeting being held over 2 days. Eight heats and 'A' & 'B' finals for the National class and four heats and a final for the Open class were in prospect with all the leading drivers entered, only Nick Whitehead missing having 'bent' his chassis racing at round 2.

Steve Puddiphatt didn't start the meeting very well by pulling off before the start of heat one, Bob Bagley led the first seven laps until Mark Tuckwell took over to win the first heat. Bob Bagley finished a close 2nd, Wayne Bray 3rd, Malcolm Stewart 4th, Mark Powell 5th and the first six completed by Steve Cowell.

Dennis Gale led the first four laps of heat 2, under great pressure from round 1 winner Graham Stephens and indeed it was Graham who came out on top to take a good heat win. Dennis Gale was 2nd, Andrew Sowerby 3rd, Mark Goulding 4th, Alan Dell 5th and Kim Marks 6th.

Colin Poole won the first Open heat of the day, Bob Blight was 2nd (after leading the first two laps) just in front of James Pontin and round two winner Alan Whichello. 5th was Stuart Ziemelis (surviving a spin) and 6th John Turner.

The Nationals were in action again in their 3rd heat and a superb race it was! Steve Puddiphatt leading laps 1 & 2, then Mark Powell leading laps 3 & 4 before Steve Puddiphatt was back into the lead again but it was Dennis Gale who led on the 10th and last lap to win. Mark Powell finished 2nd, Steve Puddiphatt 3rd, Wayne Bray 4th, Bob Bagley 5th and Mark Goulding 6th. Richard Bennett inverted his kart near the end of the race, luckily without injury and as his kart had No 69 it proved the theory that it reads the same number either way up!!

Graham Stephens led every lap of the 4th and final National heat on the Saturday to make it two heat wins from two starts. Andy Sowerby followed him all the way to 2nd place. Mark Tuckwell headed a mid race seven kart scrap to be 3rd, Mark Haswell 4th, Alan Dell 5th and Steve Cowell completed the first six.

Colin Poole made it two wins in the Open class in their last heat by leading every lap to the chequered flag. Stuart Ziemelis finished 2nd, James Pontin 3rd, Bob Blight 4th, Alan Whichello 5th and John Turner 6th.

Saturday had started wet before drying out but Sunday was a fine, dry, sunny day only a cold breeze spoiling a perfect day.

Round two winner Mark Powell led the first 4 laps of the 5th National heat but it was Steve Puddiphatt climbing through the field who led from lap 5 to the end. Mark Powell hung on to finish 2nd, Bob Bagley 3rd, Dennis Gale 4th, Willy Grieve 5th and Wayne Bray 6th.

The Nats were out again for heat 6 and it was than man Graham Stephens who made it 3 wins from 3 starts to wrap up pole position for the final. Andrew Sowerby had another good result to finish 2nd, Mark Tuckwell was 3rd, Kim Marks 4th, Malcolm Stewart 5th and Andy Griffiths 6th.

Another driver scoring a hat trick of wins was Colin Poole, leading every lap of the 3rd Open heat. 2nd was James Ponting, 3rd Steve Sykes (not racing on the Saturday) 4th Bob Blight, 5th Alan Whichello and 6th John Duley. After various problems with the start lights this heat and the rest of the days racing was started by a good old fashion flag.

Heat 7 for the Nat class found Steve Puddiphatt on top form leading every lap to take his second heat win of the day. Mark Tuckwell held 2nd until a 'tap' on his rear bumper at the last corner of the last lap saw a disgruntled driver spinning off. Andrew Sowerby 2nd, Steve Cowell 3rd, Willy Grieve 4th, Mark Haswell 5th and Mark Powell 6th.

Any ideas that Graham Stephens would settle for 3 heat wins were quickly dispelled in the last National heat, starting from the 5th row he was 4th into the first corner and into the lead after half a lap — one of the most amazing opening laps I have ever seen!! So after ten high speed laps it was Graham Stephens taking his 4th heat win of the weekend. Mark Gellatly finished a good 2nd, Dennis Gale 3rd, Andy Griffiths 4th, Kim Marks 5th and Bob Bagley 6th.

Colin Poole proved he could do the same in the Open class as Graham Stephens in the Nats when he won his 4th heat from Stuart Ziemelis, James Ponting, Steve Sykes, John Duley and Bob Blight.

## 125 NATIONAL 'B' FINAL

The 'B' final was to be run over 15 laps and naturally contained drivers who were experiencing problems of one sort or another. Lorraine Wilson, Mark Gellatly, Graham McCarthy and David Bromfield were on the front row and with 16 drivers and only four going through to the 'A' final a tense race was in prospect.

As the field was ready for the start Dave Blunts engine was popping and banging and Tim Malone pulled off, did some quick repairs and got going again. Meanwhile Willy Grieve had got away the best at the start and led the pack over the line followed by Graham McCarthy, David Bromfield, Toby Sinclair, Dave Scott, Lorraine Wilson and the rest. The next lap the leading group were in the same order except for Lorraine Wilson who had made up a place and one lap later Graham McCarthy was given 1 lap penalty for some misdemeanour.

By one third distance Lorraine Wilson had worked her way through a six kart battle to 2nd place and in the next few laps pulled away from this dicing group, Dave Bromfield dropping from this dice to 8th place with a quick spin. The next few laps were dispatched by leader Willy Grieve and at the end of 15 laps he took the chequered flag with Lorraine Wilson 2nd, Toby Sinclair 3rd and Barry Fortnam 4th. Dave Blunt and Dave Bromfield just missed out on an 'A' final start and Graham McCarthy dropped from 5th over the line with his penalty to near the back.

## OPEN FINAL

Colin Poole (pole) James Ponting, Stuart Ziemelis and Bob Blight made up the competitive front row for their final with Alan Whichello, Steve Sykes and John Duley on the second row, John Turner and Keiron Hunt shared the third row.

Stuart Ziemelis and Bob Blight took off side by side as the flag dropped for the start of 20 laps and at the end of the first lap it was Stuart Ziemelis leading from Colin Poole, Steve Sykes and James Pontin as Bob Blight dropped to 5th. Lap 2 and Colin Poole was on the tail of the leader and proceeded to exert considerable pressure waiting for any mistake to get into the lead. Steve Sykes in 3rd and James Ponting were also embroiled in a close race and it wasn't until lap 5 that James Ponting found a way past into 3rd. Lap 7 and Alan Whichello made up a place at the expense of John Turner to be 6th. Half distance, and the leading two were still as close, going over the start/finish line on the next lap side by side but still Stuart Ziemelis hung onto his lead. It wasn't until lap 14 that the persistence of Colin Poole paid off and he was into the lead. Behind the two leading chargers James Ponting and Steve Sykes were still battling away.

After 20 hard, fast laps it was a victorious Colin Poole taking the chequered flag, having had to work extremely hard for his win. Stuart Ziemelis was a good 2nd, James Ponting 3rd, Steve Sykes 4th, Bob Blight 5th, Alan Whichello 6th and John Turner 7th.

## 125 NATIONAL

With a dry circuit and good racing conditions the 125 Nat finalists rolled out to start their final. Not unnaturally pole position belonged to Graham Stephens after his domination of the heats but he had some very talented drivers around him and sharing the front row with him were Steve Puddiphatt, Dennis Gale and Mark Tuckwell. Lurking on the second row were Andrew Sowerby, Mark Powell and Bob Bagley with the third row containing Wayne Bray, Mark Haswell, Kim Marks and Alan Dell.

As the flag was dropped on the capacity grid Graham Stephens made his usual brilliant start to lead away, fellow front row starters Mark Tuckwell and Steve Puddiphatt making poor starts and dropping back. At the end of the first hetic lap Graham Stephens blasted over the start/finish line in the lead looking behind him to see Dennis Gale, Mark Powell, Wayne Bray, Mark Tuckwell, Andrew Sowerby, Steve Puddiphatt, Andy Griffiths and the rest all in a long snaking line. Lap 2 and Mark Powell had got into second although Dennis Gale was fighting back for all he was worth! The next lap and Graham Stephens had another quick look behind seeing Mark Powell still hanging onto second in front of Dennis Gale, then came Wayne Bray, Steve Puddiphatt, Mark Tuckwell, Andy Griffiths, Andrew Sowerby, Mark Haswell and Bob Bagley all trying to be 4th!! Further back 'B' Final winner Willy Grieve was making good progress and was up to 15th place.

The next excitement happend on lap six when Bob Bagley (lying second in the Challenge points at the start of this meeting) was knocked sideways into one of curbs at the chicane, the resulting roll trapping him upside down under his kart for a time. When 'rescued' he had to be restrained by two marshals from rejoining the race in spite of two damaged wheels and a damaged steering wheel on his kart and a crushed sternum and injured arm on himself, tough drivers these 125 pilots!!!

Lap eight and Dennis Gale was back into second place with Steve Puddiphatt 4th and Willy Grieve now up to 10th and by lap ten (half distance) Graham Stephens was looking very comfortable with a 3 sec lead. Mark Tuckwell, Wayne Bray and Andrew Sowerby were having a great race for 5th place and this battle would continue for many laps.

Steve Puddiphatt was into 3rd on lap 11, quickly closing up on second place driver Dennis Gales' rear bumper. Leader Graham Stephens driving with his usual superb, smooth driving style was now lapping back markers, disposing of each one with no apparent problems. Lap 15 was the last we saw of Malcolm Stewart as he suffered a total brake failure when a linkage broke, very lucky not to hurt himself but 'writing-off' his chassis. The next lap and Steve Puddiphatt was into second with Dennis Gale glued to his tail, then came Mark Powell with Andrew Sowerby slowly closing on him.

Twenty laps after seeing the start flag Graham Stephens was punching the air with delight as he crossed the finish line, an impressive win and on this form who can stop him? Steve Puddiphatt was a fighting 2nd and one wonders what the outcome would have been if he had made a better start. Dennis Gale was 3rd with Andrew Sowerby getting into 4th place on the last lap, Mark Powell was 5th, the second round winner complaining about a down on power engine. Wayne Bray was 6th; Mark Tuckwell 7th; Willy Grieve 8th (coming through well from the 'B' final) Andy Griffiths finished 9th; and the top

Continued on page 14

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## CLUB SCENE

for third. Guy soon found his tyres were too hard and was passed by Garry Matthews (Dino) making a good start from a lowly grid position. Handkammer now came under pressure from Matthews and was through on lap four. Positions stayed the same until lap eight when Wood lost a couple of places then spun so Paul Scott (Wright) took up fourth with Neil Robinson (SuperDart) next. Martin Verity on his Wright/Parilla was still having it his own way at the front. Paul Scott's drive came to an end on the last lap as he disappeared from the scene so John Yeoman and Mark Fothergill moved up to fifth and sixth.

### 100 NATIONAL

**Heat 1:** Charlie Brown, David Homer, Bobby Game.

**Heat 2:** Bobby Game, Daniel Stilp, Charlie Brown.

Evesham's racer Charlie Brown on pole and Bobby Game from Bicester alongside another great battle was in prospect. Would Brown manage to repeat his Rissie triumph or could Game find a way past? Charlie Brown got away first with Bobby Game hard on his tail, Vince Martin slotting in behind. But there was trouble at Stratford hairpin, David Wilson had flipped his kart and so the race was brought to a stop. David was brought back to the First Aid room rather shocked and was later taken to hospital for a check up.

The race restarted with a repeat of Brown on his Wright pursued by Bobby Game on his Bobby Game kart. Next up again Martin then Steve Merry. But what was this — a novice in fifth place. This particular novice, Trevor Sheumack, turned out to be an Aussie working down the road for Reynard and did admit to some experience down under. Daniel Stilp (Zip) began a charge to pass Sheumack then Martin for third place until lap ten when he went out. All eyes though were on the battle for the lead as Bobby Game tried one side then the other all the way round the track for lap after lap. The commentator was running out of superlatives to describe this epic battle as suddenly Bobby slipped by Charlie on the entrance to the chicane, with a lap time of 39.86s. Bobby had set a new lap record of 39.80s in Heat 1. With Stilp's demise the places were taken by Vince Martin, Andrew Cook, Philip Askari and Trevor Sheumack as Steve Merry was excluded from third for being underweight, and Martin Riman just missing out on a trophy.

### 125 NATIONAL AND OPEN

**Heat 1:** Dennis Gale, Malcolm Weaver, Allen Dell and Alan Whichello (Open).

**Heat 2:** Dennis Gale, Malcolm Weaver, Allen Dell and Alan Whichello (Open).

Allen Dell and Dennis Gale made the best starts but by the end of the lap Gale on his Anderson/SED Minarelli led from Malcolm Weaver (Dino) and Allen Dell. On lap five Maggie Dell spun exiting Cafe, Chris Gould caught the kart, flipped and crashed into the spectator barrier unmoving. Steven Harris and Darren Holmes also became involved as the race was rapidly brought to a standstill. The St Johns people soon had Chris Gould extricated with all parts moving but some concussion. He was later reported to be comfortable in hospital overnight. Hope to see you back again soon Chris.

The restart for 12 laps had Haslemere's Gale moving off into a lead through to the flag, a long way ahead of Malcolm Weaver of Evesham. Allen Dell (Ashford) and Barrie Fortnam (Birmingham) were having a close race throughout in third and fourth then another gap to Steve Piggins' Zip. Alan Whichello was top Open in ninth place, lap-

ped by Gale on the last lap.

### 210 NATIONAL

**Heat 1:** Andy Worton, Alan Poole, Keith Edwards.

**Heat 2:** Martin James, Brian Holloway, Alan Poole.

So it was Alan Poole's Zip on pole but he and Keith Edwards hesitated briefly on the green to let Brian Holloway make the best start. Glen Clarke, Clack Plant Hire Stratos, made up for poor heats by taking the lead by the end of the first lap. Now Martin James (Dino) made his challenge and got through into the lead by lap four to hold to the end. Clarke from Banbury only lasted another lap before retiring so now a long gap back from James to Worton then Bob Bennellick (Bartolotti) who was followed by novice driver Keith Edwards' Lazer. By the end Bennellick had closed the gap to Worton but did not get past.

