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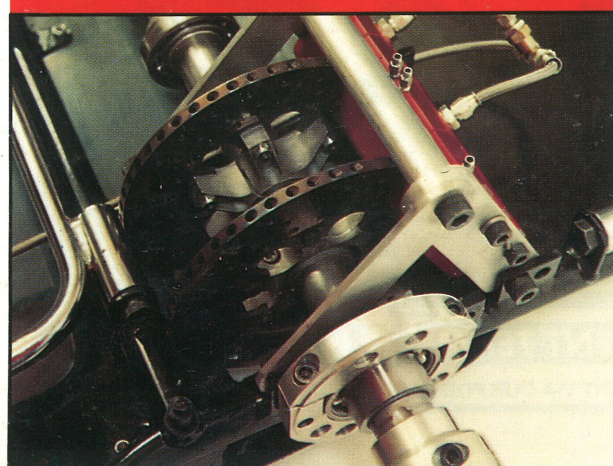
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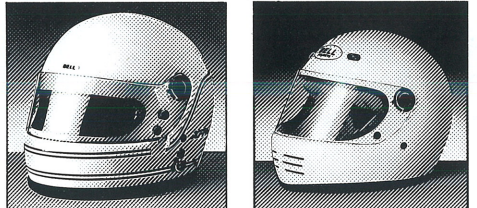
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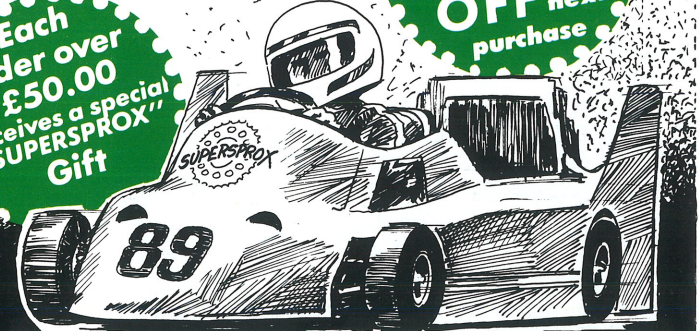
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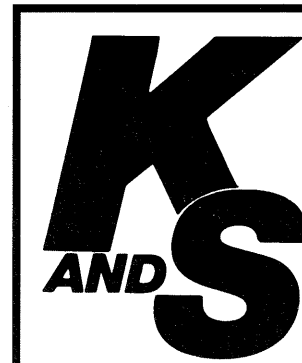
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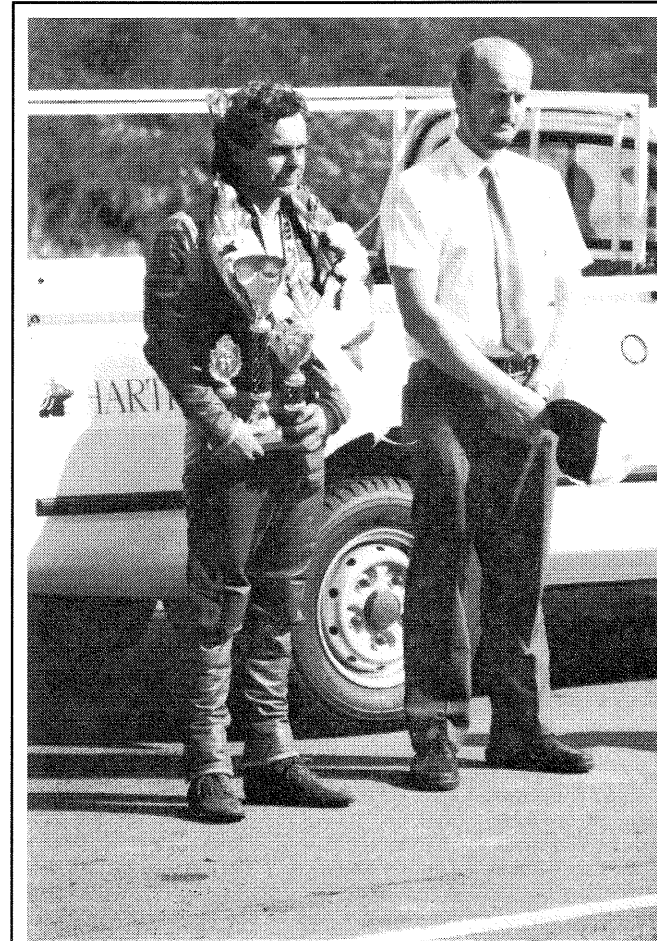
FRONT COVER:

Mark Webster was
snapped in action on
the Cadwell
'Mountain' during the
CIK Trophy race. He
will be looking to
retain the 'GP' plates
this coming weekend.

(Pic: Iain Blair)

MONTHLY

No. 124



*Ian Shaw earned the Formula E 'GP' plates last
year. Can he retain them. Only this weekend will
tell. . . .*

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the full circuit to contest the European Formula E
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STRICTLY CLASSIFIED

*Next month's features include:- Full coverage of the Silverstone
Kart Grand Prix and the opening round of the Formula E World
Championship; Shenington and Felton Super One; Nurburgring
— Formula E World Championship Round 2, Class One news,
plus all the regular features and gossip. (These items correct
at time of going to press).*

Publication date:- Thursday 7th September 1989.



The CIK/FIA Executive Committee met on June 23rd 1989 in Paris, under the Presidency of Mr. Ernest C. Buser. Important decisions were taken, notably:

IN THE VIEW OF A REDUCTION OF THE NUMBER OF CIK CHAMPIONSHIPS

From 1990: The European Championship Intercontinental-A, Group 2, will take place in **one** event only. Only a driver who was not entered in the CIK European Championship Formula-K or Formula Super-Hundred, the same year, has the right to enter the CIK European Championship Intercontinental-A, Group 2.

From 1990: The European Championship Formula-E and the European Championship Intercontinental-E (Singlecylinder), will take place in **one** event only. This two events will be linked together, the same system as for the Formula-C/Intercontinental-C Championships.

SAFETY: On application of Chapter XV of the International Sporting Code the following changes made for safety reasons will come into force without notice:

Homologation of Circuits called "Long Circuits" (Automobile or Motorcycle Circuits or Circuits with lengths of more than 1.5 km):

- for all grades of Circuit Licences International-C/B or A, a CIK inspection is obligatory.

- the maximum length of the Circuit shall be of 2.5 km (the CIK has the right to give a waiver for the World Championships).

INTERNATIONAL KARTING REGULATIONS: Chapter D Tracks: From 1991, for CIK Championships (except Junior Championships) in Group 1, Formula-K/Formula Super Hundred and Formula-C and in Group 2 Intercontinental A/B/C, the length of the Circuit shall have a minimum of 1000m and the width of the Circuit shall have a minimum of 7m but a width of 8m is recommended.

ARTICLE 14.2.3: As it is foreseen in this article, the Start may be given either by National Flag or by Lights. On the grounds of safety, from 1990 all starts for the European — and the World Championship Formula-K and Formula Super-Hundred shall be given by Lights.

It will be essential that all venues which will be hosting these events, prepare a system of lights to comply with the CIK specifications as given in the technical sheet edited by the CIK.

From 1991, the system of lights will be obligatory for all CIK Championships.

ALLOCATION OF THE CIK JUNIORS WORLD CUP: In the view of the fact, that the Juniors Championships are the most difficult events to organise, the Executive Committee adopted the following proposal: in so far as it is possible, the ASN who has organised the CIK European Championship Juniors, should have priority the following year to organise the CIK Juniors World Cup.

SUPER KART POKAL INTERNATIONAL SERIES — SRG HAMBURG: The CIK Executive Committee refused the approval of this series due to the non respect of the regulations in force. The Committee has decided that the CIK could only accept those applications which have been submitted latest before end of the previous year, being examined latest end of December. The authorisation of the ASN's to use their territory has to be enclosed.

CIK IMPOSE PENALTIES FOR FIGHTING During the Formula Super-Hundred event at the Italian Grand Prix round of the CIK European Championship held at Jesolo, two karts made contact in an overtaking manoeuvre resulting in both karts leaving the track.

While one driver (Connelly) was still lying on the ground semi-conscious and slightly injured, he was attacked by the other driver concerned (Zetterstroem). They were separated, but while the first driver was walking away, he was attacked again and as a result, blows were exchanged.

The matter was reported by the Clerk of the Course to the Stewards of the Meeting and as a result of the Judicial Hearing, the Stewards considered that public fighting can only bring the Sport into disrespect and fined both drivers SFr. 1.000 — (one thousand Swiss Francs) and excluded them from the results of the Meeting. Further, in reporting the matter to the CIK Executive Committee, they recommended that the drivers be excluded from the remainder of the European Championship Series and the World Championship.

This matter was discussed by the Executive Committee at their meeting in Paris on 23rd June 1989. Neither driver chose to attend but both submitted written statements.

Having considered the case, the Executive Committee came to the following decision:

They endorsed the sanction taken by the Stewards at the meeting and in the case of the aggressor (Zetterstroem) imposed:

"A suspension from all CIK events for 1989 and a further probationary period of 3 years ending 31.12.1992, during which suspension will be automatic for any further offence".

The driver has the right to appeal in accordance with Article 152 ISC.

With regard to the other driver (Connelly), they considered the action taken by the Stewards was sufficient and imposed no further sanction.

From this it is quite clear that the CIK intends to take the very firmest of lines in order to put a stop to such behaviour at all CIK Events.

Bell for Playscape charity day

DEREK BELL spearheads a line-up of drivers who have put their names to the RAC Indoor Pro-Kart Challenge which takes place at the Docklands London Area on Sunday, November 26.

The former World Sports Car Champion will team manage the J.A.T.F. Racing team comprising son Justin, US Barber Saab runner Robbie Buhl, John Finch and Mark Litchfield. The team — sponsored by Finmor Holdings and Ebel Watch — is one of 21 which has already paid the requisite £150 deposit to compete on the day, all proceeds going to Barnados 'Families Together' charity, a local Tower Hamlets project which deals with respite care for families with a handicapped child.

Two fully paid up teams include the long-suffering Brands Hatch Marshals and Team Labatts, comprising Tim Harvey, Lawrence Bristow, Tiff Needell and David Sears!

For the first time, we have a crew of ladies competing under the title 'Formula Female' the line-up including Formula Forward championship contender Heather Baillie, Amanda Runnacles, Fiona Webb and Lucy Rogers. Motor Racing GB has also put in a team for the Docklands event, headed by Kurt Luby, who has more than adequate help from Richard Dean, Scott Stringfellow, Gary Woodcock and Tim Sugden, while British Formula 3000 championship leader Andrew Gilbert-Scott leads the Evans Medical with Mycil crew.

Although there are too many to mention, other entries have been received from previous charity day winner, sebron Autostores, as well as Chevron Cleaning Company, Anchor Group, Wessex Mouldings, Fair Warning Agency, Team Cox, Sakura Satellite Systems, London Property Maintenance and Killer Wolves, to name but a few.

Playscape is putting in a lot of time, financial backing and hard work to make this the most successful event to date and it is hoped with the raised prestige, more money than ever will be donated to Barnados. Apart from anything else, it's a great day out with plenty of non-stop action.

Tickets will be on sale to the public from the London Arena box office on 01-538 1212 from next month. The prices are £5 for adults and £3 for children, and all major credit cards are accepted.

ATTENTION PADDOCK . . . ATTENTION PADDOCK

Have you any news . . . views . . . ideas that you would like to see in K and S? If so then let Mike Smith know and you might just see yourself in print.

I have some ideas for future articles but if you feel there is something of interest, a funny story perhaps or a different angle on karting then let me know.

Ladies . . . don't be shy . . . you **must** have something to say.

Kids . . . what interests you?

See me at meetings, write, phone or Fax (0204) 26926.

Mike Smith, 13 Winifred Road, Farnworth, Bolton BL4 0HH.

I will process all ideas . . . pass them on to Ed . . . and let's liven things up a bit.

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Vast estates not necessary. 1/2 of an acre upwards will do nicely.

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250 NATIONAL Yamaha Zip Gp. Alan Cheetham tuned. Long and Short Circuit bodywork. Full engine rebuild, Brembo brakes. Tons of spares. Quick immaculate outfit ready to race. Genuine reason for sale. Telephone:- Dursley (0453) 47173.

210 VILLIERS KMP engine, Barlotti chassis, side pods. New wets on rims. RAC licence refusal forces sale — £850. Telephone:- 07605 291.

LOOK! DAP SL 04 1989 complete rolling chassis raced only once. Good condition with YBN's on rims and nosecone — £400 ono. Telephone:- Oxford (0865) 66272.

AIR-COOLED CSK ROTAX barrel and head, unused since replate — £100 ono. Telephone:- (0908) 77881. ANDERSON ROTAX 125 outfit, only 5 meetings old, as new. Fully tuned, 3 sets of tyres and wheels, fully fitted trailer. Too many spares to mention, over £3,500 worth complete. First £2,700 takes the lot. May split. Telephone:- 021-311 1042.

100cc BRITAIN, complete racing outfit in immaculate condition, comprising ART rolling chassis with AP Lockheed brake, contoured seat, Nassau panel, spare chassis and replacement axle — £200. Two ART tuned Arrows on 50.7, one unraced since tuning — £200 each. Carbs, slicks, wets, cover, paddock trolley, tyre press, loads spares. Well engineered, good looking and competitive outfit, ready to race. £700 secures the lot. Ring Geoff on (0538) 383542.

1982 ROTAX 250 engine with 36mm Dellortos and ignition, but no barrels or pistons — £200. Will split or swap 125 engine for spares. Telephone:- Norwich (0603) 749977.

ZIP GPN 126 ROTAX, ready to race with full body in red, Kelgate axle, slicks and wheels — £1,250. Telephone:-Eamonn Talbot (0925) 821517.

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FULL RACING OUTFIT, 250 Formula E Dino Rotax, trailer, slicks, wets. Many spares, very fast. 7th in 1989 British Short Circuit Championship. Sensible offers. (0789) 842156.

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£700
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CLASS IV BARGAIN! Barlotti Rotax 125 National. Ideal Short Circuit chassis. Fully tuned engine and carburettor. Very Quick. Ready to race — £650. Telephone:- Royston (0763) 246921.

DINO VILLIERS, excellent condition, Motoplat, wets, slicks, jets, stand, tool — £450 ono. Gearbox — £40. Covered trailer — £120. Suit (unused) — £30. Telephone:- Coventry (0203) 501030.

BARLOTTI ROLLING CHASSIS, Aeroquip pipes, nose and bubble. Plenty of spare tyres and rims, including wets — £225. Telephone: Alec on (0752) 706923 or (0836) 595121.

250 NATIONAL Yamaha YZ250 w/c, Zip GP, long and short circuit panels, loads of spares. 2 sets slicks, 6 wets, most mounted. Owner returning to USA — £750 ono. Telephone Peter on (0953) 717515 (evenings).

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
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CHENGSHIN SPORT TYRES
CHENGSHIN WET TYRES

100 NATIONAL retirement sale. Sprint 89SE, used once. Sprint 88SE, ex-Beasley, both with too many bits to mention. Loads of wheels and tyres, etc. All must go. Phone: (0480) 456047 (day); (0480) 405525 (evenings). Hurry up!

ZIP ROTAX 125 air-cooled, Hurley tuned. Never raced since recent set up. New Bridgestones, Rev Counter, etc — £595 ono. Tel: (0240) 263087 (Bucks).

ART THOMPSON'S 250 National Locite Zip Yamaha, Kelgate brakes, accessories, engine spares, tyres, wheels, 16ft Sprite caravan. The lot must go. Offers. Telephone:- Bedford (0234) 870024.

WHERE AND WHEN

15th-17th SEPTEMBER

Valence (F) — CIK Formula K/Formula Super Hundred World Championships

16th SEPTEMBER (Saturday)

Kirkistown — (Off Rubane Road, Cloughey, Co. Down, Northern Ireland)

17th SEPTEMBER

Nuthampstead — (Off B1368 Cambridge-Ware Road — 1½ miles east of Barkway)
Jurby — (Jurby Airfield, Isle of Man)
Crail — (9 miles southeast of St Andrews, Fife)
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon)
Bovington — (Two Counties Kart Club, Bovington Camp, Dorset)
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2 junction 3)

23rd SEPTEMBER

Ellough — (2 miles from Beccles, Suffolk) — Gala Trophy Meeting

23rd-24th SEPTEMBER

Le Mans (F) — Bugatti Circuit (Formula E World Championship — Final Round)

24th SEPTEMBER

Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)
Pembrey — (Welsh Motorsports Centre, 8 miles from Llanelli, on A484, Dyfed)
Three Sisters — (Wigan Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs)
Dunkeswell — (5 miles from Honiton, Devon) — 125 Challenge Round 10

Rowrah — (4 miles from Frizington, Cumbria)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads, Lincs)
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)
Langbaugh — (South of the River Tees, Teeside) — RAC Senior Britain, 100 National, 100 Super British Championships

1st OCTOBER

Carnaby — (2 miles west of Bridlington, North Humberside)
Little Rissington — (RAF Station near Stow-on-the-Wold, Glos) — 125 Challenge Round 11
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)
Jurby — (Jurby Airfield, Isle of Man)
Felton — (7 miles from Morpeth, on A1, Northumberland)
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde)
Mariembourg (B) — Intercontinental 'B' European Championship

7th OCTOBER (Saturday)

Snetterton — (Racing Car Circuit, 19 miles southwest of Norwich, on A11, Norfolk) — Central Kart Club Championships — Final
Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

8th OCTOBER

Birmingham — (Chasewater Wheels, Wheels Adventure Centre, Adderly Road South, Saltley, Birmingham B8 1AD)
Clay Pigeon — (Midway Dorchester and 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)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

Lawrence Raceway — Bovington Camp Dorset

Run by the 2 Counties Kart Club, 'Bovvi' as it is affectionately known, held its first meetings in 1987.

The circuit is laid out on Saturday afternoons by a small band of willing helpers, using tyres and drums, on the parade ground of the Junior Leaders Regiment (courtesy of the Commanding Officers). The circuit measures some 800 yards and zig-zags backwards and forwards across the square.

Due to the short nature of the circuit and availability of time, the meetings are restricted to Class One karts and small "one grid" (18) entries, all to 'Closed to Club' permit. Racing is unusually very close and exciting, spins are frequent, no doubt caused for 100's by the ultra-low gearing and consequent rapid acceleration (current 100 National leader Nick Clark uses a 94 rear on his DAP/Rotax) and the atmosphere is superb (even when wet).

Bovvi is also unique in having an undercover paddock area (wet weather drill hall for the recruits) big enough for the entry level allowed. Due to security risks and lack of space, drivers unload their vehicles at this point and then take them to a vehicle parking area.

A "condition" of entry is that at the end of the day's racing everyone helps to clear away the tyres and drums (average time approximately 23 minutes) — then trophies are presented.

Stalwarts of the Club are Jan and Alan Collinson (Jan is Comp Sec — Alan Scrutineer), Ron and Julie Shone (of Tabor Karting) — I appear to have inherited the job of Starter though I now have a probationary Clerk of Course licence and am assistant to Alan Bryant, leaving Wife Beryl to look after son Nick! To those not mentioned — sorry.
(Info: courtesy Brian Clark, 13 Meares Drive, Shaw, Swindon, Wilts, SN5 9QN. Tel:- (0793) 872852.

In future issues we will be carrying regular reports of the meetings at Bovington — Ed.

* *European Championships — Italy:* Roger Kiesa sent us the following piece of information. Most drivers soon found that when they were using the KID box they were 3/10th or 4/10th sec quicker than when they were using other filters. KID Box drivers in one qualification heat finished 1st, 2nd and 3rd and they were — Mastronardi, Eyckmans and Rivolta. In the Time Trials three KID Box users finished in the first 6. In the final KID Box drivers finished 2nd, 6th and 8th. Mastronardi was the best placed at No.2 In the qualification heats, Eyckmans (Belgium) was five time 2nd placed using the KID Box . . .

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1990 PROVISIONAL CALENDAR CIK CHAMPIONSHIPS TROPHIES, CUPS

Championnat d'Europe European Championship	GP de FRANCE	05/06.5.	Valence/F
Formule-K/Formula-K	GP d'ITALIE	26/27.5.	Val Vibrata/I
Formule Super-Cent	GP de FINLAND	16/17.6.	Paimio/SF
Formula Super-Hundred	GP de BELGIQUE	30.6./01.7	Mariembourg/B
	GP d'ALLEMAGNE	28/29.7.	Liedolsheim/D

CHAMPIONNAT DU MONDE 1990 1990 WORLD CHAMPIONSHIP

Formule-K/Formula-K			
Formule Super-Cent/Formula Super-Hundred	14/16.9		Jesol/I

CHAMPIONNAT DU MONDE 1991 1991 WORLD CHAMPIONSHIP

Formule-K/Formula-K			
Formule Super-Cent/Formula Super-Hundred	13/15.9		Le Mans/F

Championnat d'Europe European Championship

Intercontinental-A	24/26.8.		Langbaugh/GB
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Championnat d'Europe Juniors CIK

	02/03.6		Le Mans/F
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COUPE DU MONDE JUNIORS CIK CIK JUNIORS WORLD CUP

Intercontinental-A	13/15.7		South Garda/I
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CHAMPIONNAT DU MONDE WORLD CHAMPIONSHIP

Formule-C/Formula-C	01/02.9		Laval/F
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Championnat d'Europe European Championship

Intercontinental-C	01/02.9.		Laval/F
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CHAMPIONNAT DU MONDE WORLD CHAMPIONSHIP

Formule-E/Formula-E	04/05.8. 18/19.8. 22/23.9		Silverstone/GB Nürburgring/D Bugatti-Le Mans/F
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Championnat d'Europe Formule-E European Championship Formula-E

	16/17.6		Paimio/SF
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Championnat d'Europe Intercontinental-E European Championship Intercontinental-E ((Monocylindre/Singlecylinder)

	16/17.6.		Paimio/SF
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CIK ASIA/PACIFIC CHAMPIONSHIP

Intercontinental-A	09/11.11.		Cockburn/AUS
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TROPHÉES CIK TROPHIES

CIK TROPHÉE DES PAYS DE L'EST CIK TROPHY OF THE EASTERN COUNTIES Grand Prix de Pologne/Grand Prix of Poland

Formule-C/Formula-C-Intercontinental-C	19/20.5.		Bydgoszcz/PL
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CIK VIKING TROPHY (for nordic countries Denmark/Norway/Sweden/Finland, only. A-licence holders excluded).