### 250 NATIONAL AND INTERNATIONAL

**Heat 1:** Chris Tomkinson, Lenny Knox, Pat Tomkinson.

**Heat 2:** Chris Tomkinson, Lenny Knox, Pat Tomkinson.

Brackley man Phil Hemes on a Dino/KTM made the best start from the second row to shoot into the lead temporarily but then Chris Tomkinson (Stensham) asserted himself to lead from lap one to the flag. Hemes held onto second chased hard by Lenny Knox on an Anderson/KTM until the eighth lap after which he fell back to finish fourth. Glen Clarke (Dino/KTM) had been running fourth for a long while but then inherited third with Phil Hemes now in fourth. So Lenny Knox finished a good second but no-one could match Chris Tomkinson's Dino/KTM even although he was lapping half a second slower than Mark Allen's new record of 43.21s, Mark having withdrawn from the race. Only Rowland Tompkins, Clivebert Gardiner and Mike Coombs were unlapped.

Graham Smith

### JUNIOR CLUBMAN

1st	Malcolm Smith	Gillard/Parilla
2nd	Edward Horner	Wright/Parilla
3rd	Ryan Hensman	Gillard/TKM
4th	Brendan Rawle	Zip/BG Parilla
5th	Duncan O'Connor (N)	Wright/TKM
6th	Alex Bagehot	Zip/Hewland

### JUNIOR BRITAIN SUPER

1st	Nick Dudfield	Wright/Parilla
2nd	Robert Cullum	Wright/Parilla
3rd	Michael Simpson	Wright/Parilla
4th	Darren Malkin	Wright/Parilla

### SENIOR BRITAIN NOVICE

1st	David Storey	SuperDart/Parilla
2nd	Matthew Best	Gillard/Parilla
3rd	Wayne Langlois	Ferrari/Par
4th	Mark Scruton	100UK Allkart
5th	Martin Budgell	Wright/Parilla
6th	Tony Stewart	Wright/Parilla

### SENIOR BRITAIN CLUBMAN

1st	David Clarke	
2nd	Iain Collins	Wright/Parilla
3rd	David Hodkin	
4th	Mick Broadhead	Wright/TKM&Par
5th	Martin Woodman	Wright/DAP

### SENIOR BRITAIN SUPER

1st	Martin Verity	Wright/Parilla
2nd	Garry Matthews	Dino/TKM
3rd	Harry Handkammer	DAP/Parilla

4th	Neil Robinson	Dart/Minarelli
5th	John Yeoman	
6th	Mark Fothergill	Wright/Par

### 100 NATIONAL

1st	Bobby Game	Bobby Game/Rotax
2nd	Charlie Brown	Wright/Sirio
3rd	Vince Martin	Sprint/Rotax
4th	Andrew Cook	Kali/Sirio
5th	Philip Askari	Wright/Rotax
6th	Trevor Sheumack (N)	Wright/Par

### 125 NATIONAL

1st	Dennis Gale	Anderson/SEDMin
2nd	Malcolm Weaver	Dino/KMP Rotax
3rd	Allen Dell	Anderson/Rotax
4th	Barry Fortnam	Dino/Minarelli
5th	Steve Piggins	Zip/Rotax

### 125 OPEN

1st	Alan Whichello	Stratos/Rotax
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### 250 NATIONAL AND INTERNATIONAL

1st	Chris Tomkinson	Dino/KTM
2nd	Lenny Knox	Anderson/KTM
3rd	Glen Clarke	Dino/KTM
4th	Phil Hemes	Dino/KTM

### 210 NATIONAL

1st	Martin James	Dino/KMP
2nd	Andrew Worton	Dale/KMP
3rd	Bob Bennellick	Bartolotti/Villiers
4th	Keith Edwards (N)	Laser/Invader

## Nutts Corner

SATURDAY, MAY 27th

The 27th May racing at Nutts Corner once again produced spectacular racing in the 8 class event in what must have been the hottest day of the racing season. Over 70 drivers turned out and racing was over two heats and a final for trophies presented by David Murphy Towing Brackets Ltd.

### JUNIOR CADETS

The three youngsters had a great days racing, with Nelson Rowe taking an early lead in the final with Alwyn Clyde challenging. Although Richard Lyons at first appeared to be out of form, as the race progressed he became more and more of a threat. By half way he had made his way to second and in the closing stages he took the lead which he held to the finish, leaving Nelson Rowe content with second on his first race of the season.

### JUNIOR RESTRICTED

Sixteen machines were turned out for the final with Drew Stewart on pole. As the starting lights changed both himself and Andrew Jeffers set the pace by opening up an immediate gap between themselves and the rest of the field. Davis Wilson and Philip McKee in third and fourth were soon under pressure from Wayne Douglas who had not been on form in the heats. In lap 4 he took fourth place and by lap 5 was in third — a spin by Wilson no doubt helping his progress. Although Stewart was in a commanding position, a spin by him also let both Jeffers, who was slowing slightly, and Douglas to overtake. Douglas was now in a position to challenger Jeffers and with two laps to go he took the lead.

CONTINUED...PAGE 34

# ANDERSON



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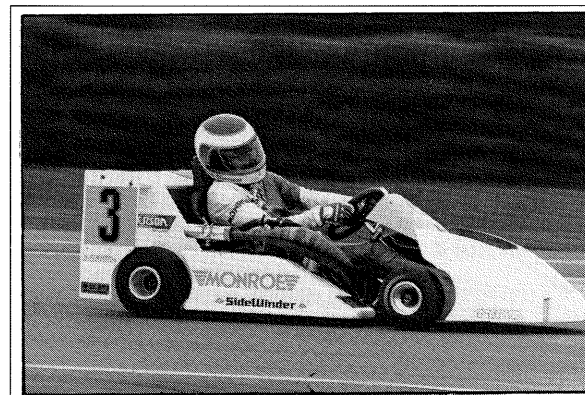
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2nd CHRIS STONEY  
4th PHIL GLENCROSS



125 CHALLENGE ROUND 3 (continued from p12)

10 completed by Steve Cowell.

125 CHATTER Mark Powell's Parents and Sponsor went to see him race but arrived at the wrong circuit!! Turning up at a deserted Little Rissington before diverting to Shenington.

Malcolm Stewart had a lucky escape when his brake linkage snapped at the end of the straight on lap 15. Malcolm just missing Alan Dell, then going straight through the tyres and hitting a barbed wire fence so hard he snapped three strands!! He owes the fact that he doesn't look like a colander because he was wearing a leather suit.

Roger Goff Engines have now won all three rounds in the National class.

24 Karts started the national final and 20 finished showing a good reliability record and all the karts that started the Open final finished.

Willy Grieve had a long journey home to North-umberland, likewise Andy Sowerby had journeyed from Torquay. Both drivers finding the journey worthwhile with good results in the final.

POINTS AFTER ROUND 3 — SHENINGTON

1ST	MARK POWELL	133
2ND	GRAHAM STEPHENS	100
3RD	STEVE PUDDIPHATT	80
3RD	MALCOLM WEAVER	80
5TH	JON SULLY	78
6TH	WAYNE BRAY	76
7TH	BOB BAGLEY	74
8TH	ANDY GRIFFITHS	72
9TH	MARK HASWELL	65
10TH	MARK GELLATLY	64
11TH	ALAN DELL	62
12TH	RICHARD BENNETT	54 (N)
13TH	TOBY SINCLAIR	53
14TH	MAGGIE DELL	51
15TH	CHARLES ROBINSON	47 (N)
16TH	ANDY CLARK	45
17TH	DENNIS GALE	42
17TH	NICK WHITEHEAD	42
19TH	GRAHAM MCCARTHY	41
20TH	ANDREW SOWERBY	40
21ST	MALCOLM STEWART	36
22ND	MARK TUCKWELL	34
23RD	WILLY GRIEVES	32
24TH	STEVE COWELL	28
24TH	DAVID BLACKSHAW	28
26TH	RICHARD CORMICK	26
26TH	DAVE SCOTT	26
28TH	PETER ROWLANDS	25
29TH	STEPHEN HARRIS	22
30TH	DAVID BROMFIELD	10
31ST	TIM MALONE	8
32ND	RICHARD BENNETT	7

OPEN POINTS

1ST	BOB BLIGHT	135
2ND	JOHN TURNER	124
3RD	ALAN WHICHELLO	92
4TH	ANDY FAIRLESS	50
4TH	JAMES PONTIN	50

210 CHALLENGE WOMBWELL ROUND 2

So the series circus arrived at Wombwell, on the 14th May, bringing 32 entertainers and their crews for the second round of the 1989 210 Challenge. The number of entrants required the South Yorkshire Kart club to provide an A and B final and could only allow each driver to compete in 2 out of the 3 heats.

The first heat started with Nigel Puddiphatt leading up to the hairpin. At the hairpin, Graham Payne took over from Nigel with the grid following. Over the line for the first time and Graham Payne was moving away from Nigel Puddiphatt, John Haigh, Glen Clarke and the rest. By lap 2 John had passed Nigel and closing in on Graham. Lap 6 and John passed Graham who could only select 1st and 2nd gear followed by Glen Clarke who had passed Nigel Puddiphatt for 3rd. As the flag dropped John had cushioned himself with a good lead followed home by Glen Clarke, Nigel Puddiphatt, Lionel Sifleet, Brian Johnson, Graham Payne, Andy Hunt and the rest.

Heat 2 saw Paul Robinson hit the front followed by John Haigh, Martin James, Colyn Firth and the pack. Lap 6 and John had passed Paul and Colyn had passed Martin for 3rd followed by Nigel Puddiphatt, Brian Johnson, Keith Edwards and the rest. Lap 7 and Nick Scrimshaw had passed Keith Edwards only for his carb to fall off, an unjust end to an excellent drive from the back. The flag dropped and that man Haigh took the honours pursued by Paul Robinson, Brian Johnson, Martin James, Nigel Puddiphatt and the pack.

Heat 3, the lights turned to green and Lionel Sifleet got the best start hounded closely by Glen Glarke and Paul Robinson. Lap 2 and Glen and Paul had passed Lionel with Ernie Winn closing fast. Lap 3 and Ernie demoted Lionel to 4th with Phillip Whymark driving hard after Lionel. Lap 6 and Phillip had passed Lionel although by the last lap he had disappeared after a good drive, leaving Glen Clarke to take the flag followed by Paul Robinson, Ernie Winn, Lionel Sifleet, Andy Hunt again showing well in 5th, Dean Forward, Michael Wardale, and the rest.

The B Final and the grid formed up, the first 4 going through to the A final.

Pole		
1	2	
Steve Warcroft	Colyn Firth	
3	4	
Phillip Whymark	Andy Warton	
5	6	
Phil Davis	Nick Scrimshaw	
7	8	
Peter French	Stuart Warsop	

The lights flicked to green and Steve Warcroft led off the line only to be passed by Andy Warton at the Hairpin. Lap 2 and Andy was starting to get a good drive together and was developing a gap while the rest were within feet of each other battling for 2nd place. Lap 3 and Stuart Warsop passed Steve Warcroft and by lap 4 the order was Andy Warton, Stuart Warsop, Peter French, Colyn Firth, Phillip Whymark and Steve Warcroft. Lap 6 and the field went round with Steve Warcroft having a big series of spins at pit bent. The crowd were so impressed by his display they applauded him all the way back to the pits. The flag dropped on Andy Warton who by now had a commanding lead but failed scrutineering by being 11LB underweight an undeserved

result after an excellent drive, So through to the A final went Peter French, Stuart Warsop and Colyn Firth. Phillip Whymark failing to finish the last lap after another good drive.

The A final grid lined up as follows.

Pole		
1	2	
John Haigh	Glen Clarke	
3	4	
Paul Robinson	Brian Johnson	
5	6	
Nigel Phuddiphatt	Lionel Sifleet	
7	8	
Andy Hunt	Peter Denyer	
9	10	
Keith Edwards	Mick Wilks	
11	12	
Dean Forward	Simon Bateman	
13	14	
Ernie Winn	Martin James	
15	16	
Graham Payne	Micheal Wardale	
17	18	
Brian Lord	Anthony Whymark	
19	20	
Geoff Akers	Ray Shirley	
21	22	
Andy Warton (Disqualified)	Peter French	
23	24	
Stuart Warsop	Colyn Firth	

So the grid went round on its warming up lap, the distance of the final uncertain, as Wombwell have a legal deadline to finish racing at 6.00pm. Suddenly chaos as the two row 3 men Nigel Puddiphatt and Lionel Sifleet had come together on the brick lined straight coming from the hairpin, both karts pieched up the wall, eliminating two talented drivers. The grid was sent round a second time. The lights flashed to green and John Haigh hit the front. Lap 1 and John was starting to pull away from Glen Glarke, Paul Robinson, Martin James, Graham Payne, Andy Hunt, Keith Edwards and the pace. Lap 3 and the front runners remained in order with Ernie Winn now making a charge up to 8th place in front of Keith Edwards. Lap 4 and Andy Hunt started to slip back as the pack quickened. Lap 5 and Graham Payne passed Martin James for 4th and Brian Johnson was into 6th pursuing Martin hard with Ernie Winn close on his tail. Lap 9 and Brian Johnson moved onto the outside of Martin James up at the hairpin. Under braking, wheels touched, and Brian ungracefully spun to a halt his days racing complete. Lap 10 and John, Glen, Paul and Graham were now passing back markers. Lap 11 and Ernie Winn passed Martin James for 5th while behind Peter French was up to 8th followed by Micheal Wardale, Peter Denyer, Stuart Warsop, Anthony Whymark and the rest. Lap 13 and Peter Denyer passed Micheal Wardale for 9th with Ray Shirley 13th, Simon Bateman, Mick Wilks and Colyn Firth 14th, 15th and 16th and Brian Lord 17th. After 15 laps the flag dropped on John Haigh with the order behind remaining the same.

PIT BITS A big thank you must go to Tony Vacca for Videoing the final and Kate Bateman for making notes for this report.