Intercontinental-A			date and circuit to be confirmed
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CIK TROPHÉE DES PAYS MEDITERRANÉEN (uniquement pour les pays de la méditerranée, détenteurs d'une licence 'A' exclus).

			date et Circuit à confirmer
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FELTON AND THE CIK TROPHY DATE

The Super One Round, planned for Felton on 12th-13th August, has been rescheduled to 1st October because of the Langbaugh C.I.K. event.

To fill the gap in the calendar a meeting will now take place at Felton on August 20th.

your letters..

Dear Ed,
Through your columns may I apologise to the 140 drivers and their families for abandoning the meeting at Kimbolton on the 9th July during the second heats. This decision was taken with the approval of the RAC Steward on the grounds of safety. It was most unfortunate that the tar used by an external contractor to fill the cracks on the circuit had not hardened off, due to the heat I suppose. It was picked up on the tyres and with little or no adhesion some karts were spinning like tops.

However, due to having friends in high places, the circuit will be relaid before the next meeting on August 13th and it is possible that the proposed extension will be started before the year ends.

Many drivers were consulted and it seems they would be more than content to pay a reduced entry fee for this meeting by way of compensation. For those who were not there, the normal fee would apply of course.

It was a most unhappy weekend for our Officials, as in addition to the foregoing, a considerable amount of damage was done to the surrounding wheat crop by riding pit bikes through the crops and two overnight marshalls posts were wrecked and the hangar housing the planes broken into.

As a result, the landowner banned the known owners of one pit bike for all time, an action endorsed by the Committee, distasteful though it was.

I appeal to all visitors to Kimbolton, *don't* bring pit bikes or push bikes, *don't* let your children damage crops, *don't* play football near buildings and smash windows. This puts the future of the circuit in jeopardy; having been here 30 years we look forward to another 30.

Yours faithfully,

H.W. Bicknell,
Club Chairman,
Hunts Kart Racing Club.

Dear Ed,
Following the recent Short Circuit Gearbox Championships held at Little Rissington in June the final results were modified by the RAC. The driver originally placed 6th by the organisers Phil Hawkins very sportingly informed the RAC that he was in fact misplaced and was further back in the field a lap down. The effect of this was to move drivers from 7th place originally up a place and Rob Peters now takes 9th place. It is important that recognition be made to Phil Hawkins for acting in the name of Good Sport to put right the Results for such a prestigious meeting. It must be hard to receive and then return a prize but I am sure I speak for all the drivers who were affected when I say a very big thank-you to Phil for his gesture.

I would also like to thank Ron Brassey for his sympathetic attitude to the problem which is where he succeeds and Bromsgrove Kart Club fails.

Yours sincerely,
Liz Peters.

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

HESKETH SUPER CHALLENGE

The Hesketh Super Challenge descended on Three Sisters for its third round at the end of May. The mighty roar of the Rotaxes and the whine of the Yammy twins brought back memories of days gone by when each meeting had a healthy grid of these mighty machines and all credit to Trevor Cryer for his sterling efforts to bring such a spectacle to the short circuits and to Elsa Price and Audrey Ashe for their continued support.

So far in the series Bob Kennings had proved unbeatable winning 7 of the 8 races and settling for a second in the other. His newest challengers were Ian Woodcock and Trevor Cryer who no doubt felt greatly encouraged when he had gear-box trouble in practice and had to use his spare engine for the racing. Malcolm Green also hit problems in practice, seizing his motor and as his spare had digital ignition he had to be excluded from the results.

Heat One

With a deafening roar, a cloud of smoke and minus all the rubber they left on the floor they were away, somehow they all got through the kink and up the hill with Woodcock leading Allan Jones, Cryer, Kennings and Green. Jones disappeared on lap three shortly after Cryer passed him over the hill and Kennings reeled in the first pair, leaving Green, Richard Budd and Neil Heins to battle out the middle order. Kennings slipped past Cryer as the Todmorden Butcher missed his gears but braked too late at the bottom of the hill to allow Cryer back into second. Lap seven and the three leaders came up to lap Tony Fussey when Yamaha carbs were spraying petrol anywhere but into the barrells and when everyone re-opened their eyes it was Cryer who had got the best of the tangle to lead them home to the flag. Woodcock held onto second ahead of Kennings, Jones, Green, Budd and Heins.

Heat Two

this time it was Green's turn to lead over the hill followed by Kennings, Cryer, Woodcock and Quigley. Lap two and both Cryer and Woodcock were able to squeeze past the Birmingham driver whilst Jones was charging through from the back. A lap later and Cryer struck the front taking Woodcock through with him and this pair began to pull away from the Green, Kennings battle, whilst Budd was battling to hold off Quigley. Lap 6 and Kennings's pressure told as he finally displaced Green as Jones disappeared and Heins began to put Quigley under pressure. At the flag

Cryer had the win from Woodcock, Kennings, Green, Budd, Heins and Quigley.

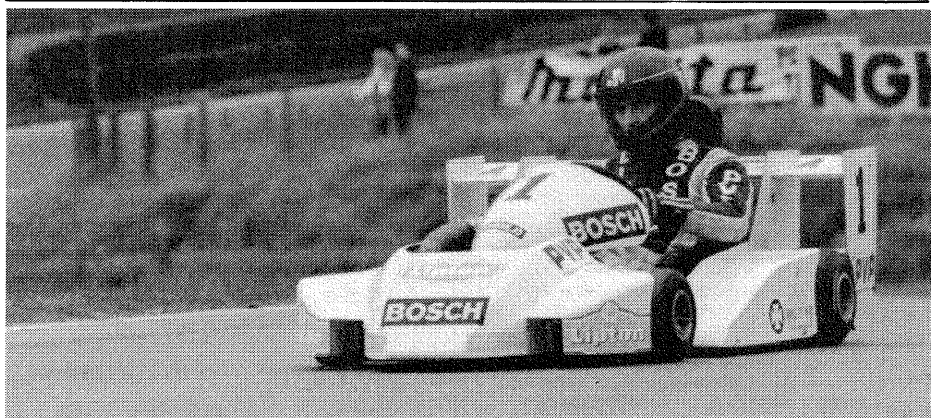
Heat Three

From the lights Quigley got the best start but over the hill it was that man Cryer back in front again as Jones spun out at the bottom leaving the early order Cryer, Quigley, Green, Budd, Woodcock and Kennings. Next lap and Cryer began to open up a very useful lead as Quigley went from second to last. However, Cryer's joy was short-lived, as next time round he drove into the pits with problems unknown. This left Green in front but not for long as Woodcock eased past him whilst Kennings relentlessly closed in on the pair. Lap Six and Kennings was by Green but too far behind Woodcock to mount a serious challenge and very soon Budd was on Green's tail. At the flag the order was unchanged with Woodcock winning from Kennings, Green, Budd, Jones, and Quigley.

FINAL

5.30pm at the end of a glorious day and all spectators and drivers alike glued to the fences to watch this one. In a breathtaking display of brute power they were away, Woodcock's pole used to advantage to give him the lead over the hill. Cryer got a flyer from the second row to slot into second ahead of Green and Kennings, who was slow off the mark. Once more two battles reigned at the front with Cryer crawling all over Woodcock and Kennings trying to find a way up Green's exhausts. Lap three and Cryer fairly flew over the hill to take the lead into the pit bend and a lap later Woodcock was in trouble with a bad misfire allowing both Kennings and Green to pass him. Cryer was beginning to pull away from Kennings who in turn was now well clear of Green, whilst poor Woodcock had suddenly got Quigley and Budd for company. However, some judicious jiggling of the plug caps seemed to clear the problem for Woodcock and he started to close on Green again. As the race entered its closing stages it looked like Cryer was either tiring or simply taking it easy as Kennings suddenly began to reel him in. However each time he got too close Cryer squirted his Rotax to open up a gap again but nevertheless it was jolly close at the end with Cryer (apparently almost out of water) just holding off Kennings with the rejuvenated Woodcock back in third, Green fourth and Budd in fifth ahead of Quigley, Jones, Dave Durance, and the leading Yamaha of Terrence O'Neill.

Brian Lord



Petersen's 4th place at Assen recently showed he is coming back to form and could pose a few problems at Silverstone. (Pic: Iain Blair)

Kart & Superkart

CLUB SCENE

Shenington

SUNDAY, JUNE 18th

Everyone was complaining about the lack of grip on this extremely hot Sunday in June so no lap records were broken although it was a close thing in Senior Britain Clubman. The meeting was marred by one or two accidents and get well soon messages go to Rachel Day from Junior Britain taken to hospital with a suspect broken collar bone. Some of the top drivers were off at Clay Pigeon Super One but still leaving an entry of 212 drivers to enjoy the sunshine and competition.

JUNIOR BRITAIN CLUBMAN

1st	Malcolm Smith	Gillard/Parilla
2nd	Terence Dove	Sprint/Par/EME
3rd	Brendan Rawle	Zip/Parilla
4th	Lee Seffron	Dino/Parilla
5th	Brett Upperton	Wright/Sirio
6th	Gareth Hunt	Wright/Hewland

JUNIOR BRITAIN SUPER

1st	Nicholas Smith	Gillard/Parilla
2nd	Darren Malkin	Wright/Parilla
3rd	Alistair Weston	Superdart/Sirio

210 NATIONAL

1st	Glen Clarke	Stratos/Villiers
2nd	Martin James	Dino/KMP
3rd	Bob Bannellick	Barlotti/Villiers

SENIOR BRITAIN CLUBMAN

1st	David Hodkin	Gillard/Parilla
2nd	Steve Crompton	Wright/Parilla
3rd	Adrian Chue-sang	Boxer/Hewland
4th	Terry Elvins	Wright/Dap
5th	Duncan Paterson	Wright/TKM
6th	P R Davies	Zip/TKM
7th	Peter Burden	Wright/Parilla
8th	Lee Tester	Zip/Hewland

Novice Award: Jonathan Turnbull

SENIOR BRITAIN CLUBMAN B FINAL

1st	Steve Crompton	Wright/Parilla
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SENIOR BRITAIN SUPER

1st	Simon Broad	Dap/Parilla
2nd	Nick Watkins	Dap/Parilla
3rd	Gary Mathews	Dino/TKM
4th	Rupert March	Wright/Parilla
5th	David Clarke	Boxer/Parilla

100 NATIONAL

1st	David Homer	Sprint/Rotax
2nd	Paul Wilkes	Wright/Rotax
3rd	Andrew Cook	Kali/Sirio
4th	Guy Pratt	Barlotti/Par

250 NATIONAL

1st	Keith Bisp	Dino/KMP Honda
2nd	Chris Tomkinson	Dino/KMP Honda
3rd	Pat Tomkinson	Dino/KMP Honda
4th	Lenny Knox	Anderson/KTM

250 INTERNATIONAL

1st	Trevor Harvey	Dino/KMP Rotax
2nd	Bob Kennings	Phoenix/BKMS
		Rotax
3rd	Neil Hems	Dino/Yamaha
4th	Andrew Fido	Dino/KMP Rotax

125 NATIONAL & OPEN

1st	Steve Puddiphatt	Zip/Goff Rotax
2nd	Dennis Gale	Anderson/Minarelli
3rd	Kim Marks	Stratos/SED Min
4th	Allen Dell	Anderson/Rotax
5th	Rob Bagley	Dino/Rotax
6th	Alan Whichello	Stratos/SED Rotax

100 NATIONAL CLUBMAN

1st	Craig Booth	Zip/Sirio
2nd	Nick Smith	Wright/Sirio
3rd	Richard Mack	Gillard/Sirio
1st Novice	Dominic Antonucci	Dap/TKM

Jurby

SUNDAY, JUNE 25th

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

JURBY JUNK

Following three days of round the houses racing at Peel, we were welcomed by a warm but windy day at Jurby on Sunday. With 32 visitors from the mainland and Ireland staying over to get in a few more laps in at our shorter circuit set up at Jurby airfield.