GRAHAM PAYNE

WHERE AND WHEN

16th JULY Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware road) Pembrey — (Welsh Motor Sports Centre, Pembrey, 8 miles from Llanelli on A484, Dyfed, South Wales) Clay Pigeon — (Midway Dorchester-Yeovil, on A37, Dorset) Crail — (9 miles southeast of St Andrews, Fife) — Enduro Meeting/3rd Round Cadet Open Championships Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth, Devon) Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon) — 125 Challenge Round 6.) Bovington — (Two counties Kart Club, Bovington Camp, Dorset) Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Playscape Pro-Kart Series

21st-23rd JULY Liedolsheim (D) — Formula K/Formula Super Hundred European Championships — Finals

23rd JULY Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey) Three Sisters — (Wigan Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs) Jurby — (Jurby Airfield, Isle of Man) Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Notts) Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Club event Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde) Felton — (7 miles from Morpeth, on A1, Northumberland) — Tyneside Trophy

26th JULY (Wednesday) Carrick Fergus — (9½ miles north of Belfast, Northern Ireland) — Road Race Series

29th JULY (Saturday) Ellough — (2 miles from Beccles, Suffolk)

29th-30th JULY Shenington — (8 miles from Banbury, off A422, Banbury-Stratford road, Oxon) — Super One Round 4 Rowrah — (4 miles from Frizington, Cumbria)

30th JULY Carnaby — (2 miles west of Bridlington, North Humberside) — Auto 66 Club Langbaugh — (South of River Tees, Middlesborough, Teeside) 125 Challenge Round 7/Super Gold Cup Series Dukeswell — (5 miles from Honiton, Devon) Golspie — (Little Ferry, Golspie, Sutherland, Scotland ) — Gala Week Shield

5th-6th August Silverstone — CIK Formula E World Championship Round 1 (Saturday) — RAC British Kart Grand Prix (Sunday)

6th August Rye House — (Kart Raceway, Rye House Stadium, Rye Park Road, Hoddesdon, Herts) Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde) Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Playscape Pro-Kart Series

12th AUGUST (Saturday) Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

12th-13th AUGUST \* Felton — (7 miles from Morpeth, on A1, Northumberland) — Super One Langbaugh — (South of River Tees, Middlesborough, Teeside) — CIK Trophy for 100cc (\* This date is likely to be altered in view of the CIK date clash)

13th AUGUST Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD. Clay Pigeon — (Midway Dorchester — Yeovil on A37, Dorset) Rowrah — (4 miles from Frizington, Cumbria) Kimbolton — (10 miles west southwest of Huntingdon, Cambs) Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks) Boyndie — (3 miles west of Banff, Grampian) — ASKC Super Series — Finals

19th-20th AUGUST Nurburging (D) — Formula E World Championship — Round 2

20th AUGUST Nuthampstead — (1½ miles east of Barkway, off B1368, Cambridge — Ware road) Jurby — (Jurby Airfield, Isle of Man) Crail — (9 miles southeast of St Andrews, Fife) — 4th Round Cadet Open Championship Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth, Devon) Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon) Buckmork Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Playscape Pro-Kart Series

25th-27th AUGUST Jonkoping (S) — Intercontinental 'A' European Championship — Final

26th-28th AUGUST Three Sisters — (Wigan Racing Circuit, Three Sissters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs) — 125 Challenge Round 8

27th AUGUST Langbaugh — (South of River Tees, Middlesborough, Teeside) Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey) Pembrey — (Welsh Motor Sports Centre, Pembrey, 8 miles from Llanelli on A484, Dyfed, South Wales) Rowrah — (4 miles from Frizington, Cumbria) Bank Holiday Bonanza Dukeswell — (5 miles from Honiton, Devon) Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroad, Notts) Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) — Kelvin Catering Trophy Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, Junction 3) — Club Event

28th AUGUST (Bank Holiday Monday) Carnaby — (2 miles west of Bridlington, North Humberside) Ellough — (2 miles from Beccles, Suffolk) — Pride of the East Meeting Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD) Rowrah — (4 miles from Frizington, Cumbria) — Bank Holiday Bonanza Three Sisters — (Wigan Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs) — 210 Challenge

2nd SEPTEMBER (Saturday) Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland) Cadwell Park — (Midway Horncastle and Louth, on A153, Lincs) — RAC Long Circuit Championship Round 5/Cadwell Club Autumn Championships

1st-3rd SEPTEMBER Omolouc (CS) — Formula 'C'/Intercontinental 'C' World and European Championships

2nd-3rd SEPTEMBER Little Rissington — (RAF Station, south of Stow-on-the-Wold, Glos)

3rd SEPTEMBER Rye House — (Kart Raceway, Rye House Stadium, Rye Park Road, Hoddesdon, Herts) Felton — (7 miles from Morpeth, on A1, Northumberland) — Castrol Sprint/Club Championships Round 4) Summerlee — (Merryton Road. Larkhall, Hamilton, Strathclyde) — Super One Round 6 Buckmore Park — (Maidstone Road, Chatham, Kent, off M2, Junction 3)

9th-10th SEPTEMBER Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland) — Scottish Championships Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorkshire) — RAC Cadet — Junior Britain British Championships Rowrah — (4 miles from Frizington, Cumbria) — 100 UK/210 Gold Cup

10th SEPTEMBER Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD) — 125 Challenge Round 9 Clay Pigeon — (Midway Dorchester-Yeovil, on A37, Dorset) Guernsey — (St Sampsons, Channel Islands) — Club Event Kimbolton — (10 miles west southwest of Huntingdon, Cambs) Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks) Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD)



# CLUB SCENE

of these karts looked superb. Will Fulbeck see more of Kennings this year? After his victory run last year in the early part of the season, it was a case of no change for 1989. Only Cryer looked able to challenge him on the day, but as Kennings led the opening lap, you could not help feeling that this would be a race for second place. Durance followed through at the end of lap one in third, from Malcolm, Jones, Millner and Budd. No change on lap two, but the third tour saw Jones jump two places into third, followed by Millner, Malcolm falling back to fifth, whilst Durance had slipped to seventh behind Budd.

By half distance the numbers were down to nine and one of these was lapped. Kennings still led ahead of Cryer, Jones, Millner, Malcolm, Budd and Durance, with novice Wall now lapped as well as Fussy. The positions did not alter until lap ten, with two to go, when Millner was elevated to the runner-up spot, Jones spoiling his hard earned efforts by missing the chicane. Cryer's retirement also let Malcolm into fourth, who was under pressure from Budd, the latter moving ahead with just one lap to go.

So at the flag, Kennings added another one to his cv, Miller was second after being sixth on the opening lap, to Budd third, Malcolm fourth and Durance next along, the remaining unlapped runner.

## BITS 'N PIECES

Slowly but surely some karts and drivers are now starting to display sponsorship. My feeling is that if you have a backer, he/she/they deserve a mention. Some are obvious viz Michael Mills in Senior Britain, Steve Hazlett from an entry on the programme and so on. Gary Chapman and Dominic Connelly in Super are two others who spring to mind. Do yourselves a favour and either ask for me in the paddock or name your sponsor on the programme. If I can then give you a mention in the report, your mentor may be well pleased enough to stay with you in the future. You may think *you* deserve it, but *they* certainly do.

Spare a thought for Pat and Noreen in race control. Both have sons who race, but rarely see them because of the hard graft of collating heat results, totalling points and preparing grids, only to be told of an exclusion and have to start again. It seems a thankless task, the only benefit I can see is that they keep warm in bad weather. Having said that, if they did not do it, the finals could not go ahead, so next time you are in race control, give them a thank you. they *also* deserve it.

## Results CADETS

1st	Anthony Davidson	Allkart/Comer
2nd	James Mills	Jeta/Comer
3rd	Tom Coupland	Wright/Comer

## JUNIOR BRITAIN

1st	Matthew Davies	Zip/PCR
2nd	Verney Wood	Jeta/Parilla
3rd	Lee Skelton	Gillard/Parilla

## SENIOR BRITAIN

1st	Michael Mills	Jeta 89/JM DAP
2nd	Steve Hazlett	Knight/PR Parilla
3rd	Anthony McHugh	Boxer/Parilla

## 100 NATIONAL

1st	Matt Payne	DAP/Parilla
2nd	Richard Mack	Gillard/Parilla
3rd	Peter Blake	Wright/Parilla

## 250 NATIONAL

1st	Barry Sheriff	Lazer/JKS Yamaha
2nd	Stewart Skinner	Zip Bandit/Yamaha
3rd	Colin Kay	Phoenix/Yamaha

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## 250 INTERNATIONAL

1st	Bob Kennings	Phoenix/BKMs Rota
2nd	Andy Millner	Superkart/Rotax
3rd	Richard Budd	Anderson/Rotax

# Shenington

SUNDAY, MAY 21st

The weather was fine, the sun was shining, it was hot and there were 224 drivers waiting to start with quite a few hopeful reserves. An announcement was made that Shenington is to host the UK Freight Express Charity Grand Prix on Sunday 23rd July. Barry Sheene will be flying over from Australia especially to be there. It is hoped to raise in excess of £20,000 for Cystic Fibrosis, Cancer Research and the local school so come along all you karters and enjoy the fun. There will be skid pan tests, glider rides, stalls, hot air balloon rides, kart rides and something for everyone in the family. There is still also time for individual race sponsors to come forward.

July will be an especially busy month for Sheni, the only test day on the 8th, club meeting on the 16th, the Charity Grand Prix on the 23rd and culminating in the Super One meeting on the 29th and 30th.

Throughout the day the scrutineers were kept busy checking the karts and a surprising number of irregularities found. The scrutineers do not want to have to exclude anyone but it is the mechanics and drivers job to check that the kart is legal to race. Several carb restrictors were found to be over-size, even when obviously brand new.

## JUNIOR BRITAIN CLUBMAN

Heat 1: Malcolm Smith, Gareth Hunt, Edward Horner.

Heat 2: Alistair Weston, Paul Giles, Gareth Hunt. To make way for one of the reserves one of the drivers was 'volunteered' up into Super so again a full grid with Malcolm Smith from Napton-on-the-Hill on pole position, alongside Gareth Hunt (Bromsgrove) and behind them Weston and Horner. Brett Upperton and Rachel Day both qualified well to take the next two places. The lights went green and Malcolm Smith shot into a lead he was never to lose. Malcolm's new Gillard 4-rail kart had still not arrived so he had borrowed brother Nicholas' 'Super One' outfit for the day and made good use of it, making a new lap record for the class at 42.39 seconds. Behind Malcolm, Alistair Weston and Gareth Hunt were engaged in a huge battle, Alistair looking rather on the ragged edge most of the time. The battle ended in grief on lap ten at Cafe as they collided, both retiring on the spot. This let Edward Horner from Warwick up into second but too far back to challenge for the lead. Paul Giles from Solihull was next then another scrap between Rachel Day, Ryan Hensman and Brendan Rawle in that order. Duncan O'Connor (Winslow), the first novice, watched from behind, with Alex Bagehot following. It stayed like this to the end but at scrutineering Paul Giles and Rachel Day were both excluded with slightly over-size restrictors.

## JUNIOR SUPER

Heat 1: Nick Dudfield, Chris Rogers, Michael Simpson.

Heat 2: Stuart Freegard, Nick Dudfield, Robert Cullum.

Nick Dudfield from Stratford upon Avon was on pole, Freegard (Lacock) alongside and Simpson/Rogers behind. Dudfield got the lead at the start but Stuart was having none of that and elbowed through into first place. Unfortunately he overcooked it at Hangar Hairpin so left Nick out ahead on his latest model Wright. However the lap record of 41.28 never looked in danger as he was circulating in low 42's at best. Michael Simpson from Leeds and Robert Cullum from Cirencester were thrilling the crowds with their dice for second, and it was not until three laps from the end that Robert outwitted Michael. Darren Malkin, after poor heats, drove well up through the field from ninth on the grid to get up to fourth, followed by Damian Tigwell and Brad Lintern.

## SENIOR BRITAIN RESTRICTED

Heat 1: David Storey, Wayne Langlois, Matthew Best.

Heat 2: Ronnie Meadows, Wayne Langlois, David Storey.

Because so many Senior Britains entered a full grid of Restricted drivers was run, then full grids of Clubman and Super. David Storey from Leicester took a lead from pole position but it was Matthew Best an Axminster man who followed him through from the second row. Langlois from Ruislip was next up then Andy Day (Hemel Hempstead) who only lasted a couple of laps. Mark Scruton on a 100 UK Allkart was lying in fourth pursued by John Priest who proceeded to spin out at Cafe, and was replaced by Martin Budgell from Milton Keynes. Tony Stewart was now in sixth position. Matthew Best was trying hard to pass David Storey but Storey hung on till the flag.

## SENIOR BRITAIN RESTRICTED

Heat 1: David Clarke, David Hodkin, Steven Arnold.

Heat 2: Phil Thompson, Kevin Cooper, Iain Collins.

Heat 2 had been a close run with Thompson from Northampton only getting past Cooper on the very last corner but it was Iain Collins (also from Northampton) on the pole mounted on a Wright to lead from David Hodkin who soon spun back to fifth place. Now in second came David Clarke but not for long as Phillip Whaley on his Allkart had driven up from fifth on the grid to now challenge for the lead and pass on lap four. Although he broke the 43.13 second lap record on the way this later had to be disallowed. Phil Thompson's Boxer chain meanwhile had come off to leave him stranded. Good close racing ensued all the way down even although Whaley and Clarke were banging wheels together as Whaley endeavoured to stay ahead. Iain Collins had moved down to third place, followed by David Hodkin and Mick Broadhead all having a tight race. Martin Woodman tried to pass Broadhead but succeeded instead in putting off Terry Elvins who was close behind, Terry rejoining three laps down. Phillip Whaley was excluded for yet another oversize restrictor, leaving David Clarke to win this thrilling race.

## SENIOR BRITAIN SUPER

Heat 1: Robin Chuter, Harry Handkammer, Martin Verity.

Heat 2: Garry Mathews, Guy Wood, Mark Fothergill.

As usual Martin Verity from Staines with a pole to pole victory but there was plenty of fun behind. Initially Harry Handkammer (DAP) slotted into second place and Guy Wood (Milton Keynes) on an A frame Wright for only the second time passed Robin Chuter on the first lap

CONTINUED . . . PAGE 32

Kart & Superkart

# FULBECK FROLICS

## Super One 1st Round, 30th April



Junior Britain winner, Jamie Spence (Pic: Iain Blair).

Almost a bumper entry in this meeting with only a handful missing from a couple of classes. Still, over 130 entries cannot be dismissed lightly and only serves to prove the popularity of this series. The leading drivers had a full practice day on the Saturday (not an easy thing to arrange by all accounts), and were either supremely confident or totally despondent over their chosen set-ups. Only the racing would tell.

On circuit, the facilities were about the same as at last year's British Champs but I did note an improvement in the loos, especially pleasing given the number of people milling about. The officials seemed more than capable of handling the meeting, a pleasant change from the Clay farce a fortnight earlier.

Okay, enough of the pleasantries, now to the gripe. I got lost on my way to the track (again). Can it be arranged to have a sign of some sort on the main road to avoid overshooting the right junction? Just a thought. Right, now to the racing.

## Spence sprints to the top

The junior drivers provided four heats of outstanding quality racing full of commitment and clean into the bargain. At the interval, the grids were posted and a "B" final was on the cards for those whose luck wasn't running that day.

## B Final

On pole was Richard Westbrook with Michael Simpson alongside and Jamie Scogging and Jonathan White on the second row. Peter Dumbreck and Chris Cox lined up next from Matthew Davies and Nick Smith with the grid completed by Josh Cobb, Natalie Whaley, Simon Spencer and Philip Jarman.

Westbrook led the final away from Simpson, Scogging and Dumbreck. The first change occurred on the third lap when Dumbreck moved up a place to leave Scogging to the mercy of Cobb who was catching the leaders. Within a couple of laps, Cobb had made it up to 4th at the expense of Scogging who seemed to be slowing. The next incident happened to Dumbreck who experienced a weird engine problem as the motor appeared to "die" at the end of the 6th tour, dropping him a couple of places before he got going again. Thereafter he seemed to have a slight problem picking up out of corners but soldiered on anyway.

At just over the halfway point, Westbrook still

had the lead from Simpson, Cobb and Dumbreck with a small gap back to the 5th placed Scogging. That continued to be the story with Westbrook stretching out his lead from the other three who were hotly disputing second place until the start of the last lap when Dumbreck tried just too hard and spun out of 4th place letting Scogging back in the frame.

1st	Richard Westbrook	Wright/Parilla
2nd	Michael Simpson	Wright/Carr Parilla
3rd	Josh Cobb	Colt/Parilla
4th	Jamie Scogging	Wright/Parilla

## A Final

If the "B" final was all action stuff, the main event promised to be even better. On pole was James Matthews from Jamie Spence with Jamie Davies and Guy Smith on the second row from Darren Manning and Stuart Capstick on the third. The current British champion, Graeme Melville was on the next row with a whole host of luminaries just itching to get to grips with the best.

So the grid got away cleanly and the leader at the end of the first lap was Spence from Matthews and Smith with Melville, Capstick and the rest all jockeying for position. The leading group all managed to make a slight break leaving Spence still in the lead from Smith, Matthews, Capstick with a gap back to Melville and Ralph

Firman (new mentor TF racing in the Phillipines for Kali I believe) with a considerable gap back to Manning and Steven Warburton with Alan Mackay closing up on the latter pairing. The eighth tour saw an excellent piece of driving from Firman as Ralph took 5th away from Melville at the chicane on the back straight. Around this time, Spence and Smith dropped Matthews and Capstick slightly with Smith looking for a way through into the lead. Soon after that, an error by Smith saw him drop two places to 4th behind Matthews and Capstick but still in the hunt in terms of speed. Just under half distance saw Smith back on terms with the leader with Capstick and Matthews next up, Stuart having held on to second for a short time.

In to the final third of the race and Spence once again made the break, aided by the opposition slowing each other down and now joined by Firman to add to the fun. The next episode involved Capstick as his chainguard, which had been trailing for some laps contrived to wrap itself around his axle, inducing a spin at one of the chicanes. That left Spence pretty clear from Matthews, Firman, Smith, Melville and Manning, who was just managing to hold off a challenge from Westbrook. Yes, the "B" final winner was into 7th despite nearly being taken off in a daft blocking move by Warburton some laps earlier. Mackay was having the same trouble too, as he couldn't find a fair way round Steven's weaving.

To add to all this, Firman then spun in the chicane and was restarted in 5th place, thus promoting a few drivers behind him. That did not concern the leader, Spence, who crossed the line the winner from Matthews, Smith, Melville, Firman and Westbrook.

1st	Jamie Spence	Sprint/Deavin Parilla
2nd	James Matthews	Boxer/KS Parilla
3rd	Guy Smith	Gillard/Gillard Parilla
4th	Graeme Melville	Wright/Parilla
5th	Ralph Firman	Wright/Parilla
6th	Richard Westbrook	Wright/Parilla

## Knight of the Round Table

Senior Britain action was, as expected, fast and furious with some drivers, notably Mike Mills, not quite as dominant as one might expect.

Some changes in equipment were evident with the big news being the defection of Darron Gibbs to chez Bruno to campaign an Allkart with Ferrari Parilla's after a number of seasons at Sprint. Some acclimatisation was going on at this meeting but don't expect to wait too long before himself is among the pots.

## B Final

On pole for this race was Nick Kelly with Gary



Steve Hazlett clinched the Senior Britain Final (Pic: Iain Blair).

July 1989

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Darron Gibbs (39) — defection to AllKart made for some interesting comparisons (Pic: Iain Blair).

Frost alongside (still wearing the helmet I failed at Felton), from Rupert Ivey and Steve Cook-Martin on the second. The third row held Darren Kinsey and John Yeomans with Richard Beecroft and Mike Barrett on the fourth.

As the leaders emerged from the pit complex for the first time, it was Kelly leading from Frost, Cook-Martin, Kinsey et al in a long trail of wailing machinery. The status quo didn't last long as Frost and Cook-Martin tangled in the finishing chicane on the second lap, putting them both well to the rear. That little episode left Kelly the leader from Kinsey, Barrett, Yeomans, Beecroft and Chris Roscoe. One lap later and Beecroft shifted up a gear and moved up a place into the last 'A' final position, dropping Barrett to 5th. The pace from Beecroft was unrelenting as he took another two places within three laps to find himself in second with just over a third of the race gone. Yeomans in 4th was beginning to come under a bit of pressure from Barrett and would have to fight hard to keep his place in the main event. The mid part of the race saw a three way battle for 4th between Yeomans, Roscoe and Barrett until Roscoe was forced out with what looked like chain damage. Then Barrett slipped well back off the pace leaving Yeomans a little room to breathe easier. Breathing easier or not, John wasn't happy at the end of the day due to him retiring in the latter stages of the race. That gave 4th and the last place in the 'A' to Mark Smith who, after a storming first lap, appeared to nip the motor thus spending a few laps freeing it off properly. His elevation was just reward for persisting. The win went to a pleased Nick Kelly from Richard Beecroft, Darren Kinsey and Mark Smith.

<b>1st</b> Nick Kelly	Wright/Parilla
<b>2nd</b> Richard Beecroft	Gillard/SO DAP
<b>3rd</b> Darren Kinsey	Gillard/Goff EME
<b>4th</b> Mark SMith	Wright/Parilla

#### A Final

Pole position for the main event went to Steve Hazlett from Paul Ibbotson (a driver who had to qualify) with Darron Gibbs and Patrick Walsh on the second. Andy Cox and Simon Court were the occupants of the third row with the fourth held by Steve Quinn and Mark Fothergill.

The lead was taken immediately by Hazlett from Ibbotson, Gibbs and Walsh with all the others well in contention. By the time we had covered six laps, the lead was between Hazlett and Ibbotson who had dropped a three kart group of Gibbs, Walsh and Andy Cox who had Simon Court, Steven Quinn and Mike Mills looming ever closer. The leaders continued to exploit the race going on behind and pulled out a further gap whilst Court dropped the others and was all alone in 6th. Mills was next up followed by

Mark Beddall and Quinn. Gibbs and Walsh were soon swapping places like crazy with both drivers dominant at various places around the circuit. This served to bring the battle up to five karts disputing the third with Court and Mills both making an impression on the second group.

Moving into the last third of the race and the persistence of Ibbotson finally paid off as he took the lead just before the finish line. Mills had decided he would like to go further too, and by the time the lead was changing hands, he had taken 4th and was keeping a close watch on Gibbs' bumper. Within a few laps the lead had changed back in favour of Hazlett with Mills also sneaking past Gibbs for third place. Then we had Cox, Walsh and Court all still in with a chance of taking more places. In fact, changes were due rather quicker than anticipated as Gibbs struck a problem which allowed the others in the group to leapfrog him within a lap. Not long after that, Gibbs was gone for good with a tangle involving Walsh and his chain (cause or effect?) the likely reasons. That left Mills in third from Cox, Court, Beddall, Quinn and Ivan Turner.

The places remained fairly steady for the last few laps and the winner was Steve Hazlett by a very short head from Paul Ibbotson, who punched his steering wheel in despair. Mills took third but Court at last had 4th on the last lap from Mark Beddall, Turner and Quinn with Cox putting his kart into the weeds at the far hairpin.

<b>1st</b> Steve Hazlett	Knight/Patron Parilla
<b>2nd</b> Paul Ibbotson	Boxer/KS Parilla
<b>3rd</b> Mike Mills	Jeta/JM DAP
<b>4th</b> Steven Quinn	Boxer/Parilla
<b>5th</b> Mark Beddall	TKM/TKM
<b>6th</b> Ivan Turner	Gillard/Parilla

#### Flying Flynn

The entry read like a "who's who" of 100 National kart racing with star names liberally sprinkled throughout the programme.

#### B Final

Gordon Duncan had pole from Jamie Hunter with Jeanette Peek and Neil Hann on the second row and Richard Gregory and Gary Till taking the third.

The inevitable early scramble of a 100 Nat 'B' final took its toll and it wasn't until around the 3rd or 4th lap that a definite pattern began to emerge. Peek had the lead from Duncan, Hunter, Dario Franchitti, Richard Yorke, Gregory and the rest. Dario was shifting by this time and had moved up to third in very quick time. His speed proved to be his ultimate downfall as he would spin out before the race was over and fall from contention.

Meanwhile, Duncan and Peek were sharing goes at the lead and at the end of the 6th tour Duncan held sway from Peek, Paul Evans, Simon Horrobin and Richard Gregory. The latter two were hotly disputing the last 'A' final place to such an extent that it was looking very physical with Gregory the greater offender.

It worked though, as Gregory pulled up to 4th as the lead changed hands again this time in favour of Peek who ran out eventual winner from Gordon Duncan, Paul Evans and Richard Gregory.

First to show was Connelly from Beasley, Brogan, Day, Moynihan, Gary Chapman and Cuff. The end of the second lap saw the first change to the leaderboard as Day spun out of 4th place making life rather interesting for the group chasing Connelly who was really stretching out a lead. Brogan had second now from Beasley and Moynihan but the bunch also had a gap over the rest of the pack as the struggle for supremacy continued. With Beasley established again at the head of the chasers, the three kart group began to haul in the leader whilst Andrew O'Hara had taken over 4th place and had a small gap over Richard Weatherley, Gary Chapman, Shaun Nicolson and Marco Vignali.

The first major retirement came as something of a surprise as it wasn't until lap six and the driver involved was Steve Brogan, going out with engine trouble. Things then stabilised somewhat with little in the way of order changes until Chapman's retirement with a thrown chain with six laps left. That triggered off a spate of happenings with Rees spinning off and Vignali striking trouble, just a handful of laps left to run.

Nothing more went amiss and the win went to Connelly from Beasley, Moynihan, Weatherley, O'Hara and Steve Tillett.

#### FINAL

With the finishing order of the pre final deciding the grid order of the main event, a good finish is always best but not really essential. We would see if this was true in this race.

The lead was snatched immediately by Connelly but he had Moynihan snapping at his heels ever on the lookout for a way past. Beasley was next up from Weatherley, Tillett, Sinclair, Nicholson and the rest of the streaming pack. The places remained fairly static until the 7th lap with a spin dropping Nicolson some seven places and into the middle of a highly competitive bunch. Ashley Sinclair soon decided to liven things up a bit and in the space of a couple of laps had passed both Tillett and Beasley and was now right on the bumper of Richard Weatherley. Most progress seemed to be made by Steve Brogan, who, after a troubled pre final, was bang on the pace for this one carving through the field with the precision of a surgeon.

As the race progressed, the set-up favoured by Connelly seemed to be paying off as a small gap began to appear over Moynihan, but not large enough to take things easy by any means. These two had quite a lead over Weatherley but the main threat was not from Sinclair, he had been passed by Steve Brogan and it was he who was getting closer all the time to the leading group. Sadly, time would run out for the Sprint man and he would have to be content with fourth. The win went to a delighted Connelly from Gary Moynihan, Richard Weatherley, Steve Brogan, Ashley Sinclair and Darrell Beasley. The top ten was rounded off by Biff Harris, Steve Tillett, Martin Jubb, Gary Chapman and Kerry Thorpe.

<b>1st</b> Dominic Connelly	Wright/Rotax
<b>2nd</b> Gary Moynihan	Wright/Rotax
<b>3rd</b> Richard Weatherley	Wright/Rotax
<b>4th</b> Steve Brogan	Sprint/Rotax
<b>5th</b> Ashley Sinclair	Wright/Rotax
<b>6th</b> Darrell Beasley	Sprint/Rotax

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210 Nat Steve Hurst winner 2 heats on KMP Villiers

(Pole and 2 on grid for the final)

210 Nat 8th Andy Worton Dale KMP Villiers

125 Nat Mark Gellatly 5th on KMP Rotax (first year in 125 Nat)

210 Nat Mark Allen winner 2 heats pole for final on Dino KMP Honda

250 Nat Phil Hemes 6th Dino KMP KTM

250 Inter Keith Bisp 3rd Dino KMP Rotax

**210 Challenge Kimbolton**

2nd Nigel Puddiphatt on KMP Villiers

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CLUB SCENE

Lobb. When the smoke had settled after the start it was Rennison who exited first from Billy's with Game on his bumper and that's how it stayed up front. As always all sorts of fun going on for those after the top places and it was very hectic for third spot between Paul Evans, who sneaked inside Hann at the hairpin, and Hicks who was subsequently jumped by Hann at inside bend on lap four. Simon Barrett was engaged in a fine scrap with Lobb until Barrett's engine started to misfire and this allowed Craig Caldwell, who had started on the eighth row, into fifth place which he then sacrificed by coming off at Billy's on the last lap. A good win for Rennison and a fitting climax to an entertaining day at Clay.

Vic Sirett

<b>Results</b>		
<b>CADET</b>		
<b>1st</b>	Peter Clark	DAP/Comer
<b>2nd</b>	Ricky Elliott	

<b>JUNIOR BRITAIN</b>		
<b>1st</b>	Jamie Davis	
<b>2nd</b>	Michael Graham	Wright/Parilla
<b>3rd</b>	Jonathon Downer	Wright/Parilla

<b>250 GEARBOX</b>		
<b>1st</b>	Russell Maisey	

<b>210 GEARBOX</b>		
<b>1st</b>	D Von Gerard	Barlotti/Villiers

<b>125 GEARBOX</b>		
<b>1st</b>	Andy Coleman	Zip/Goff
<b>2nd</b>	Chris Sparrow	Anderson/Rotax

<b>SENIOR BRITAIN</b>		
<b>1st</b>	Dean Roberts	Dino/Parilla
<b>2nd</b>	Richard Page	Dino/Arrow
<b>3rd</b>	Steve Prickett	TKM/TKM

<b>100 NATIONAL</b>		
<b>1st</b>	Lee Rennison	Gillard/Rotax
<b>2nd</b>	Bobby Game	BG/Rotax
<b>3rd</b>	Paul Evans	DAP/Rotax

Fulbeck

SUNDAY, May 21st

Yet another good sized entry all classes, with the exception of 100 National, who have continued to incur losses into other departments, particularly Britain. The weather was superb, remaining sunny and warm throughout the meeting, which as usual ran with LKC efficiency.