The only disappointment of the day was that on scrutineering it was discovered that Roger Goff's Zip Eagle chassis was cracked, so we didn't have a chance to see the European Champion in action one last time, although I understand that he will be back for Peel next year. Nevertheless we still had some of the better known stars of the circuits to entertain us, not least the talented Dell family from Ashford, who had thrilled us all at Peel with their follow the leader performances which as I was told by Alan Dell was not planned, it just turned out that way.

We also saw the return of rising star Matthew Pinny, son of famous 210 pilot Jeremy, once again win the cadet class championship for the second year running. And so with the forecast rain staying away, the farewell meeting for our visitors got under way.

May I also take this opportunity to say thanks on behalf of the local drivers for all the help and advice freely given by the more seasoned competitors from either side of the Irish Sea.

The first final under way was the combined Cadet/Junior classes, with our own rising star Nick Edwards taking both heats for pole position in the final. As usual he had a cracking start and stayed in front for the full 12 laps, despite a determined challenge from Walsall's Adam Wilcox and our own Tim George, but superior knowledge of the course gave Nick the race by 25 yards or so. In the Cadets Mathew Pinny showed young Darren Beavers that he had no intention of giving up his title to a newcomer to the Isle of Man, and was obviously over the moon with his win judging by the grin on his face as he crossed the line (look out Dad I'm not far behind you).

Next we had the 100 Britains/Nationals. Jim Norris from Coventry having won both heats scorched away from the green light in pole position with Alan "Pops" Brain from Crosby here on the IOM in close order behind him, it remained that way for the entire race. Richard Messenger and Alan Edwards continued their season long battle in the 100 nationals, but neither of them had any reply for the smooth style of Winchester's Richard Ayling, who led from start to finish.

In the 125 Open/National classes there was no surprise at the victory by James Ponting from Andover. Following a first and second in the heats he came over the line ahead of Bob Blight from Hook, having driven a steady calculated race, in the Open class following a first and fifth in the heats. Andy Griffiths continued where he left off in Peel by exciting the crowd with a spec-

tacular demonstration of high speed driving, with the flying Dell family in close contention throughout the race.

Geoff Evans from Onchan IOM got his revenge on Maggie Dell by once again coming from the back of the grid and this time managing to overtake Maggie on the final corner on the last lap, the fastest Mum in kart racing tried to regain her fourth spot in the race to the flag but Geoff just managed to hold her off.

In amongst the 210s the 125s carried on exciting the crowd as they had done in the heats, with his main rival Derek Gray out of the way Liverpool's David Peers had local driver Terry Paxton to contend with, Terry tired as hard as he could but to no avail and David was happy to finish the race in front. The 210 class with the absence of Jeremy Pinny was a walkover for runner up in Saturday's final David Bailey who was followed over the line by Gordon Ellinor from Basingstoke, unfortunately there was no real challenge from the local stars with most of them being sidelined by mechanical problems but nevertheless it was an interesting final.

The last final of the day was of course the combined 250 National/International and this saw a deserved win in the International class for local lad Mal Stoddart who after his hard fought for second place in Saturday's races at Peel showed everyone that he was in a class of his own on his home ground. Ashley Barnard from Lough came home the victor in the National class from a surprise last minute entry by our club Chairman Mick Kenworthy.

I hope all who were present at the post Peel meeting enjoyed the racing and will endeavour to come back next year.

CADETS

1st	Mathew Pinny	Anderson Comer
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JUNIORS

1st	Nick Edwards	Wright/Parilla
2nd	Adam Wilcox	Sprint/Wilcox

100 NATIONAL

1st	Richard Ayling	Wright/Parilla
2nd	Alan Edwards	Sprint/Parilla

100 BRITAIN

1st	Jim Norris	Dap/Dap
2nd	Alan Brain	Phoenix/TKM

125 OPEN

1st	James Ponting	Anderson/TM
2nd	Bob Blight	Allkart/TM

125 P&R

1st	David Peers	Phoenix/Honda
2nd	Terry Paxton	Zip/GP Honda

125 NATIONAL

1st	Andy Griffiths	Anderson/Goff Rotax
2nd	Alan Dell	Anderson/Rotax

210 NATIONAL

1st	David Bailey	Barlotti/Villiers DMA
2nd	Gordon Ellinor	Barlotti/Villiers

250 NATIONAL

1st	Ashley Barnard	Zip/Yamaha
2nd	Mick Kenworthy	Zip/Yamaha

250 INTERNATIONAL

1st	Mal Stoddart	Anderson/Rotax
2nd	Paul Allen	Zip GP/Goff Rotax

August 1989

CLUB SCENE

Daniel led from pole, as the pack gave chase, completing the opening lap ahead of the quick Wilson, from Button, Shaw, Hamond, Yeomans and Mills. As if to prove my thoughts wrong, Matthew Shaw was well wound up and nailed Button for third on lap two, as Mills bettered Yeomans two places further back.

Wheldon still led, but Shaw's pursuit of second place proved too much for Wilson, who had to concede on lap four as Shaw pressed forward. Back in fourth, Button was not content with his place, the rear of Wilson's Jeta looming large in his visor. Mills was now fifth, chased by Moseley, from Ross-Mackenzie who had just demoted Hamond.

Coming slowly into the picture was Davidson, from his low placed opening tour, latching onto the back of Hamond by half distance to move ahead on lap seven. Back at the front though it was still number one who held the premier spot, Wheldon taking the flag on the only Ferrari in the race, from an impressive Shaw second. Rounding off the top six were Button, Wilson, Mills and Yeomans, with first novice Andrew Sidebottom thirteenth.

JUNIOR BRITAIN

Heat 1: 1st Alistair Weston, 2nd Jonathan Greensmith, 3rd Darren Wandless.

Heat 2: 1st Jonathan Greensmith, 2nd Gary Broughton, 3rd Verney Wood.

Heat 3: 1st Jonathan Greensmith, 2nd Verney Wood, 3rd Darren Wandless.

The smallest grid at 14 drivers, with Greensmith catching attention with the manner in which he finished the heats. Several other drivers were also well into the act, although Weston's DNF in heat two did little to help his cause.

The consistently quick Broughton did not waste any time at the start, snatching the lead round the first lap, as Darren Wandless pursued in second. Next up was the rapid Weston, from the heats favourite Greensmith, Wood and an excellent novice performance from Whitney in sixth, as he kept Fauch at bay.

Lap two and Weston served notice of intent when he came round in second, with Wandless back in third, looking a little unsteady as Greensmith dropped him another place on the following lap and losing another to Wood on lap five. Broughton's hold on the lead ended on lap six, as the press-on Weston emerged in front. From here on Broughton was clearly in trouble, dropping a place a lap to take an eventual, despondent fifth at the flag. No such problems for Weston, Alistair homing in on the chequered flag for a good win, with the equally quick Greensmith coming home as runner-up. Wandless had put in a commendable recovery in the closing laps, to get his own back on Wood for third, from the luckless Broughton and the impressive novice Whitney, in fifth and sixth.

COMBINED GEARBOX 125/210/250

Heat 1: 1st Malcolm Green (250), 2nd Colin Kay (250), 3rd Peter Geeson (250).

Heat 2: 1st Malcolm Green, 2nd Colin Kay, 3rd Peter Geeson.

Heat 3: 1st Malcolm Green, 2nd Peter Geeson, 3rd Colin Kay.

Although the 250's took the top heat places, the lesser capacity lads were not slow, Jamie Robinson taking the 125 honours on two occasions, with Nick Costins one, and Andy Hunt wrapping up the proceedings on his Barlotti/Villiers in 210.

Twenty one karts completed the opening lap, 19 finished ten laps later, surely a testimony to the mechanical sympathy displayed by these drivers. However, it was little surprise to find

Anderson/Rotax of Green in first place, as the rest trailed in his slipstream. Kay was next, followed by Costins (125), Smith (250), Sully (125) and novice Chapman (250), with top 125 heat winner Robinson back in 9th. And Geeson? After his heats display, he was trailing in last place and although he made up several places, his day was effectively over.

The race would have been a little more exciting if Green could have driven blindfolded. As it was, apart from an easy victory, the only topic worthy of further mention, rested on how many lapped runners he could put between himself and Kay in second. Answer, seven, which included Powell and Geeson, drivers of strong calibre. Behind Kay, leading 125 Costins was third, chased by Smith and Chapman, ahead of 125's Robinson and Sully. At this stage the top 210 was the 16th placed Hunt, from Gregory and Shirley.

So at the flag Green maintained his 100% record, Kay well back in second. In the dying stages, Smith found his second wind to snatch third from Costins. Robinson was fifth, with Chapman having to settle for sixth and best novice. Although a lap down, Roger Gregory took 210 honours, from Shirley and Hunt, the latter having faded in the last half of the race.

SENIOR BRITAIN

Heat 1: 1st Michael Mills, 2nd David Hodkin, 3rd Antony McHugh.

Heat 2: 1st Michael Mills, 2nd Paul Wildsmith, 3rd Antony McHugh.

Heat 3: 1st David Hodkin, 2nd Antony McHugh, 3rd Michael Mills.

A strong turnout once again with 23 karts, including two UK lads. Away they went, poleman Mills forging ahead to lead the field, ahead of McHugh, Hodkin, Wildsmith, Pitts and Gibson, with Guest (UK) in seventh. Unfortunately, that was how it remained, as the top six remained unchanged for the full length of the race. At one stage, David Mansell looked as though he might have made further progress, holding tenth at the start, before bettering Sedgewick and then Richardson, but Guests UK Knight/TKM proved a bit tougher, Mansell scraping by on the last lap to claim seventh.

On the kart front, Patron's Knight chassis continues to increase in numbers, now equalling the Boxer entry with six each. Parilla still remains the most popular engine, although Arrow's are becoming more in evidence each meeting.

100 NATIONAL

Heat 1: 1st Mark Faulder, 2nd Phil Burton, 3rd Craig Booth.

Heat 2: 1st Andy Cook, 2nd Matthew Payne, 3rd Craig Booth.

Heat 3: 1st Mark Faulder, 2nd Steve Merry, 3rd Phil Butterfield.

Even with the loss of drivers to the Britain class, the Britain grids do not seem to suffer the way the Nationals do! I speak of course of the constant lack of discipline on the rolling laps. The National talent is no better than that of the top Britain drivers, so why this constant trouble? Once again the race was stopped before the lights, Clerk of the Course Steve Clayton having threatened throughout the day and finally crying enough! Steve Merry clearly thought otherwise, whose profane language to the officials cannot be repeated here. Such antics are unforgivable; he was excluded from the final, fined £100, with a recommendation of a 30 day licence suspension. That the RAC Qualifiers fall due in the next 30 days is not the officials problem.

Eventually the final got underway, the newly

Dap mounted Faulder sprinting to the front, to head the Supreme category, ahead of Booth (Sirio), Cook, Smith (Sirio), Barrett (Parilla) and Manley (Parilla). Sirio motors it seems are a force to be reckoned with. Cook caught Booth napping on lap two, whilst Manley dropped a couple of places to Burton and novice Antonucci (TKM). Barrett was next on Burton's card, as he put in a race long pursuit of Nick Smith.

Burslem was streaking through the field on his Wright/Rotax, climbing from fourteenth to seventh by lap seven, putting Mack under pressure, before losing it and dropping to last place. Up at the front, Faulder was not to be denied this time, as he made sure the Kali of Andy Cook stayed in second place, to take a win he has threatened for some time. Booth was third, top non-Rotax (don't confuse me Craig, the programme said Rotax), ahead of Burton, who had finally succeeded in catching and passing Smith with two laps to go, from Mack back in sixth. Novice Antonucci drove very well indeed to secure eighth place overall.

BITS 'N PIECES

August 27th — once again Fulbeck will host the All England Cadet Championship, for which a test day will be held the Sunday before on the 20th. Come on you young chaps, get your entries in. There is no point in making it too easy for young Mr Whelden.

Thank you Jonathan Sedgewick, for this efforts in marshall recruitment. Well done Jonathan.

I understand Peter Blake is hanging up his helmet after many years of competition at National level. Good luck in your business Peter, your crafty driving style will be missed.

Results

CADET

1st Daniel Wheldon	Ferrari/Comer
2nd Matthew Shaw	Jeta/Comer
3rd Jenson Button	Jeta/Comer
1st Novice Andrew Sidebottom	Jeta/Comer

JUNIOR BRITAIN

1st Alistair Weston	Dart/Parilla
2nd Jonathan Greensmith	Boxer/Parilla
3rd Darren Wandless	Boxer/Parilla
1st Novice Lee Whitney	Gillard/Parilla

GEARBOX

250	
1st Malcolm Green	Anderson/Rotax
2nd Colin Kay	Phoenix/Yamaha
3rd John Smith	Phoenix/Yamaha

125

1st Nick Costins	Zip/Rotax
2nd Jamie Robinson	Zip/Rotax
3rd Jon Sully	Stratos/Minarelli

210

1st Roger Gregory	Zip/Villiers
2nd Ray Shirley	Barlotti/Villiers
3rd Andy Hunt	Barlotti/Villiers

SENIOR BRITAIN

1st Michael Mills	Jeta/Dap
2nd Antony McHugh	Boxer/Parilla
3rd David Hodkin	Gillard/Parilla
1st Novice Paul Whitehead	Boxer/Arrow

100 NATIONAL SUPREME

1st Mark Faulder	Dap/Rotax
2nd Andy Cook	Kali/Rotax
3rd Phil Burton	Zip/Rotax

ANDERSON



BRITISH CHAMPION — GRAND PRIX WINNER — UK CUP *Kart Centre*

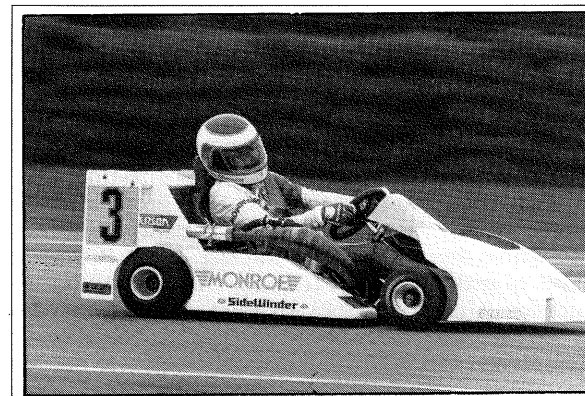
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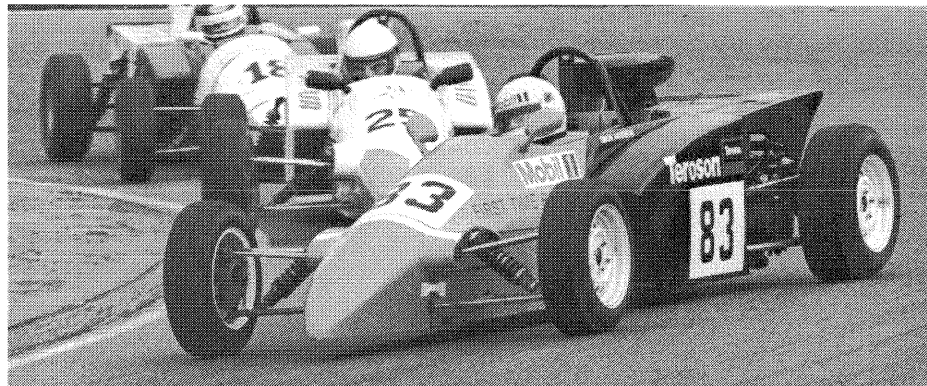
★ 125 CHALLENGE	1st Graham Stevens
	2nd Denis Gale
★ SNETTERTON 250 NATIONAL	
	1st Mark Webster
	2nd Derek Rogers
★ SNETTERTON 125 OPEN	
	1st Simon Cullen
	2nd Graham Barker
	3rd Richard Crump

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INSIGHT.....FIRST TIME RACING



Simon Harrison (83) benefited from First Time Racing with free entry to the class' "Top Gear" Winter Series.

First Time Racing was born of a simple idea developed in 1987 by Howard Paterson and his partners Elizabeth Redfern and Mark Smithson. The theme is that, given the right contacts, enough money, proper training and back-up, novices with racing talent can be sought out and developed into potential motor racing and rally stars, people who might otherwise have remained oblivious to their unique capabilities.

At First time Racing everything is geared toward proper personal service. The first day begins at 8.30am in the classroom where the pupil is given a good basic grounding in all he or she needs to know at that early stage. Then comes the introduction to the cars — 16 valve Golf GTi's and Formula First single seater racing cars, fitted with 1600cc transverse engines based on the Fiesta XR2.

For the remainder of the morning the pupils drive, learning how to control the Golf on the limit without losing it and falling off the hard stuff, reading the road and setting the car up for various types of corners, followed next by a stint of laps in a Formula first.

A point here about safety. First time Racing takes no risks with people. This is all down to good preparation and the highest safety standards. During the first year they chose Carnaby near Bridlington, a popular venue for motorcycle racing (and karting), safe because it was designed with bikes in mind, with several run-off areas, no trees, kerbs or ditches to catch out the unwary. Now the organisation has its own privately developed circuit at Blyton in Lincolnshire, just off the A1.

Back to the programme — during the well earned lunch break pupils fill in a questionnaire. After lunch it's back into the Golf and five laps with an instructor watching the driving. He won't mention the score at that point but will mention anything he considers will enable the pupil to drive the Formula First faster.

Now comes the test of what the pupils have learnt — ten laps in the First against the clock, driving smoothly and correctly, putting into practice all that has been taught. The assessors will be looking for

improved lap times as well as one fast lap. All the time development potential is being assessed by the experts, every aspect of performance is evaluated and balanced against the other.

At the end of the first day each pupil is advised of what talent or potential they have for race driving. Howard Paterson guarantees that everyone will leave a better driver than when they arrived. The disappointment will come for some when they are advised, in all honesty, that they haven't made the grade.

Very important, about 40% of first day drivers will be offered a second day of advanced handling skills and driving techniques.

At the end of the second day's assessment ten pupils will be chosen for the final. First Time Racing assembles a panel of motorsports experts, including drivers, team managers, sponsors and the media and these people will judge each driver by examining every talent and facet of his or her personality, both by assessing driving skills and interviewing. The final race or rally driving winner will be one whom the panel feels has got what it takes to make the grade to the top of the profession. After last year's final six out of the ten finalists went on to compete competitively in motorsport.

In 1988 Simon Harrison from Cambridge

reached the top. Simon started racing in karts, finishing sixth in the British Junior Championship in 1985 and he also won the Gold Steering Wheel award. He currently holds the Formula First lap record for the Brands Hatch Grand Prix circuit. Simon is pictured on this page, driving 100 Britain at Rye House and the the First car, No. 83.

Simon's prize was a completely free entry and full backing in the Top Gear Formula First Winter Series at Brands Hatch. Two other runners-up were also entered, on a subsidised basis (First Time Racing paid so much, the entrants the balance).

The rally driver who won last year was Robert Pugh and his prize was free entry in two international rallies, competing against works teams and some of the best drivers in the country. The two rallies were both forest rallies. The Cartel International, which starts at Bradford and goes all over Yorkshire, and the Welsh International, which starts at Cardiff and goes all over Wales. Both events attract drivers worldwide.

Now well into its second year of full time operation First Time Racing fields three teams. The Formula First team have had three wins thus far and all three drivers have never left the top ten of the Championship. The Formula Forward team is winning the Forward Championship, having won six out of nine rounds, with six pole positions. The rally team were third in class on the Cartel International and second in class on the Welsh International.

If you fancy your chances as a single seater or rally aspirant, a day's testing with First Time Racing will cost you £135.00 (including VAT). However, you might save yourself some money — just by entering the Kart & Superkart/First Time Racing Competition, three questions, which shouldn't tax the grey matter too much. . . . Entries should be addressed to: **First Time Racing, (Kart & Superkart Competition), Canal Side West, Newport, Brough, North Humberside, HU12 2RX.**

You can use the coupon at the bottom of the facing page. Remember, first correct answer out of the bag is the winner!



.....having cut his teeth in karting, seen here(11) at Rye House (Both pics courtesy F.T.R.)

Kart & Superkart

calls late at night or the crack of dawn do indicate that some drivers have not got their act together and consequently the regulations now invoked include a \$5 fee for telephoned entries, and these will only be accepted between 7pm and 9pm. The message is — postal entries, and have them in by Wednesday. After a busy practice day for the Cadets race morning dawned dry and clear with the promise of a fine day by the weatherman. Unfortunately the hole in the ozone layer over Dorset took effect and the onset of drizzle towards the end of the meeting really caused some thought provoking problems regarding tyre types.

CADETS

During the heats it was Peter Clark and Paul Rivett who consistently took the first two places while Scott Cooper, Marcus Bazely and Louise Colin all drove well to earn places in the front three rows for the final. As always, further back in the field, the usual scraps took place with some spirited driving amongst the novices — Gareth Penn, Andrew Fairweather and Gavin Brewer. From the green light in the final it was Peter and Paul who shot away and held their first and second places throughout, whilst behind them a fine battle for third was taking place between Louise, Marcus, Stuart Lane and Gareth. Andrew had a spin coming out of the chicane and lost some time while Gareth hit the kerb at the hairpin and this allowed Stuart to get in front. Gary Catt, who had some good middle finishes during the heats pulled out on lap three and the race settled into the expected positions without any further mishaps.

JUNIOR BRITAIN

With a nicely manageable 'one grid' entry there was some excellent entertainment in this class with a variety of drivers coming in the top three in the heats, and firsts past the flags were Jason Cox, James O'Neil and James Scoging. Darren Seedhouse and visiting novice Lee Whitney from Hoddesdon both had a good day to earn places near the front of the final grid. In the final Scoging shot away from the start and opened up a 50 yard cushion by the end of the first lap. All the action was then taking place in the struggle for second and third places between Cox, Jamie Wood and O'Neil with Matthew Isgrove very neatly pulling up a few places. After four laps the drizzle set in and the difficult conditions resulted in a few excursions onto the grass. Some most competitive racing in the middle between Simon Spearing, Neil Moulton, Lee Saunders and Richard Folds was reduced a bit when Simon spun off on finish straight leaving James Lane to lead in that particular group. Meanwhile some magnificent racing for second place held the crowds interest until O'Neil just managed to cross the line behind Scoging for second place, just half a kart in front of Wood and with Isgrove right on their tails. Good racing in difficult conditions.