<b>CADETS</b>		
<b>Heat 1:</b>	1st Anthony Davidson, 2nd James Mills, 3rd Chris Eaton.	
<b>Heat 2:</b>	1st James Mills, 2nd Anthony Davidson, 3rd Chris Eaton.	
<b>Heat 3:</b>	1st James Mills, 2nd Anthony Davidson, 3rd James Wright	

One of two drivers would take this one, either Davidson or Mills, but the ever-improving Eaton could well have produced a surprise. Keep an eye on this young man. At the lights the front row hammered up to the first corner side by side, with Mills emerging fractionally ahead of Davidson (the star of Auto Express publicity), Eaton, Coupland and Wright. Towards the end of the opening lap, Eaton suffered a brief moment of brain fade, taking to the grass and letting Coupland past before he recovered.

Mills' hold on the lead looked a little unsteady, as Davidson found his rhythm and put consistent pressure on the leader. For eight laps Davidson gave chase until Mills gave way on the ninth, Davidson moving ahead to give Mills the chance to chase instead. Back in third some five seconds in arrears, novice Coupland had kept Eaton at bay, little Chris trying all he knew to find a way past. However, in the closing laps, a near off by Eaton gave Coupland several lengths breathing space, as he reeled off the laps to take third, behind victor Davidson and the improving Mills. Creber was fifth ahead of the scrapping duo Wright and Elliott.

<b>JUNIOR BRITAIN</b>		
<b>Heat 1:</b>	1st Matthew Davies, 2nd Verney Wood, 3rd Darren Wandless	
<b>Heat 2:</b>	1st Matthew Davies, 2nd Verney Wood, 3rd Craig Faunch	
<b>Heat 3:</b>	1st Matthew Davies, 2nd Verney Wood, 3rd Craig Faunch.	

Wood was very quick on his new Jeta, but could he produce the extra pace needed to match the fleet Davies, who had wound up the elastic on his Zip to perfection. Away from pole, and Wood had to be content with second, as Davies continued his heats whitewash, zipping (excuse the pun) into an immediate lead, to head the field for the next twelve laps, keeping everything tight and secure until the chequered flag.

It's a pity the race itself was boring in its procession, with few significant changes amongst the runners. Skelton was third at the start and stayed there all the way to the finish, as the chasing Darren Wandless came home fourth, ahead of David Wandless, who had got the better of Cooper at half distance, Cooper trailing home in sixth. Faunch had been well placed in fifth until lap seven when he departed to the rear of the field, to finish an eventual seventh. The only other finisher in eighth was novice Brenden Moore, who was a couple of laps down, but at least he got his final.

<b>SENIOR BRITAIN</b>		
<b>Heat 1:</b>	1st Steve Hazlett, 2nd Michael Mills, 3rd Jim Rainbird.	
<b>Heat 2:</b>	1st Michael Mills, 2nd Steve Hazlett, 3rd Chris O'Hara.	
<b>Heat 3:</b>	1st Jun Rainbird, 2nd Chris O'Hara, 3rd David Mansell.	

The largest grid of the meeting with twenty-four drivers, including many familiar previous National entrants. One can hardly blame Rotax but . . . !

As usual Senna and Prost were at it again, Mills and Hazlett, leading the field in one-two formation at the end of lap one. Mills aboard the strikingly liveried Jeta, with backing from Parklands Group, a Bradford based textile company, and Hazlett on the Thompson & Chappell VPS Knight. O'Hara was third, pursued by Rainbird, Lenders and Gibson. Lenders was showing quicker pace in this class, taking his Wright into fourth on lap two and third on lap three, only to slip up and drop back to sixth on the next lap. O'Hara went missing from third on lap five, being replaced by McHugh, ahead of Rainbird, Lenders and Sedgewick, who was to lose out to Mansell and the quickly motoring 100 UK driver Richard Guest on lap six.

The two leaders had pulled away at the front, Hazlett initially challenging hard, but Mills fought back gamely and stayed ahead. By half distance Mills had broken free, Hazlett later complaining of a carb problem but remaining second nevertheless. McHugh was still third some distance further back, with Rainbird fourth, followed by Lenders and Mansell and so it stayed

to the flag. Last and eighteenth was the sole surviving UK driver Walker, Guest having retired from a competitive seventh place on lap nine. Nice going Richard.

<b>100 NATIONAL</b>		
<b>Heat 1:</b>	1st Matt Payne, 2nd Richard Mack, 3rd Bill Barrett	
<b>Heat 2:</b>	1st Mark Faulder, 2nd Matt Payne, 3rd Peter Blake	
<b>Heat 3:</b>	1st Mark Faulder, 2nd Richrd Mack, 3rd Matt Payne.	

Down to eight entries, things sure ain't what they used to be. Expected race winner Faulder was left rather peeved at the end of the opening lap, self-confessed brain fade losing him nearly a full lap when he spun. This left Club Champion Payne to lead Mack, from Blake, Barrett, Andy Bates and Kevin Bates. However, Payne was not expected to stay in front, as a flapping chain guard pointed skywards and the repair flag was expected at any time. No. 50 was making progress climbing from last to fourth by the flag.

For lap after lap Payne and Mack circulated nose to tail, with mutterings from the crowd as the officials on the circuit failed to call Payne in. Mack was very close and one hoped that if he mounted the rear of Payne's kart, he kept his fingers firmly clenched. Blake was slowly losing ground but was still third. What was clear to anyone watching, was the speed of the re-started Faulder. Clearly the quickest driver on the circuit, he was less than half a lap down at the finish, having circulated a second a lap quicker than the leaders. Unfortunately, it was also clear that he had no desire to talk about it in the paddock afterwards. Chin up Mark, you were quick! Payne took the win, rather narrowly from Mack, the top six rounded of by Blake, No.50, Barrett and Faulder.

<b>250 NATIONAL</b>		
<b>Heat 1:</b>	1st Tony Keel, 2nd Colin Kay, 3rd Tony Jefferey.	
<b>Heat 2:</b>	1st Tony Keel, 2nd Tony Jefferey, 3rd Barry Sherfff.	
<b>Heat 3:</b>	1st Barry Sheriff, 2nd Stewart Skinner, 3rd Tony Keel.	

It was hard to see Keel being beaten in this one, although the likes of Sheriff can never be overlooked. From pole Keel led the opening lap, shadowed by Sheriff and Kay, ahead of Skinner, Jefferey, Smith and the rest. Geason, novice and winner of the Winter Series was seventh, ahead of the other two black plates, Chapman and Bennett.

No change in the pecking order until half distance which saw race leader Keel's demise. Sheriff was not about to complain and took over at the front, to reel off the remaining laps to open his 1989 Club season in style. Kay was second but Skinner was allowing no respite, nipping into second on the penultimate lap, leaving Kay to console himself with third. The remaining runners finished as they were on the opening lap, Jefferey in fourth, from Smith and novices Geeson and Chapman.

<b>250 INTERNATIONAL</b>		
<b>Heat 1:</b>	1st Bob Kennings, 2nd Ian Woodcock, 3rd Andy Millner.	
<b>Heat 2:</b>	1st Bob Kennings, 2nd Malcolm 3rd Trevor Cryer.	
<b>Heat 3:</b>	1st Trevor Cryer, 2nd Bob Kennings, 3rd Alan Jones.	

Yet another strong grid with nineteen on the programme, but not all out for the heats, and even fewer for the final. The bodywork on some

NATIONAL SCHOOLS ENDURO CHAMPIONSHIPS

WIGAN, MAY 6TH

Twenty eight schools provided 125 entries for the schools National Enduro Champs at Wigan on May 6th with some having to be disappointed as the grids were closed to avoid overloading the lap scores. Each kart has to have at least 3 drivers so the pits were pretty full and the glorious sunny weather helped create almost a carnival atmosphere. However the sun proved to be our undoing as the 80° outside was increased to well over 100° in the paddock hut where the computer had been plied with over 7000 pieces of information before the heat cooked the discs and the programme went haywire. Alas no trophies were distributed as the mammoth task of checking through 4 ½ hours of lap sheets was to keep yours truly and Chairman Malcolm Chalmers busy for the next two weeks. This manual check did show up a few problems in ensuring fair play and will no doubt bring about some changes for next year. Basically many karts had exceeded the maximum 5 laps as a result. There were three separate races for combinations of the schools eleven classes each nominally of 75 wins but for the first time in my memory time was lost as the ambulance were required to attend to several accidents which thankfully proved to be minor but nevertheless cost us about an hours racing all told.

**RACE A (all 50cc gearbox classes)**  
As the dust settled and the smoke disappeared it was ? Y2 that hit the front only to be quickly joined by Breezehills Y2 and with the Fizzers of Foxwood and Breezechill leading the class three charge. What a glorious sight with over 40 of the counties top outfits filling the entire circuit and the leaders putting up far quicker times than the normal RAC Cadets who have a 10cc advantage. By the 15 minute mark Windsor Boys class 4 Fizz had squeezed ahead of the 2 Y2's with All Hallows Y2 also in attendance. In the class 4 battle Foxwood & Breezechill were pulling away from Heath and Hatfield. At 25 minutes the order remained unchanged in both classes with little to choose between the leading teams. At the 35 minute stage the Tarparley outfit had disappeared for three laps with a puncture and Windsor Boys had opened a one lap lead and St Wilfrids Fizz had crept upto third. The class 3 battle once again remained unchanged. By 45 minutes Breezehills Y2 had powered its way to the front but with 5 karts still within a couple of laps of it and Foxwood and Breezechill had broken clear of the opposition in the class 3 battle. At the hour stage Breezehills lead had disappeared thanks to yet another puncture and Tarparleys Y2 lead from St Wilfrids and Wind-sors Marine. Foxwood had pulled out two laps on Breezehills Fizz but the next nearest challenge was seven laps adrift. In to the final session and still everything in the balance but they dealt the flying Foxwood Fizz a cruel blow as it collided with a slower kart, overturned and caused the race to come to a premature halt whilst the ambulance was required to take away the unfortunate driver, (who suffered no more than bruising fortunately). A the flag was raised the St Wilfrids Fizz just squeezed by to give it the extra lap necessary to win as the Tarparley and Breezechill Y2's just failed to catch it coming past just seconds later. However, the Tarparley kart was found to have done six laps on two occasions and was demoted to 4th behind All Hallows Y2 and the two Windsor Boys outfit coming home 5th & 6th just a couple of laps behind. The loss of the Foxwood outfit left Breezehills Fizz a clear winner in class 3 but it was discovered that the lead kart had done 6 laps throughout the race thus pushing it back to 4th place behind Bedford and Hatfield.

**RACE B (Low Power 100 and National Solo)**  
After a lengthy delay to acquire another ambulance to replace the one gone to hospital it was the turn of the Low Power 100's and a chance to see how the Comer 80's would go in the Solo class. Defending champions Brigshaw had holed a piston in practice after setting times that would have not disgraced them in a normal RAC Junior Britain race. Straight from the flag it was obvious that the battle would be between the H100 of Brigshaws second team and the RS100 of All Hallows as they streaked away together followed by the two St Marys H100's and Wycliffes' DT. There was no doubt how the brand new Comers would perform against the ageing Solos' — they both romped away to start their own private battle with Windsor Boys just leading Bishop Stopford. At the 25 minute mark the low power order remained Brigshaw, All Hallows, Wycliffe, Tarparley and the St Mary's outfits whilst Windsor Boys had a lap on Bishop Stopford in the class 5's. At 35 mins Brigshaw had pulled out 3 laps lead from All Hallows with Wycliffe St Marys and Breezechill still in contention whilst Bishop Stopford had taken over the class 5 lead. At the 45 minute stage the situation remained unchanged as the grid began to thin out quite markedly, and a fair sized crowd gathered all along the straight. The race had been cut to an hour due to the lost time and in the closing stages several karts disappeared leaving the order at the flag as Brigshaw, All Hallows, Queen Elizabeth (with a very late charge) and the 2 St Marys karts with Bishop Stopford just edging out Windsor Boys Comer in the class 5 battle eighteen laps clear of the first solo. However it was discovered that the Brigshaw kart had done six laps throughout and lost 9 which pushed it back down to third place and give the title to a Yamaha for the first time in ages.

**RACE C (locked in gear, Comer and Direct Drive)**  
Four classes together here and as always the less experienced drivers at the wheel and not surprisingly a little hairy at the start. One outfit obviously not being piloted by beginners was the Y2 of Tarparley which shot away never to be seen again by the class 2 entrants. The Fizz class was led initially by Breezechill but a blown motor left Bedford to take over from Victoria, St Wilfrd and Weaversham. In the Comer class Windsor Boys led Tarparley and after a lost wheel took out double champions Breezechill in class 11 it was left to Cloughwood's Motor became to lead Brookwater Pamola. At 25 minutes Tarparley's Y2 was 5 laps clear of Queen Elizabeths DT and with Bishop Stopford's AR and Tarparleys Suzy RM two laps further back. Victoria had taken the lead in class 1 from St Wilfrids and Weaverham whilst Windsor had the Comer and Loughwood remained in charge of the step through's. Thirty five minutes and the open order remained unchanged as did the class 1's but Windsor had pulled well clear in the class 10's and Breezechill had caught Cloughwood in the 11's. Two more accidents caused further delays and the race was finally brought to a premature end after over an hour but only 40 minutes racing. There were very clear wins for Tarparley in class 2, Victoria in class 1, Windsor Boys in class 10 but the only nail biter came in class 11 where Breezechill defended their title by just half a lap from Cloughwood.