GEARBOX

Again some most attractive racing with 14 drivers providing a colourful spectacle on a course where gear changes and driver ability are more important than going fast in a straight line. It was Trevor Harvey's day in the 250 class, while in the 125s James Pontin and Andy Griffiths shared the first and second places in all heats, though Robin Thomas and Andy Coleman were never too far behind to jump in should the opportunity arise. The final was a spectators delight. The track was dry but the low cloud reduced visibility and distorted vision. Nevertheless Ponting shot away from the start and it

took three laps for Griffiths to catch up with him. Harvey was never far behind these two while next in line Leigh was being hard pressed by Thomas who eventually got past on the inside of top bend on lap six. Meanwhile Richard's 250 challenge came to an end with a track departure at Billy's on lap seven. The last lap was quite outstanding and wonderful to watch as Ponting, Griffiths and Harvey went round bumper to bumper before eventually crossing the line in that order but with the three machines virtually abreast.

SENIOR BRITAIN

With an excellent entry of over 60 drivers in this class it was to take 11 races of heats and finals to determine the top men for the day. Not surprisingly there was some first class racing by the majority of entrants, though a computer like brain was required to keep track of the order of merit. Andrew Clark took all of his three with Peter Rochford next in line for points with two wins and a second. Dene Roberts three second places and Richard Marsh's first, second and sixth put these two on the second row for the A final. Other club drivers who did well in a field of this size, to make the front half of the final grid were Mittel, Cleal, Paul Hann, Elliott, Goss, Sheahan, Smith and Robinson. Page won the C final, then very nearly made it from the back to get in the front four of the B, which was won by Mills after some very strong competition from Horlock, Horder and Spilker. The A final was always going to be a good one, with the weather playing a significant part and lots of head scratching over the tyres. Over half of the drivers came out on wets — though in retrospect most of them probably wished they hadn't. Despite, or because of, the variety of tyres the race was a delight to watch. Clark had pole, and even though Rochford did get past at the start of the hairpin on lap one, Clark was back in the lead when they came out of the hairpin. So it continued up front with the leaders opening up a gap and with some quite attractive stuff going on behind them. With such a large entry there were no stragglers in the final and the whole pack stayed together throughout. The close stuff in the middle was provided by Robinson, Elliott and then Cleal who rejoined the action after a short break on lap 10. There was no let up whatsoever during this tremendous session and at the flag it was eventually Rochford who took the honours with Clark, Roberts and March in close line behind him. For the aficionados of wets versus dry tyres, Rochford was on slicks and Clark on wets. From a professional point of view credit must go to all drivers in this final for the minimal attrition rate. How nice to see 23 finishers after a most competitive race, yet one without mishap or contention. Well done Britains.

100 NATIONAL

The heat winners were Game, Hicks, Edrey and Yorke with Hann, Wilkes, Rennison and Raynor achieving high enough finishes to earn them a spot in the front half of the final grid. After watching the Britains the majority of Nationals came out for their final on slicks — and quite rightly too. From the green light the front four shot away but Hicks disappeared to leave the battle between Game, Hann, Rennison and Wilkes. Game held the lead for five laps until Hann and Rennison both got through, to be followed by Wilkes on lap seven. There then followed some quite remarkable driving up front with Rennison sitting on Hann's tail before getting through on lap ten when Hann was sucked into the slipstream of a back marker. By now the rest of the field were engaged in many private duels

with one of the more noticeable being a spirited scrap when Barrett was holding off the determined advances of Ayling, Mack and Dunn. On the final lap, and after a marvellous display of close driving, Hann got engaged to Rennison on the final corner and this allowed Wilkes and White to take the top two places. In summary — eleven and a half laps of sheer entertainment by Rennison and Hann, followed by a half lap of glory for Wilkes; thereby proving that patience is a virtue.

Vic Sirett

Results

CADET

1st Peter Clark	DAP/Comer
2nd Paul Rivett	Allkart/Comer
3rd Louise Colin	Laser/E2311

JUNIOR BRITAIN

1st Jamie Scoging	Wright/Parilla
2nd James O'Neil	Wright/PCR
3rd Jamie Wood	Jeta/DAP

SENIOR BRITAIN

1st Peter Rochford	Wright/Parilla
2nd Andrew Clark	Wright/Parilla
3rd Dene Roberts	Dino/Parilla

100 NATIONAL

1st Paul Wilkes	Wright/Rotax
2nd Clifford White	—/—
3rd Richard Yorke	—/—

GEARBOX

250	
1st Trevor Harvey	Din/KMP Rotax

125

1st James Ponting	Anderson/TM
2nd Andy Griffiths	Anderson/Rotax

Fulbeck

SUNDAY, JUNE 25th

Another superb day greeted the 100 plus drivers who signed on, with hot, sunny conditions, helping to make it a relaxed meeting for most. A full grid of 24 100 National, split almost 50/50 of Rotax and the rest, meant the Club were able to experiment with a new idea, with trophies for the highest Rotax finishers, as well as for the highest best of the rest. This proved popular and means those redundant Nationals from 1988 who were unable/unwilling to go the Rotax route, now have the chance to "come back". The Rotax runners in the report therefore became known as National Supreme, as opposed to National Clubman. However, more on the Nationals later, because it's not all good!

CADET

Heat 1: 1st Jenson Button, 2nd Matthew Shaw, 3rd Daniel Wheldon.

Heat 2: 1st Daniel Wheldon, 2nd Jenson Button, 3rd Justin Wilson.

Heat 3: 1st Daniel Wheldon, 2nd Daniel Yeomans, 3 Justin Wilson.

Twenty one Cadets with several leading hot-shoes, together with a respectable number of novices, were on hand for the ten lap final. With Davidson curiously out of contention, it seemed only Button was expected to mount a challenge on British Champion Wheldon. From the lights ►

Bearing all this in mind an entry of just under 90 was probably a big disappointment to the large bunch of hardworking officials but when you consider that the Border Champs were at Rowrah on the same day in addition to meetings at Wigan and Fulbeck then it was a fair share of the 400 or so karters in action in the North that day.

It was nice to be greeted with a newsheet along with the programme and to see a Doctor present throughout the meeting. The sunny weather continued England's balmy start to the summer and with over half the entry restricted licence holders Yours Truly, Steward for the Day, was able to erect his chair in the middle and enjoy a relaxed atmosphere whilst signing his life away.

CADETS

A clean sweep in the heats for Maltbys' Daniel Gibson whose main opposition came from Jont, Robson, Jamie Yeomans and the novices Lee Lewis and Andrew Tindale. In the final Gibson shot away but was soon reeled in by Robson who blasted through into the lead at the start of lap 3. Behind Yeomans, Lewis, Tindale, Keith Brown and Oliver Player were enjoying a terrific scrap as the rest of the field fell away. At the half distance Gibson regained his lead going into the infield only to lose it on the way out whilst the chasing bunch were shuffled by a back marker giving Brown and Player the best deal and an excursion to the grass for Yeomans. On the last lap Gibson made a brave bid for glory nipping up the inside onto the infield but he came out wide leaving Robson the better line and victory by inches. Brown held off Lewis with Player and Tindale equally spaced behind.

JUNIOR BRITAIN

Young Nick Lamb certainly gave the opposition the chop as he walked away with the heats with Michael Knaggs, Paul Lee, Nicholas Hemmingbrough and Peter Woodward left to pick up the remaining places. In the final Lamb carried on where he left off in the heats quite simply driving away from the opposition. First time into the infield hairpin Hemmingbrough tangled with Nigel Hall leaving the latter upside down and a lap later the same spot accounted for Woodward costing him his third place. From there on in it became a procession with the front runners well spread out. A the flag it was Lamb from Knaggs, Lee, Hemmingbrough and Richard Charlton with Oliver Hutchinson collecting the novice award.

SENIOR BRITAIN — RESTRICTED

With the biggest entry of the day Alice Wright had split the novices out so that they could enjoy their own private battles. Doug I'Dell took two heats with John Knights the other, Graham Johnson and Robin Sinden took the other front spots. In the final I'Dell grabbed the lead and began to open up a useful cushion from Knights and Johnson who were involved in an epic struggle for second before the latter lost it onto the infield falling back two places. For the bulk of the race the interest centred round the battle for second with Tony Goleby and Johnson keeping Knights on this toes. R. Norman livened the proceedings up with a spectacular disappearing act in the tyres but no one could stop I'Dell coming home well clear of Knights, Johnson and Sinden.

SENIOR BRITAIN

I hadn't seen Simon Redman around the tracks for some time but his display in the heats showed

that he's lost none of his old skills as he won them all with ease. Six different people shared the other top spots with perhaps John Yeomans, Eric Dews and Simon Lupton the most likely to offer opposition. In the final Redman was caught napping as the outside row got away best with Yeomans leading from Dews but Redman shot past Dews round South Bank and did the same to Yeomans next lap and then pulled away leaving the only real scrap that between Lupton and Dews who kept swapping places. Redman eased back in the final stages, almost overdoing it as Yeomans closed to within inches at the flag with Dews, Lupton, Dave Muse and Tony Capaldi well adrift.

100 NATIONAL

The 100 National final was left till last to keep the crowd to the bitter end and those who stayed couldn't have been disappointed. The heats had gone to Chris Needham (2) and super driver, Mark Windle, with stiff opposition from Jonathan Hughes, Michael White and Chris Clarke. In the final it was Needham, from the second row, who cleared the first bend in front but Hughes squeezed through into the infield leaving the order at the end of lap 1 as Hughes, Needham, White, Windle, Clarke. Lap 2 and Clarke spun out and Windle past White round South Bank to begin closing on the two leaders. We were now in for eight more laps of non stop action as these three drove bumper to bumper throughout. First Windle was upto second then Needham was back and then Needham was launched in the chicane as he tried for the lead only to have the door slammed in his face. The start of the last lap promised desperate measures and we weren't to be denied. Windle and Needham took the infield hairpin locked together and continued round the hairpin onto the straight in the same mode with Needham getting the better of it only for Windle to get out of the chicane in front. Out of South Bank it was three abreast with Needham in tight and out wide and all three hitting the line abreast. Hughes clearly had the win but second was so close I wouldn't have liked to make the decision but it was finally given to Windle by a gnats whatsit with White collecting fourth and Andrew McKennas' 5th giving him the Clubman Section.

COMBINED GEARBOX

If my own miserable gearbox outfit wasn't out of action I would have enjoyed this one but doubt if I'd have gained more than a distant view of Paul Studley who made full use of the Rotax twin to lead all the heats from flag to flag. Behind Tony Wilson and Martin Cleveland took the 250 National honours, Bill Clarke the 125 and Des Davison the 210 ones. In the final Studley lifted the wheels off the floor as he rocketed away, never to be seen again, leaving Wilson to hold off Clarke and Hemmens on the 125's whilst Cleveland held off the flying Villiers of Davison. Lap 4 and Clarke and Wilson tangled onto the start and finish straight leaving the latter en route to the Tees Rescue area as he disappeared out of my sight. I didn't hear a bang so assume he somehow missed them! Amongst the excitement Hemmens bad day continued as he disappeared and the field spread out to become somewhat of a procession. At the flag it was Studley (by almost half a lap) from Clarke, Cleveland, Michael Oughtread, Alan Lopez and the 210 winner Davison.

Brian Lord



Results

CADET

1st	40 Jonty Robson	Jeta/Comer
2nd	48 Daniel Gibson	Allkart/Comer
3rd	18 Keith Brown	Allkart/Comer

JUNIOR BRITAIN

1st	15 Nick Lamb	Wright/DAP
2nd	11 Michael Knaggs	Zip/Parilla
3rd	27 Paul Lee	Gillard/Parilla

SENIOR BRITAIN (REST)

1st	66 Dougie I'Dell	Gillard/DAP
2nd	25 John Knights	Jeta/Arrow
3rd	39 Graham Johnson	Boxer/PCR

210 NATIONAL

1st	95 Des Davison	Zip/Villiers
2nd	15 Antony Whymark	Lazer/Villiers

SENIOR BRITAIN

1st	81 Simon Redman	Fullerton/Parilla
2nd	12 John Yeomans	DAP/DAP
3rd	79 Eric Dews	Wright/Parilla

100 NATIONAL

1st	81 Jonathan Hughes	?/Rotax
2nd	7 Mark Windle	Sprint/Sirio
3rd	90 Chris Needham	Fullerton/Parilla

250E CHALLENGE

1st	6 Paul Studley	Anderson/Rotax
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125 NATIONAL

1st	69 Bill Clarke	Zip/Rotax
2nd	22 Michael Oughtread	Lazer/Rotax

250 NATIONAL

1st	63 Martin Cleveland	Zip/Suzuki
2nd	52 Alan Lopez	Stratos/Honda

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Clay Pigeon

SUNDAY, JUNE 11th

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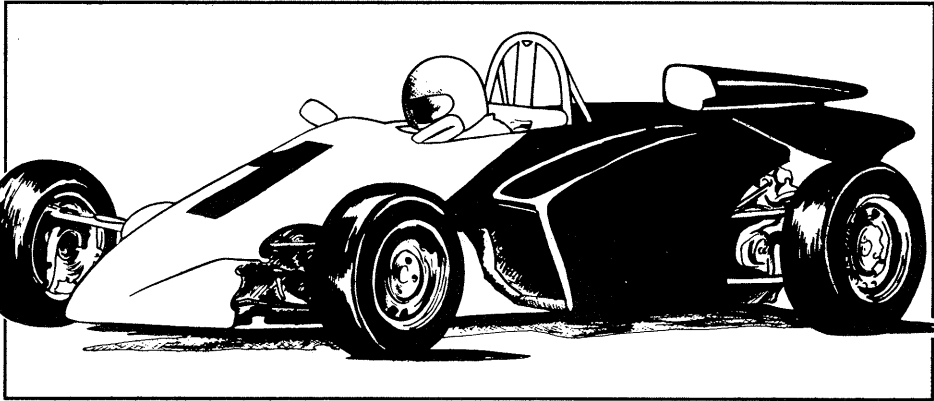
Membership: Mr Clive Shutler Tel: 0202 486286

CLAY CHAT

Fourth round of the Club championships and with the meeting combined with Round Four of the Cadet Series we saw the largest entry at Clay for many years with over 160 drivers competing in 38 races. Congratulations must go to the secretaries, scorers and officials who managed to run the day so smoothly despite some late illnesses which reduced the normal team. On the subject of entries please don't forget that our officials do a great job on our behalf to provide facilities for the drivers to race, and a bit of consideration concerning race entries would be appreciated.

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Question 2. Where and when was the first European Championship for 250cc?

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WE WON'T MAKE A DRAMA OUT OF A CRISIS

RAC (sic) JUNIOR BRITAIN QUALIFIER ROWRAH, 11th JUNE 1989

So there we were at Rowrah, all ready to go and this bloke says, "Who are the 44 drivers to go through?" "Easy," sez me "The B and A finalists". Think again dear reader for the real story was that the top 44 FINISHERS would progress to Wombwell in September.

Case 1; the leader of the A final for 24 ½ laps blows the motor to bits within 100 yards of the flag. This lets in a guy from the C final to qualify as a "finisher" Silly ain't it.

Case 2; all 24 drivers in the A final parade round for 25 laps in formation at rolling lap speed in order to finish. Equally silly.

These seemed to be the options open to the punters as there was no-one from the RAC to make a decision (is there ever?) at the meeting anyway. It was maybe just as well, as the joker who thought up this amazing piece of nonsense would probably been separated from his dangly bits by the majority of those present.

So myself and Ken Wright offered the drivers the option of running four heats with points in all to count, the top 44 points scorers to go through. Put to the vote a forest of hands were in favour, less than a handful against. OK let's go racing, folks.

At this point, all the grids were reworked to allow for the extra heat and special mention must be made of the spectacular efforts made by Christine Ballantyne and Alice Wright to come up with the goods in record time. My sincere thanks and admiration to you both. Thanks also to the drivers and parents for their patience and understanding while we endeavoured to sort things out. You were ace.

With twelve heats to get through and no finals the race report now takes on a slightly different look with a race by race appraisal of the heats followed by the top ten points scorers.

Heat One

The opening race was a bit of an "Oggie racing" benefit as Ogden drivers Darren Manning and Alan Mackay used their front row placings to great effect to sew up first and second respectively throughout the race. Steve Warburton came through very well too but hadn't the answer for the two Rowrah regulars and seemed to be settling for third when it was snatched away on the last lap by Jamie Spence in the drive of the race. It was Spence's second time in third, as his earlier brief acquaintance with that place had been taken away by Warburton within a few laps. Shadowing the leading bunch was Stuart Capstick, one of a few drivers to try PCR motors as an alternative to the mighty Parilla, with the top six completed by Nick Lamb.

Heat Two

Another lights to flag win but this time in favour of Dominic Harlow, a Gary Parker protege, doing well on his first visit to the venue. Fighting his way up through a crowded pack was Michael Simpson slotting into second past Michael Graham on the 6th tour and staying there from then on. In a pair of sterling drives were James Matthews and Graeme Melville, both having to struggle up from the lower part of the grid. Jamie Patten showed a great deal of common sense by following these two through and netted 5th for his pains with the top six being completed by

local hope Robert Jenkinson, his first meeting of this status.

Heat Three

Led for the first three laps by Verney Wood until Gary Broughton got the upper hand and took over for the next four tours. That was when the signal was given for battle royal to commence between Ralph Firman (tended by TF himself) and Nick Dudfield. It was a wonderful dice, exciting to watch and clean too which added to the pleasure of those watching it. Firman came out the winner with Dudfield a close second but third was reserved for a reward for another good drive, this time by Gareth Hession, who had been in the hunt all race. Fourth was the mid-race leader, Broughton with Guy Smith 5th and Josh Cobb 6th, the latter two fighting up from the rear of the pack.

Heat Four

A resounding lights to flag here for rapid Ulsterman own McAuley kept company by Darren Malkin throughout the race. Third was Darren Manning, having to fight from mid-grid to claim it with the third place holder for much of the race, Johnny Eastwood, having to settle for fourth from Stuart Wood and Stephen Warburton, the latter again having a scrap with Stuart Capstick who finished just behind him.

Heat Five

The first heat win of the meeting to Graeme Melville leading from the off until the first flutter of the chequered flag. He was shadowed initially by Nathan Ferriday but with Peter Dumbreck and James Matthews joining the fray, Graeme's task was made easier and the fight was on for second. For a great many laps, the ball seemed to be firmly in Dumbreck's court but a flurry of activity very late in the race saw Matthews take the runner up spot from Dumbreck and Ferriday. Paul Higginbottom showed that his early season visits to Rowrah hadn't been wasted with a fine and very consistent 5th whilst Robert Jenkinson recorded his second 6th place of the meeting.

Heat Six

Halfway point in the day's proceedings and the first win to the works Gillard pilot, Guy Smith, taking over the lead from Mark Blair on the third tour and stretching away to a fine win. Further pressure on Blair by Jamie Davies saw the Yeovil lad secure second place at half distance with Blair left in third and having to stave off the attentions of Gareth Hession who would finish in fourth from Darren Wandless and Nick Dudfield.

Heat Seven

Well taken win for John Nelson diving past Christian Horner on the third lap to take the lead but the race will be remembered for the majestic drive through the thong by Jamie Spence. His rise up the order was like a breath of fresh air to the racing purist, tiring of the tedium of F1. Spaces appeared in front of him as if by magic and all opportunities were taken, round the outside, up the inside with never a questionable move among them. Horner after his brief early

lead had to settle for third at the flag with the unique Chariot of Owen McAuley in 4th ahead of Chris Cox and Stuart Wood. Daftest bit of driving in the race (and the meeting) saw Capstick and Warburton go off twice in tangles with each other. Both looked equally guilty and came away from this race with zero Brownie points and a warning about their future behaviour.

Heat Eight

Second race win here to Melville, starting in mid grid this time and spending a great deal of time dragging Michael Simpson through the order, only losing his 'tail' at around half distance. This tactic was sound thinking on Simpson's part and amounted to a free inspection of optimum lines and so on.

The leader for the first five laps was Stuart Saggers but he retired with what I suspect was a rod failure early in the sixth lap. The lead was thus taken over by Nick Smith but that proved to be only a temporary occupancy until the emergence of Melville, taking first Brad Lintern for second then Smith for the lead. Nick and Brad held second and third respectively with the enterprising Simpson netting fourth at the flag. Nathan Ferriday came home in fifth place ahead of his rival in their previous race, Peter Dumbreck.

Heat Nine

First blood to one of the youngest drivers at the meeting, Matthew Davies. He led this one from the lights and, despite being shadowed all the way by Josh Cobb, salvaged a qualifying place with this win. Behind the leading two another great race was developing between Ralph Firman and Guy Smith with Jamie Davies eventually joining in too. That was the order that the first five came home in but in yet another terrific drive, Gareth Hession took the final place in the top six to virtually book his place at Wombwell. This race also saw the meeting's only exclusion, Marlyn Dickson, going for contact driving.

Heat Ten

Here at last we were treated to a heat win by Jamie Spence, hitting the front on lap five and maintaining a gap over Stuart Capstick who he deposed until the flag. Stuart had actually led for a couple of laps but in the face of increasing pressure from Spence, had little option but to yield. The battle for third pace was no less fierce with Robert Cullum and Marc Craddock slugging it out for lap after lap until the retirement of Craddock on the last lap whilst third. That put Marc out of the Championships and let Natalie Whaley into third place in the race with Cullum taking 4th. Fifth place went to another driver who knows the place well, Glenn Chamberlain with the top six rounded off by Owen McAuley in another good drive from a lowly position on the grid.

Heat Eleven

Only two drivers got a crack at the lead in this race, both Rowrah regulars. The first to show was Nick Fleming, leading for over half the race before being overhauled by another flying Scot, Graeme Melville. The current Champion had a

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only other unlapped outfit following the penultimate lap demise of Scrimshaw who was exciting the crowd with a very natty line in Union Jack undercrackers as he pushed his silent Villiers home.