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

<b>RESULTS</b>			
<b>CLASS 1 (50cc Restricted)</b>			
1	63	Victoria HS, Crewe	39 lps Yamaha FSIE
2	71	Bedford HS, Leigh	35 lps Yamaha FSIE
3	61	St Wilfrids, Pontefract	35 lps Yamaha FSIE

<b>CLASS 2 (50cc Open)</b>			
1	33	Tarparley HS, Tarparley	47 lps Yamaha Y2
2	69	Queen Elizabeth, Mid-dleton	41 lps Yamaha DT
3	16	Foxwood, Leeds	38 lps Yamaha RD

<b>CLASS 3 (50cc Gearbox Restricted)</b>			
1	94	Breezechill, Oldham	57 lps Yamaha FSIE
2	74	Bedford, Leigh	46 lps Yamaha FSIE
3	54	Hatfield, Doncaster	45 lps Yamaha FSIE

<b>CLASS 4 (50cc Gearbox Open)</b>			
1	59	St Wilfrids, Pontefract	61 lps Yamaha FSIE
2	92	Breezechill, Oldham	60 lps Yamaha Y2
3	22	All Hallows, Mac-clesfield	58 lps Yamaha Y2

<b>CLASS 5 (National Solo &amp; Comer)</b>			
1	1	Bishop Stopford, Enfield	51 lps Comer 80
2	19	Windsor Boys, Windsor	50 lps Comer 80
3	30	Tarparley, Tarparley	32 lps Solo 80

<b>CLASS 6 (Low Power 100)</b>			
1	18	All Hallows, Mac-clesfield	55 Yamaha RS
2	17	Queen Elizabeth, Mid-dleton	51 lps Honda H100
3	16	Bridgshaw, Kippax	50 lps Honda H100

<b>CLASS 10 (Comer)</b>			
1	E	Windsor Boys, Windsor	47 lps Comer 60
2	35	Tarparley, Tarparley	42 Comer 60
3	2	Bishop Stopford, Enfield	38 lps Comer 60

<b>CLASS 11 (Direct Drive)</b>			
1	5	Breezechill, Oldham	38 lps Yamaha QT
2	11	Cloughwood, Northwhich	38 Motobecane
3	6	Brookvale, Runcorn	34 Yamaha Passola

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# CADET COLUMN

## SHENINGTON MAY 21

A full grid of 26 graced a fine, hot and sunny day at Shenington. Even with such big grids novices had a chance to shine as the results show. The scrutineers were kept busy checking the legality of the karts. Poor souls they often get conflicting information coming from Motor Sports House. Are C carbs legal? Apparently not. Should brake pedal stops be added — no. Can brake discs have wiper grooves, even if homologated with them — don't know! Anyway the scrutineers do not want to exclude anyone but emphasise that the kart must be checked for legality by the Dad before racing. One poor Cadet driver was found to have an 86 sprocket, but marked as an 85. This again was thought to have been on the kart from new and certainly is the wrong direction to go for this track. Watch out everyone next time.

### Heat 1

John Oakley was quick off the mark to be first into Cafe corner with Daniel Wheldon rapidly making up places to slot in behind. Jeremy Gumbley took up third, but disappeared on lap 6, the position being inherited by James Walters, quite a few seconds back. The fight at the front raged until Daniel came round Cafe a little quicker to slip by into the lead onto Stratford Straight. Daniel Bailey came through to beat David Lloyd for 4th place.

### Heat 1

Daniel Wheldon, John Oakley, James Walters.

### Heat 2

This time the battle was between Daniel Wheldon and James Walters, with Walters on his Wright staying ahead. David Lloyd slipped back from the front row to finish fifth, John Oakley coming up to third, Daniel Bailey behind. Novice Eddy Mendel (Zip) took sixth. The prospects were good for an exciting race.

### Heat 2

James Walters, Daniel Wheldon, John Oakley.

### Final

Daniel Wheldon was on pole position in front of 25 keen young boys and girls and it was a battle from the lights between his and John Oakley coming through from the second row. James Walters from the other position on the front row slotted in behind. Before the first lap was finished John Oakley on his Hutless was ahead and by lap two James Walter (Wright) had also passed Daniel's Allkart. Behind them Daniel Bailey and Eddy Mendel, eventual winner of the novice award, were powerless to get on terms with the leading three. David Lloyd had qualified well and was running fifth but spun twice and eventually retired. Daniel Wheldon was not happy in third and clawed his way back through to briefly lead on lap seven but was then repassed by James Walters. Behind this battling trio a few more scraps were going on and Ed Perry (Zip), another novice, was driving well now into fifth place. John Oakley was hard on champion Wheldon's tail, trying all he knew to try for second place and just managed it on the last lap for a thrilling finish. Alas it was for nought as Oakley was excluded at post race scrutineering so James Walters had a well deserved win from Daniel Wheldon, Daniel Bailey, Edwin Perry and another novice Michael Bowie then Scott

Cooper. Only two of the 26 starters were unclassified at the finish.

1st	James Walters	Wright
2nd	Daniel Wheldon	Allkart
3rd	Daniel Bailey	Zip
4th	Edwin Perry (N)	Zip
5th	Michael Bowie (N)	Zip
6th	Scott Cooper	Allkart

Graham Smith

## WOMBWELL SUNDAY, MAY 14th

May 14th and two National Challenge circuses joined SYKC at Wombwell to swell the grids to 160. The Cadets had almost 40 and the 210 Challenge a further 30 but with the Cadets requiring 20 lap heats and 30 lap finals all classes had to be restricted to two heats and a final to fit everything into Wombwell's short day.

### CADETS

The entrants were divided into 'Supers' and 'Nationals' with the bottom three Supers supposed to change places with the top 3 Nationals after each round, but with several new entries this was not required for this meeting. The length of the heats and finals had been increased, presumably to stop people running either loan or tight motors but very few failed to make the distance. In the Supers the heats went to Daniel Yeomans and Daniel Wheldon (2) with Jay Howard, Jensn Button, Charles Butler-H., James Mills and Matthew Shaw providing the main opposition. In the final Yeomans, Shaw and Wheldon swapped places for the first couple of laps till the order settled down with Wheldon holding off Yeomans and Shaw and a rapidly increasing gap back to Mills, Butler-H and Antony Davidson but when Mills and Davidson spun out it left some huge gaps at the front. Shaw had been looking the quickest of the leading trio but overdid the right hander and spun out to 7th leaving the premier spot a battle between Wheldon and Yeomans which the former began to put out of doubt as he pulled away each lap. By midway the battle was for 3rd between Butler-H, Button and Howard but Shaw was closing menacingly on them picking them off one by one to settle for third at the flag. Wheldon had a comfortable win from Yeomans with the rest spread out behind with other trophies to Shaw, Button and Butler-H. In the Nationals there were 3 different heat winners in the form of Oliver Wood, Gavin Pell and Philip Moreton. Other front runners included James Walters and Daniel Gibson. In the final Pell grabbed the lead followed by Philip Moreton, Walters, James Billington and Daniel Gibson. Lap three and Moreton took over at the front and at third distance Walters took up the main challenge and Stewart Moseley was clearly closing on the leading trio. At the three quarter stage Walters spun out whilst leading leaving Pell a clear run to the flag but on the penultimate lap Moseley got past Moreton on the top bend to claim second. At the end it was Pell, Moreton, Gibson and Goode.

### CADET SUPERS

1st	Daniel Wheldon	AllKart/Comer
2nd	Daniel Yeoman	Gillard/Comer
3rd	Matthew Shaw	Jeta/Comer

### CADET NATIONAL

1st	Gavin Pell	Jeta/Comer
2nd	Stuart Moseley	Jeta/Comer
3rd	Philip Moreton	AllKart/Comer

## CLAY PIGEON RAC CADET ROUND 4

### CADET A

Final		
1st	Daniel Wheldon	Allkart/Comer
2nd	Jenson Button	Gillard/Comer
3rd	Charles Butler-Henderson	Wright/Comer

### CADET B

Final		
1st	Marc Hynes	Allkart/Comer
2nd	David Bailey	/Comer
3rd	Daniel Goode	Allkart/Comer

V B-H

## FELTON 4th JUNE CADET RAC ROUND

There was yet another strong entry, with the young drivers being split into two groups by the RAC. The weather was good and the racing even better.

### CADET A

Final		
1st	Daniel Wheldon	Ferrari
2nd	Matthew Shaw	Jetta
3rd	James Mills	Jetta
4th	Daniel Yeomans	Gillard
5th	Anthony Davidson	Allkart

### CADET B

Final		
1st	J R Walters	Wright
2nd	Daniel Gibson	Allkart
3rd	James Goode	Allkart
4th	Mark Nadolski	Gillard
5th	Tom King	Boxer



Paul Jones, aged 10, son of Jenny Jones, Director of Karts N'Parts, won the 'C' class race at Felton's Silver Jubilee meeting on June 4th which incorporated Round 3 of the RAC Cadet Series. Paul only started racing this season and has driven his Zip consistently to 2nd's and 3rd's but this was his first 1st! (Congrats Paul, keep up the good work — Ed).

Dear Ed,

My son Richard and I, and I am sure all the other Cadet drivers, would like to thank Bill Sisley, K&C Kart Racing and Simon Wright Racing Developments, for the donation of the splendid prizes for the Buckmore Park Kart Club Cadet Race on June 25th. Congratulations to Bill and the club for organising such a friendly and enjoyable meeting on a track just built for karts. Yours sincerely, Phil Bishop

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## CLUB SCENE

Marsh passed Mills. Marsh tried for four laps to pass Cleal finally out-braking him on lap ten coming into pit bend to take third.

### 100 NATIONALS

**Heat 1:** 1st Lee Loder, 2nd Ron Shone, 3rd Nick Clark.

**Heat 2:** 1st Russell Hicks, 2nd Dave Homer, 3rd Christian Baker.

**Heat 3:** 1st Dave Homer, 2nd Nick Clark, 3rd Russell Hicks.

**Heat 4:** 1st Russell Hicks, 2nd Chris Lord, 3rd Christian Baker.

**Final:** After close, furious racing during the heats the final was no let down. Dave Homer took a lead from the green never to be challenged. However Hicks in second was hounded for the whole race by Loder who was never more than a few inches from his back bumper and alongside several times exiting pit bend. Hicks kept his cool and defended his lead honourably, Loder having to settle for third.

### 125 NATS AND OPEN

**Heat 1:** 1st Clive Elmore (Open), 2nd James Ponting (Open), 3rd Andy Clarke.

**Heat 2:** 1st Clive Elmore (Open), 2nd Andy Clarke (Nat), 3rd James Ponting.

**Heat 3:** 1st James Ponting (Open), 2nd Clive Elmore (Open), 3rd Andy Griffiths (Nat).

**Final:** Clive Elmore stormed off to a fine lead with Ponting and Griffiths slotting into second and third spots. Ponting came under real pressure for five laps. Wheels interlocked several times during attempted passing manoeuvres by Griffiths. Griffiths finally made it into second on the fifth lap and on lap six Ponting was forced to retire with mechanical gremlins. Connick made his way through the field keeping out of trouble to gain third place.

### 250 NATIONAL AND INTERNATIONAL

**Heat 1:** 1st Russell Maisey (Int), 2nd Phil Maycock (Int), 3rd Paul Studley (Nat).

**Heat 2:** 1st Phil Maycock (Int), 2nd Russell Maisey (Int), 3rd Andy Chalmers.

**Heat 3:** 1st Paul Studley (Int), 2nd Russell Maisey (Int), 3rd Richard Leiter.

Having to run these two classes together creates some exciting and often heart stopping moments. Today was no exception but costly for Max Faulkner who in his second heat was challenging for the lead, when at the dog leg Max clipped a kerb and was catapulted into the infield hitting the tyres at some 90 mph. With his kart a write-off Max escaped with a badly grazed leg.

**Final:** Paul Studley gave Maisey a hard time for the rest of the race, with Peter Tillson-Hawke coming in third with Minor shunts and mechanical maladies the field was depleted to nine finishers from a grid of fifteen.

### Results

#### CADETS

1st Marc Hynes	Allkart/Comer
2nd Rupert Cue	DAP/Comer

#### JUNIOR BRITAIN

1st Julian Thomas	Wright/Parilla
2nd Chris Rogers	Superdart/Arrow
3rd Michael Graham	Wright/Parilla

#### SENIOR BRITAIN

1st Stewart Baker	DAP/DAP
2nd Steve Lawry	Gillard/Parilla/Arrow
3rd Richard Marsh	Boxer/Parilla

#### 100 NATIONAL

1st Dave Homer	Sprint/Rotax
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2nd Russell Hicks	Miere/Rotax
3rd Lee Loder	DAP/DAP

#### 125 NATIONAL

1st Andy Griffiths	Anderson/Rotax
2nd Richard Connick	Anderson/Rotax
3rd Gary Tyler	Dino/Rotax

#### 125 OPEN

1st Clive Elmore	Anderson/Rotax
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#### 250 NATIONAL

1st Peter Tillson-Hawke	Zip/Yamaha
2nd Andy Chalmers	Zip/Yamaha
3rd Pete Edgecombe	Zip/Suzuki

#### 250 INTERNATIONAL

1st Russell Maisey	Dino/Rotax
2nd Paul Studley	Anderson/Rotax
3rd Phil Maycock	Dino/Rotax

## ClayPigeon

SUNDAY, May 14th

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

**Membership:** Clive Shutler: 0202 486286.

### CLAY CHAT

**Third round of the club championships and the dry weather brought out and produced a strong entry of drivers. The prospects for a good day were evident, though the first few races did produce a rather high attrition rate due mainly to over enthusiastic driving. However, some very apt and well timed words by clerk Paul Mehrer most definitely had the desired effect and we were treated to some very fine racing in all classes. Special mention at this meeting must go to Pam Whiteley whose sprints across the track to provide early results and positions were greatly appreciated. Despite never being scrutineered Pam did complete the whole day without ever oiling up.**

### CADET

With nine entrants this class is gaining in popularity and it is nice to see the novices engaged in some enjoyable racing. It was Peter Clarke's day with four first places. However there were interesting mini duels amongst the others with Gareth Penn pulling away from Richard Francis on the straight and then having to keep the cornering tight to stop Richard getting through. Two second places for Ricky Elliott and good finishing by Scott Cooper placed these two in the front rows for the final alongside Stuart Lane and Peter. The final was Peter's from the start, and with Stuart spinning out of the chicane this allowed Steven Brady, Gary Catt and Marcus Brazley to fight out the middle places.

### JUNIOR BRITAIN

Some very spirited racing during the heats with Jamie Davis going well to win the lot. Nevertheless there was plenty of action in the middle of the pack with James Land and Jason Cox enjoying middle grid final positions while novices Benedict McLoughlin, Simon Spearing, Justin Hodgett and Richard Folds all did well through consistent driving. In the final Jamie led from the start followed by Stuart Freeguard then Julian Thomas. Jamie Patten pulled up through the pack from the back of the grid with some superb

driving but was unable to get between the energetic battle for second place where Jonathon Downer was continually pushing Michael Graham. Lee Seffeon was also noticeable with a steady climb from a grid position of twenty one to finish in seventh place just behind Jamie Wood and Darren Seedhouse.

### GEARBOX

Yet again the gearbox people provided some colourful entertainment for the spectators with the unforgettable sight of Keith Bisp sitting right on the tail of Russell Maisey, then on consecutive heats Keith somehow managed to take inside bend tight enough to get in front of Russell on the last lap each time. Even though Bisp accused Maisey of tiring early because of age it was a pity that it was Bisp who didn't make the final. Nevertheless this allowed Trevor Harvey to have a go at Maisey until Harvey retired leaving Maisey on his own to win. The 125's also produced some fine stuff with Andy Coleman taking all top spots though Robin Thomas and Kevin Fry earned their finishes in the top three during the heats. A good day for Chris Sparrow who came second in the final, though earlier in the day had tried to take the chequered flag — and the marshal with it! Some good stuff in the final with Lloyd James hotly pursuing Steve Leigh but never quite finding that little extra to get past. A gearbox day that was pretty to watch, and the spectators loved it.

### SENIOR BRITAIN

With over fifty entrants needing seven heats to determine priorities there was always going to be some spirited racing, and there most certainly was. During the heats it was Stewart Baker and Andrew Clark who earned the least points but Luke Wilson, Steve Prickett and S Etheridge also took the chequered flag during the heats — as did Andy Sheahan who took the marshal with it as well! Mike Horder, Paul Hann, Mathew Milkins and Edward Moore made it through from the B to join the A final, which turned out to be one of unusually mixed fortunes. With Baker on pole and Clark alongside the control of the rolling lap was a delight to watch and should prove to many how this part of a race can be properly run by sensible drivers who know what they are doing. With the whole grid in position before half a lap it was a pity that Moore held up the start by having to do some maintenance at the end of the straight. Nevertheless from the green light Clark got away first with Baker on his tail. At the end of the first lap Baker left the track at Billy's which left Clark on his own with the next ten all bunched up and fighting for second place. This went on for three further laps until Clark retired to leave Etheridge in front. Two laps later a mix up at the hairpin took out Etheridge and Verity and by this time it looked as if it was the kiss of death to be out front. However, this did mean that the normal middle to front runners were all in with a chance and we were treated to some most exciting competitive racing with Dean Roberts now leading, being pressed hard by Richard Page while Kevin Mills, Steve Hall and Philip Goodwin could all smell glory if anything went wrong in front of them. Similarly Paul Hann, Steve Horlock and Steve Godbeer were now competing closely for a trophy. Roberts fought off the group behind him to take the flag after one of the most varied finals seen in this class for some time.

### 100 NATIONAL

During the heats it was Bobby Game who took the honours with two wins, while Lee Rennison and Russell Hicks each had one win. A couple of third places put Neil Hann on the second row in the final where the top twenty were joined from the B by Richard Fry, Manville and David

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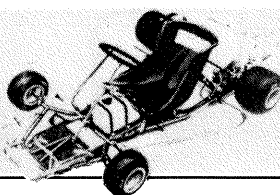
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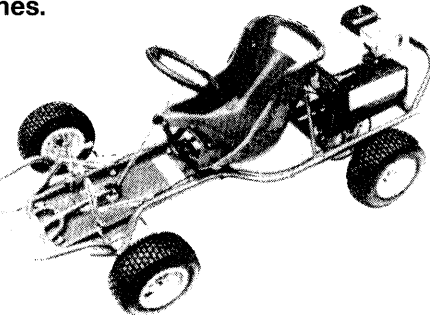
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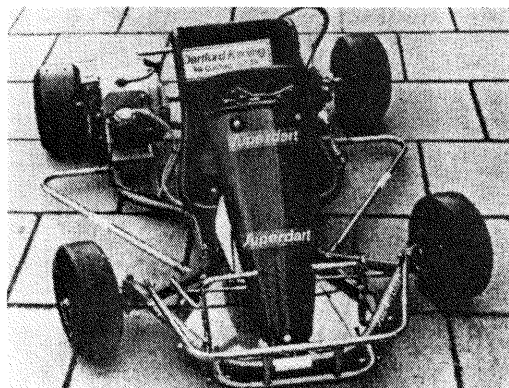


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## Kimbolton

SUNDAY, June 11th

It was good to see a full grid of 210s producing more excellent racing with consistency that is sometimes lacking in this class. Hopefully we will see some 210s, the originators of karting, at our 30th anniversary Enduro on 27th August. The weather was the best at Kimbolton for a long time, so much so that two marshals got sunstroke. Even the PA system overheated and we were unable to have a commentary for the final. With the standing corn at full height more than one driver literally disappeared on leaving the track in the Kim corner area. With the new fencing of all the spectator area now completed and the extension to the pits now usable, our thoughts must turn to track improvements and possible extensions? Well we are making noises in this direction so keep your fingers crossed.

### 100 BRITAIN

A full grid of Britains produced some great racing, the hot weather suited the hard tyre brigade. March, Walton and Gibbs won the heats and Gibbs had pole position. Gibbs took the lead immediately and left the rest to sort out the places. Kelly came out of the pack followed closely by March with Potter moving through the order to take fourth spot by lap three. The leading four were untroubled by the pack and took the flag with no change from the next group of Reeks, Kinsey, Walton and Rainbird.

### 100 BRITAIN RESTRICTED

Heat winners were Mark Scruton, Tarquin Cook and Roger White. Cook led out a grid of sixteen restricted drivers and led the field in the early stages from Scruton and Budgell. White started in a low position but rapidly worked his way through the field and by lap three was leading the assault on new leader Scruton. With some fine driving White reeled in Scruton and completed a fine manoeuvre at Stow to snatch the lead which he held to the flag with Scruton second; Cook held off a challenge from Rooke to take third.

### 125

Perry dominated the heats with two firsts and a second while Thexton G won the other heat. Thexton started well but Perry led after one lap and consolidated his lead to the flag. Gary Thexton came home a lone second from Costin while brother Steve Thexton took fourth spot.

### CADETS

Kevin Hall won two heats and took pole position with Barrie Wilkin taking the third heat and a front row position. Hall led from the start but was always under pressure from Wilkin. Darren Goff held third early on but dropped a place to Tom Coupland who drove well to move up from sixth to third. Although Wilkin tried hard he couldn't complete a passing manoeuvre and Hall won by a wheel.

### 250

McLaughlin won two heats to take pole and Wilson won a heat. McLaughlin comfortably led the race throughout from Allen in second. Grocott harried Wilson all the way and they tangled exiting the Willows on the last lap, leaving third place to Paybody.

### JUNIOR BRITAIN

Heat winners, Williams, Dove and Skelton. Skelton led from Dove and Coe but Coe soon spun out and Jest moved up to third in front of Williams and Holland. With no more changes in the order Skelton won a close race from Dove.

### 210 NATIONAL

Carrying the number one plate Haigh comfortably won two heats with Clarke winning the third when Haigh did not finish. A full grid of 210s was led out by Clarke but as the red light changed to green champion Haigh surged into a lead which he comfortably held to the flag. Puddiphatt was left to claim second place and Clarke took third, at the expense of Payne, after a poor start.

### 100 NATIONAL

Powell, Cooke and Caldwell won the heats. Caldwell and Powell led from Gavin and Gregory. Cooke was well back and left the track in favour of the corn, or is it barley this year? Powell tried all he knew to oust Caldwell and the two tangled as they rounded Kim for the last time but kept going, and Caldwell held out to take a good win under pressure.

Duncan Taylor

### Results

#### 100 BRITAIN

1st	Darron Gibbs	Allkart/Parilla
2nd	Nick Kelly	Wright/Parilla
3rd	Rupert March	Wright/Parilla
4th	Russell Potter	Wright/Parilla
5th	Simon Reeks	Gillard/Parilla
6th	Darron Kinsey	Gillard/EME
7th	Richard Walton	DAP/DAP
8th	Jim Rainbird	Zip/PCR

#### 100 BRITAIN (RESTRICTED)

1st	Roger White	Allkart/Parilla
2nd	Mark Scruton	Alkart/Parilla
3rd	Tarquin Cook	Gillard/Komet

#### 100 UK

1st	Richard Scruton	Zip/TKM
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#### 125 NATIONAL

1st	Steve Perry	Zip/Rotax
2nd	Gary Thexton	Anderson/Rotax
3rd	Nick Costin	Zip/Rotax
4th	Steve Thexton	Anderson/Rotax

#### CADETS

1st	Kevin Hall	All Kart
2nd	Barrie Wilkin	All Kart
3rd	Tom Coupland	Wright
4th	Kevin Sale	Wright
5th	Darren Goff	Anderson

#### 250 (INTER)

1st	Shaun-McLaughlin	Zip/Rotax
2nd	Paul Allan (R)	Zip/Rotax

#### 250 NATIONAL

1st	Nick Paybody (R)	Pheonix/KTM
2nd	Colin Smith	Zip/Suzuki

#### JUNIOR BRITAIN

1st	Lee Skelton	Gillard/Parilla
2nd	Terence Dove	Sprint/Parilla
3rd	Nick Jest	—/Parilla
4th	Jon Williams	Dart/Parilla
5th	Mark Holland	Wright/Parilla

#### 100 NATIONAL

1st	Craig Caldwell	Gillard/Rotax
2nd	Gary Powell	Wright/Rotax
3rd	Oliver Gavin	Sprint/Rotax
4th	Richard Gregory	All Kart/Rotax

## CLUB SCENE

### 210 NATIONAL

1st	John Haigh	Anderson/Quantum
2nd	Nigel Puddiphatt	Zip/KMP
3rd	Glen Clarke	—/Villiers

## Dunkeswell

SUNDAY, May 28th

With 160 entries and glorious Devon sunshine Sunday 28th May was a far cry from April's abandoned meeting.

### CADETS

Heat 1: 1st Mark Hynes, 2nd Jamie Ross-Mackenzie, 3rd Peter Clarke.  
 Heat 2: 1st Marc Hynes, 2nd Peter Clarke, 3rd John Oakley.  
 Heat 3: 1st Marc Hynes, 2nd Jamie Ross-Mackenzie, 3rd Peter Clarke.

Final: With four novices amongst a grid of 12 the first few laps were entertaining to say the least. However pole-man Hynes shot off into an undisputed lead with a misfiring Rupert Cue chasing after M Cue's engine cleared but too late for him to catch Hynes. A fine drive to 4th earned Gavin Brewer Best Novice of Day.

### JUNIOR BRITAIN

Heat 1: 1st Jason Freeman, 2nd Jamie Patten, 3rd Marc Craddock.  
 Heat 2: 1st Julian Thomas, 2nd Chris Rogers, 3rd Marc Craddock.  
 Heat 3: 1st Julian Thomas, 2nd Jamie Patten, 3rd Chris Rogers.

Final: With a full grid including five novices Julian Thomas was untouchable. From the green light he dominated with Saffron slotting into second and Grant third. On the second lap Craddock passed Rogers and Graham to take third and Saffron on lap five. But to no avail as on lap six his engine seized approaching pit bend. Graham flew past Saffron on lap five to take third and on Craddock's demise gained second place with Rogers in close company. An error at pit bend on lap nine by Graham caused him to slide wide and Rogers nipped through the inside to take second.

### SENIOR BRITAIN

Heat 1: 1st Richard Marsh, 2nd Stephen Phillips, 3rd Kevin Mills.  
 Heat 2: 1st Stewart Baker, 2nd Steve Lawry, 3rd Steve Godbeer.  
 Heat 3: 1st Anthony Cleal, 2nd Steve Prickett, 3rd Edward Moore.  
 Heat 4: 1st Stewart Baker, 2nd Steve Lawry, 3rd Mike Horder.  
 Heat 5: 1st Kevin Mills, 2nd Malcolm Budd, 3rd Edward Moore.  
 Heat 6: 1st Richard Marsh, 2nd Stewart Baker, 3rd Steve Godbeer.

'B' Final: 1st Dene Roberts, 2nd Stephen Phillips, 3rd Mark Burwood, 4th Matthew Best.  
 'A' Final: With 50 entries for this class the heats were extremely close fought but pole man Baker got a brilliant start at the green pulling out an immediate lead which by pit bend was already some five or six kart lengths. Mills, Lawry and Cleal formed a line astern of Baker, whilst Marsh who had momentarily 'oiled-up' on the line had cleared-out by pit bend and slotted into sixth place behind Moore with Godbeer seventh and Etheridge eighth. By the third lap Lawry squeezed past Mills to chase after Baker for the rest of the race. Cleal passed Mills on the third lap but was put under pressure on lap seven when



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Valve Locator/CirClip.....	50p
Crank Nylon Stuffers (each).....	£3.00
Aluminium Stuffers.....	£3.50
Copper Rivets (each).....	50p

## WHEELS & ACCESSORIES

All Mono front SL450.....	£18.50
All Mono rear SL710.....	£17.50
All Mono front rain 360.....	£18.50
All Mono rear rain 5", 6", 7".....	£16.50
iCast all split rim: Rear inner 1" £3.50, rear inner 2", 3", 3 1/2" £4.50, rear outer 3", 3 1/2", 4" £4.50.	
Front inner/outer compl. with bearing.....	£13.00
All front Mono rims compl. with bearings.....	

## AXLES (BEST QUALITY)

25mm.....	£12.00
1".....	£12.00
30mm Solid.....	£15.00
30mm Hollow.....	£19.00
30mm Super Lightweight.....	£35.00

## EXHAUSTS

Exhaust IAME.....	£17.00
135 special exhaust as used by must work teams.....	£37.50
Flex per length.....	£3.50
DK exhaust bends for most models available.....	
Link Extractor.....	£12.00

## ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm.....	£6.00
Front wheel boss, 1/2".....	£7.50
Rear hub 25mm or 1" die cast.....	£4.75
Rear hub 30mm die cast.....	£4.75
Engine mount 15" new type.....	£10.00
Engine mount, sliding.....	£12.00
Engine mount bottom clamps.....	£2.50
Carb spacer.....	£1.50
Disc carrier 25mm or 1".....	£4.25
Disc carrier 30mm.....	£4.25
Sprocket carrier 25mm or 1" die cast.....	£4.75
Sprocket carrier 30mm.....	£4.75
1/2" Finger guard universal.....	£4.50
30mm bearing housing lpc.....	£2.25
Alu coil brackets universal.....	£2.00
Wide engine mount.....	£12.50

## ALL MOUNTS INCLUDE CLAMPS

## IGNITIONS

Motoplat Class 1 Comp. with coil.....	£50.00
Motoplat coil.....	£25.00
* Dial gauge.....	£12.00
* Extension.....	£3.50

## KART COVER AND TOOLS

Kart cover 100cc.....	£13.00
Seat cover universal.....	£12.00
Kart stand unsprayed.....	£14.00
3, 4, 5, 6mm T-bar Allen Key.....	£3.00
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
Gudgeon pin extractor.....	£4.50

## BEARINGS

6204, C3 (metal cage).....	£2.50
6204, C4 (fibre cage).....	£4.25
6204, T, B, P63 (fibre cage).....	£6.50
Super roller cage.....	£5.00
Standard track rod ends (female).....	£2.25
Super track rod ends (male).....	£3.50
Track rod ends (male).....	£3.50
Axle Bearings 30mm (Super).....	£5.00
Axle Bearings 25mm.....	£4.50
Axle Bearing Inch.....	£4.50
Stub axle bearing 12/15/17mm.....	£1.50

## LEISURE TYRES

CHENG SHIN 11x410/350x5 Slick.....	£8.00
11x410/350x5 Treaded.....	£8.00
11x410/350x5 Tube.....	£4.00
Fun kart eg Dart Leisure 13x500x6 Treaded.....	£12.00
13x500x6 Tube.....	£4.00
4x13x500x6 on steel rims.....	£67.50

## VEGA WET & DRY TYRES

.....	£79.00
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## GOODYEAR TYRES

11-600x (German).....	£14.00
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## INNER TUBES

600 tubes.....	£7.50
450 tubes.....	£4.50
350 tubes.....	£3.50

## BRIDGESTONE TYRES

4.5x10x5 YDG (SL) slick.....	£22.50
7.1x11x5 YDG (SL) slick.....	£22.50
4.5x10x5 YDF slick.....	£28.00
7.1x11x5 YDF slick.....	£28.00
5.5x11x5 YDF slick.....	£28.00
7.5x11x5 YBR slick.....	£28.00
3.6x10x5 YDK Britain wet.....	£25.00
6.0x11x5 YDK Britain wet.....	£25.00
3.6x10x5 YDJ wet.....	£27.50
4.5x11x5 YDJ wet.....	£27.50
6.0x11x5 YDJ wet.....	£27.50
4.5x10x5 YBN.....	£20.50
*7.1x11x5 YBN.....	£20.50

## ZIP DIE CAST ALLOY WHEELS

Complete set for 100cc karts with 13-15mm or 17mm bearings in front wheels. Available in all widths to suit your requirements. With 'O' rings and valves.....	£40.00
Less rear bosses.....	£37.00
As above less 'O' rings and valves.....	£37.00
Complete set for 125cc, 200cc, 250cc, without rear or front bosses. With 'O' rings and valves.....	£37.00
As above less 'O' rings and valves.....	£35.00
Rear wheel inner or outer half 4" (100mm).....	£5.50
Rear wheel outer half 3" (75mm).....	£5.50
Rear wheel inner half 2" (50mm).....	£5.50
Front wheel inner or outer half with bearings.....	£5.50
Front wheel inner half.....	£5.50
125cc, 200cc, 250cc.....	£5.50
125cc, 200cc, 250cc.....	£5.50

## WHEELS AND ACCESSORIES

Spun ally front half 5"x2".....	£3.75
Spun ally front half 5"x2 1/2".....	£3.75
Spun ally wide front half 5"x3".....	£4.00
Spun ally rear half 5"x3".....	£4.00
Spun ally rear half 5"x4".....	£5.00
Nova nylon rim 4"x2".....	£2.50
Nova nylon rim 5"x2".....	£2.50
front half.....	£2.50
Nova nylon rim 5"x3 1/2" rear half.....	£3.00

## LATEST PRODUCT

Inner tube Valve key.....	£1.50
NGK Spark Plug resistor cover.....	£1.75
Kartpro Brake pads.....	£6.50
Petrol Filters.....	£1.00
Stub Axle Spacers.....	20p
Bottle Tank Straps.....	£1.75

## RACING PLUGS

NGK 8EV-9EV-10EV.....	£2.75
Special rubber plug caps.....	50p
Plastic plug holders 6 plug.....	£2.00
NGK 8EGV-9EGV-10EGV.....	£3.50
NGK 8EGV-9EGV-10EGV.....	£2.00
NGK B9-EGP.....	£8.80
403.....	£4.00

## GENERAL COMPONENTS

Steering Wheel.....	£10.50
Chain Splitter.....	£12.00
DAP Magnesium Engine Mount.....	£19.00
Magnesium Sprocket Carrier.....	£7.00
Magnesium Rear Hub.....	£7.00
Magnesium Front Hub with Bearings.....	£7.50

## HELMETS AND ACCESSORIES

Centurion glassfibre.....	£60.00
No VAT All makes of helmet available to order. All helmets to BSI 6658 'A' SNELL 80, 85. I.C.L. Vari-clear.....	£1.95
Turbo whirly visors, quality version.....	£12.00
Helmet bag.....	£7.50
Team bags medium.....	£7.75

## DART RACEWEAR

New team suits are in the latest fashion with stripes up the side of arm, leg and body and carry DART logo on back and shoulders.....	£45.00
New F.I. style CIK suit. A new standard in style and comfort.....	£42.00
Leather suits are available in colours and sizes as per PVC overalls. But manufactured in top quality leather.....	£140.00

DART new team leathers. New style in various colour combinations in 7 sizes. Manufactured in top quality leather.....

PVC racing boots.....	£155.00
Suede racing boots.....	£17.25
Short leather racing gloves.....	£22.00
Long leather gloves.....	£10.50
Equipment bag.....	£12.50

## BRAKING SYSTEMS

KP Brake.....	£47.50
DK hydraulic system less disc.....	£45.00
KP pads, per pair.....	£6.50
Zip pads, per pair.....	£6.00
Brake pipe KP per ft.....	20p
Brake disc cast iron.....	£12.50
Brake disc steel (cross drilled).....	£11.50
Vented disc.....	£23.00

## GENERAL PRODUCTS

Castrol R. chain lubricant.....	£2.50
Castrol E.P. 90.....	£1.00
Castrol TQ.P.....	£1.50
Triflon (small).....	£1.50
P.J. chain lubricant.....	£3.25
D.A.G. heat Dispersant P.J.....	£4.00
Shell R. Oil.....	£4.50
Girling brake fluid.....	£1.75
P.H. Grease.....	£1.00
Castrol R.30.....	£3.00
Castrol R.40.....	£3.00
I.L.C. Vari-Clear demister.....	£2.00
Hermetite Instant Gasket.....	£2.00
Inline Petrol Filters (large or small).....	£1.00
Tyre gauges.....	£10.00
Chrome Exhausts Ends.....	£6.50
NGK Plugs Caps.....	£1.25
PVC tank tape (large).....	£3.50
Steel sprocket Class 4 (1" or 2.5mm or 30mm).....	£5.00
Steering Wheels.....	£10.50
Class 4 Rear sprockets carrier.....	£5.00
Class I Motoplat with coils.....	£50.00

## ARROW ENGINE SPARES

Engine mount c/w bolts.....	£20.00
Cylinder head.....	£32.50
Cylinder barrel to head 'O' ring.....	£1.50
Exhaust head.....	£12.00
Finger Guard.....	£10.50
10 T Sprocket fine pitch.....	£5.00
11 T Sprocket fine pitch.....	£5.00
12 T Sprocket fine pitch.....	£5.00
Output shaft oil seal.....	50p
Rotary valve cover.....	£18.00
Oil seal 23557.....	60p
Valve locator.....	£8.00
'O' ring crank valve hub.....	40p
Crankshaft nut.....	£1.20
Crankshaft L.H.....	£47.50
Crankshaft R.H.....	£47.50
Crankshaft oil seal.....	60p
Big end roller bearing.....	£5.00
Cylinder heat nut.....	50p
Piston ass. all sizes inc. piston rings & circlips.....	£19.00
S e Thrust washer.....	£1.00
Crankpin.....	£4.50
Crank ass inc. rod.....	£10.00
Engine mount clamps.....	£5.00
Rotary valve tuned.....	£5.50
Steering valve.....	£4.75
Cylinder compl. 3P.....	£80.00
Cylinder compl. TT.....	£85.00
Cylinder compl. D port.....	£105.00
Liner 3P.....	£40.00
Liner TT.....	£45.00
Liner D port.....	£55.00
Gaskets.....	35p
Connecting Rod.....	£26.00
Con Rod selected.....	£35.00
Carb Restrictor.....	£3.25

## BRACKETS

Chain guard bracket univ.....	£1.25
Coil brackets univ.....	£2.00
DAP throttle bracket univ.....	£4.00
Nose cone bracket.....	£2.50

## AIR INTAKE SILENCER

Foam type.....	£7.50
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# DARTFORD KARTING



**ORDERS (0322) 22645, 92212, 92213**  
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# WPT RACING

Any machined part which you require can be manufactured on our premises.  
Listed are just some of the products available, if you cannot see what you require don't hesitate to give us a call, we guarantee prompt service.

## AXLES (1", 25mm, 30mm, 35mm)

Ground Hollow  
Ground Solid

## DISCS (Plain, Ground, Drilled, Radially Drilled)

Rear  
Floating Rear  
Front

## AXLE SPROCKETS

(1", 25mm, 30mm, 35mm Bore)  
4 Hole P/W's

One Piece Sprocket & Carrier 1/2" Simplex  
3/8" Duplex

Sprocket Carrier 1/2" Simplex  
3/8" Duplex  
Steel or Aluminium

## ENGINE SPROCKETS

(1/2" Simplex & 3/8" Duplex)  
Rotax Offset  
'86' Rotax Offset

KTM  
Minarelli

Flat Rotax  
Yamaha TZ  
Yamaha YZ  
Honda 125  
Honda 250

## CHAIN

1/2" 7N Simplex  
3/8" 203N Duplex

## ACCESSORIES

Mikuni Jets  
Pulse Pump Adaptors  
Long Head Nuts  
Head Studs  
Thermostat Reducing Fittings



**GIVE US A TRY, YOU'VE GOT NOTHING TO LOSE.**

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# ZIP KART ★★★★★ NOTICE ★★★★★

We are not the United Kingdom Sidewinder mono racing wheels distributor, nor do we stock Sidewinder wheels.

The only U.K. Distributor of Sidewinder Wheels are  
**Supersprox Limited.**

*We would like to officially apologise to Supersprox Limited  
for any inconvenience caused by our misleading advertisement.*

Yours Sincerely.

**Martin Hines (Zip Kart)**

**For Racewear in London**

The Largest Motorsport Super Store in England  
THOUSANDS OF PARTS FOR SPECIALISED CARS

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ALL PRICES (EXCEPT HELMETS) ARE PLUS 15% VAT AND ARE SUBJECT TO ALTERATION WITHOUT NOTICE

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Single Layer Nomex Red/White/Blue/Black...£105.00  
Double Layer Nomex Pile Quilt Red/Blue...£259.00  
Double Layer Nomex Box Quilt Red/Blue...£259.00  
Double Layer Nomex Box Quilt Shiny White...£325.00  
Triple Layer Nomex Box Quilt Red/Blue...£390.00  
Triple Layer Nomex Box Quilt Shiny White...£450.00  
Knitted Nomex Underwear Set-S,M,L...£42.00  
Super Smooth Nomex Underwear Set-S,M,L...£48.00  
Short Nomex Socks-S,M,L...£7.50  
Long Nomex Socks-S,M,L...£9.00  
Knitted Nomex Open Face/Eye-Hole Balaclava...£10.50  
Super Smooth Nomex OF/EN Balaclava...£12.00  
Double Layer Nomex OF/EN Balaclava...£18.00  
Proff. Suede/Nomex Gloves Red/Blue...£24.00  
Single Layer Nomex Gloves Red/Blue/White...£26.00  
Racing Double Layer Nomex Gloves Red/Blue...£38.00  
Revoler Mechanics Gloves...£30.00  
Fireproof Working Gloves Red/Blue...£5.00

**KART RACE SUITS (CIK Approved)**

Sparco Clubman Red...£64.50  
Sparco Blue or Red...£105.00  
Sparco Black...£115.00  
Sparco Red & White Two Tone...£125.00  
Sparco Blue & Yellow Two Tone...£125.00  
Sparco Superlook 0.Blue & Yellow Two Tone N/A

**AMS RACEWEAR (Double Layer FISA Approved)**

Proban 1 pce. Suit Blue/Black/Red/White...£69.50  
Single Layer Nomex Suit Blue/Red...£125.00  
Double Layer Nomex Box Suit Yellow/Black...£173.00  
Double Layer Nomex Box Suit Grey/Red/Blue...£173.00  
Eye Hole Balaclava...£12.95  
Spot Type Balaclava...£12.95

**RACE KIT BAGS**

Sparco Rudy Bag (Takes kit only)...£24.95  
OMP Pro Bag (Takes kit and helmet)...£29.50  
RIP SPEED Helmet/Kit Bag...£12.95  
RIP SPEED Helmet Sack...£5.95

**RACING BOOTS**

Sparco Junior Leather Kart Boots Red/Blue...£54.00  
Sparco Top Driver Suede/Nomex Blue/Red/Grey...£72.00  
Sparco Classic Black Leather Nomex Boot...£54.00  
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Zappelli Suede Clubman Boot Red/Blue...£44.95  
Puma Suede/Nomex Boot Red/Blue...£85.00  
Overshoes suitable for all boots...£12.95

**HELMETS (RAC Approved)**

New Bell M2 Full Face (No VAT)(Not RS)...£150.00  
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CUMBRIA KART RACING CLUB

# ROWRAH

JEWEL OF THE NORTH

## BANK HOLIDAY BONANZA

27th-28th August

## BAR—B—QUE

SUNDAY NIGHT

Entry Fees:- Members £10.00  
Non-Members £13.00

Entries to:- Mrs Christine Ballantyne  
3 Eden Close, Great Salkeld,  
Penrith, Cumbria CA11 9LY

No telephone or late entries entertained  
Entries by first post Wednesday 16th August

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