Results		
CADETS		
1st	28 Philip Moreton	Allkart/Comer
2nd	40 Gavin Creber	Jeta/Comer

JUNIOR BRITAIN		
1st	11 Michael Knaggs	Zip/Parilla
2nd	14 Jamie Wall	Ninja/Parilla

SENIOR BRITAIN		
1st	29 Chris Roscoe	Zip/Parilla
2nd	69 David Turnbull	Dino/Dino
3rd	43 Michael Hair	Boxer/Parilla

NOVICE		
1st	96 Jonathan Turnbull	Dino/Dino
2nd	33 G. Johnson	Boxer/PCR
3rd	Doug I'Dell	Gillard/DAP

NATIONAL		
1st	13 Dave Homer	Sprint/Rotax
2nd	11 Andrew Burslem	Wright/Rotax

NOVICE		
1st	54 Alex Watson	PCR/PCR

125		
1st	55 Philip Hemmens	Zip/Rotax
2nd	69 Bill Clarke	Zip/Rotax

210 NAT		
1st	14 Philip Whymark	Lazer/Villiers
2nd	25 Antony Whymark	Laser/Villiers

250 NAT		
1st	14 John Edgeson	Zip/Yamaha

WOMBITS
★ Todays meeting saw 14 drivers fail to turn up. Twelve of these were telephone entries who hadn't paid an entry fee. We already charge a £5 surcharge for people who are too lazy to send in entries but please note if you don't cancel your entry by 6pm on the Saturday the full fee is required before we will accept any further entry. We could have saved several races if we had known competitors didn't intend coming. At busier meetings we turn entries away only to end up with spare places because of these thoughtless competitors — come on lads — play fair.

Dunkeswell

SUNDAY, JUNE 25th

With sunny and hot weather and a good entry, all was set for an excellent day's racing. The usual extra entertainment for a good-sized crowd — parachuting on the adjoining airstrip. I wonder how many people noticed the pair of buzzards floating overhead on the thermals (looking for 100 Nat Corpses? — shades of clay). A relatively incident free day, in contrast to clay last week (God help us at the National Qualifier in two weeks).

CADETS
Heats: Peter Clarke (2), Rupert Cue (1).

Cue on pole with Clarke alongside. Into pits bend and these two interlocked wheels, spinning off and causing mayhem behind. Five drivers spinning, this let through novice Gavin Brewer and he was not going to look a gift horse in the mouth, he kept his cool and ran out an easy winner. Marcus Bazley was second and after a fine drive Clarke snatched third on the line.

JUNIOR BRITAIN
Heats: Stu Freeguard (2), Jason Freeman (1). Freeguard on pole jumped straight into the lead and stamped his earlier superiority on the proceedings to open up a substantial gap on the rest. Then pacing himself to a fine win. Marc Craddock was a lonely second with Jason Freeman in a secure third. The highlight of the race was diminutive Jamie Patten who charged from the rear of the grid, after a blown engine in one heat and only just failed to snatch fourth from Chris Rogers on the line.

SENIOR BRITAIN
Heats: Stu Baker (2), Steve Lawry (2), Malcolm Budd (1). This class grows week by week, despite some notable absentees, no doubt saving money for the trek to Larkhall next week and sees faces normally associated with 100 Nats — an increasingly expensive class. 'B' final qualifiers Goss, Redrupp, Barnett, Hyde. 'A' final from the lights Stewart Baker slipped into the lead and in his usual relaxed and unflurried manor soon built up a comfortable lead over Frazer Wells. Behind though things were different, until lap 5, Will Collinson held third from Lawry and Budd, on lap 5 Budd came thru in 3rd with Lawry 4th. Will back in 5th and showing signs of damage to the RH pd, I didn't see any incident so don't know what happened. Budd clung to 3rd with Lawry trying to pass. Eventually with two laps to go he squeezed through and managed to stay ahead. A good dice, Will finished 5th.

100 NATIONALS
Four heats but mechanical bother during them did away with need for 'B' final.
Heats: Dave Homer (2), Nick Clark (1), Lee Loder (1). Current bad boys these lot but todays competitors were on their best behaviour (well almost) probably because they all know one another. *Final:* Homer on pole, Loder alongside and Darren Maple on 3. Into pit bends and it was Homer, Maple, Loder. The flying restauranter knew what he had to do and kept Maple at a comfortable distance. Loder dropped back slightly and was being caught by Richard Copeland, just when it looked as though he would get 3rd a back marker decided otherwise and Richard was back in seventh.

This put Francis Wood into a safe 4th, Christian Baker 5th but coming under pressure from Chris Lord (another lap and Chris reckons he would have had Christian) Richard was 7th and Nick Clark, from the rear worked his way to 7th but then his front tyres gave up on Dunks abrasive surface. He eventually finished 8th.

125 OPEN NATIONALS
Heats: Open Clive Elmore (3). Nationals Sowerby (2), Connick (1). The open was a one 'horse' race. Elmore being the only survivor in a class which seems to lack reliability. He cleared off into the distance leaving the Nats to provide some spark, this was a procession with Andrew Sowerby being a long way ahead of Richard Connick and Andy Clark.

250 INTERNATIONALS/NATIONALS
Heats: International Fido (2), Leitner (1). National Wilson (2), Winn (1). Similar to 125 Open, the reliability of the International class runners leaves something to be desired, however in the final we did manage a 1/2/3.

At the end of lap 1 Leitner was leading but into 'pits' Fido slipped through cleanly and proceeded to win as he pleased. Behind these two came the leading Nats Tillson-Hawke v Wilson, some good dices midfield but professional upfront. *Comment:* All in all a good meeting, slickly run, no complaints — looking forward to next month.

Results		
CADETS		
1st	Gavin Brewer	DAP (Novice)
2nd	Marcus Bazley	DAP
3rd	Peter Clarke	DAP

JUNIOR BRITAIN		
1st	Stu Freeguard	DAP/DAP
2nd	Marc Craddock	DAP/DAP
3rd	Jason Freeman	DAP/DAP

SENIOR BRITAIN		
1st	Stewart Baker	DAP/DAP
2nd	Frazer Wells	DAP/DAP
3rd	Steve Lawry	Gillard/Parilla

100 NATIONALS		
1st	Dave Homer	Sprint/Rotax
2nd	Darren Maple	Mondial/Rotax
3rd	Lee Loder	DAP/DAP

125 OPEN		
1st	Clive Elmore	Anderson/Rotax

125 NATIONALS		
1st	Andrew Sowerby	Anderson/Rotax
2nd	Richard Connick	Anderson/Rotax
3rd	Andy Clarke	Anderson/Rotax

250 INTERNATIONALS		
1st	Andy Fido	Dino/Rotax
2nd	Richard Leitner	Zip/Rotax
3rd	Paul Maycock	Dino/Rotax

250 NATIONALS		
1st	Peter Tillson-Hawke	Zip/Yamaha
2nd	Paul Wilson	Dino/Honda
3rd	Alec Sutcliffe	Stratos/KTM

Brian Clark

storming second lap, making up five places to act as a launch pad for his remaining efforts. Brad Lintern was handily placed early on but a couple of offs soon put paid to that and left the way clear for Louis Osbourne to take third place, his best performance of the meeting. Fourth after a race-long trip up the leaderboard was Nathan Ferriday. His driving was the best it's been in ages and this is probably due to victory at the Scottish Open Championships the week before. Rounding out the top six were Nick Smith and Paul Higginbottom, both consolidating earlier results and qualifying easily.

Heat Twelve

The final race of the day and another corker, a fitting end to any RACE meeting. Richard

Westbrook led half of it whilst Josh Cobb and Ralph Firman scrapped their way to the top of the pile and then the three of them engaged in a great bit of formation driving right to the flag. They were joined by Guy Smith and Jamie Davies with Mark Blair and Jason Freeman along for the ride too. It was a fifteen lap race of pure adrenalin with all the leading bunch deserving to win. As with any race, there can only be one winner and that was Ralph Firman from Westbrook, Cobb, Smith and Davies with Blair rounding off the top six.

Now the waiting started as the points were totted up and the results posted. There was obvious disappointment for some drivers but the 44 who now go through do so because they were the best on the day and not through

manipulation of a stupid and insensitive ruling. Trophies were given for the top ten and the Club is grateful to Alice Wright for her assistance at the award ceremony.

1st	Graeme Melville	Wright/Melville Parilla
2nd	Ralph Firman	Wright/TF PRC
3rd	Guy Smith	Gillard/Gillard Parilla
4th	Jamie Spence	Sprint/Deavin Parilla
5th	Owen McAuley	Chariot/KS Parilla
6th	Michael Simpson	Wright/Carr Parilla
7th	Peter Dumbreck	Gillard/White Parilla
8th	Jamie Davies	Wright/Newsham Parilla
9th	Gareth Hession	Wright/SWRD Parilla
10th	James Matthews	Boxer/KS Parilla

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CONTINUED. . . PAGE 38

TOTAL MANX KART GRAND PRIX

Report and Pictures: John Watterson



Andy Griffiths(11), Kieron Hunt(25), Alan and Mark Dell (64 and 67) in 125 National at Stanley Road.

Having justifiably earned itself a permanent niche on the British Kart Racing calendar, the 1989 Manx Kart Grand Prix this year grabbed the interest of oil giants Total.

The three-day June meeting has also continued to grow in popularity amongst the drivers, and this year's meeting attracted more than 90 entries — the best yet in its five year history.

Topping the line-up was former World champion and current European number two Roger Goff, who made a somewhat sedate but intelligent debut on the twisty 1.24 mile street circuit at Peel, on the Isle of Man's west coast.

Making a welcome return after missing last year's spectacle was former GP winner Steven Coward, a winner last time out at Peel — but another man destined to be overshadowed by some of the lesser known drivers.

Aero Karts owner Jeremy Pinny — the eventual 210 National class winner — commented, "The Peel circuit has to be the roughest, and possibly the most dangerous circuit in the country — but the thrill and excitement is second to none. I wouldn't miss it for the world".

With split practice sessions, followed by no fewer than 18 separate heats, and six main finals — the Midsummer meet is held over three later afternoon/evening sessions, led away by the smallest field of 125 P&Rs.

Former winner Derek Gray of Leeds, had his work cut out dealing with newcomer David Bromfield in the Hutless TM. He paced the Fastrak teamster for speed throughout the entire meeting, and, after Gray got off to a flyer in the 12-lap final he soon zapped past to pull out a six second lead at half distance.

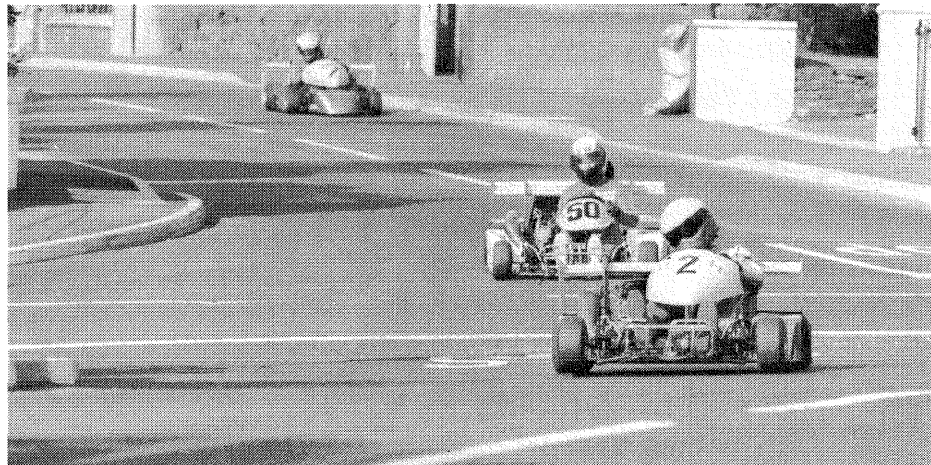
The Yorkshireman retired shortly later when an exhaust spring came off his SRM motor, leaving Bromfield a comfortable winner from fellow Englishman Dave Culley, and battling locals

Terry Paxton and Barrie Kerfoot.

The 210 heats were dominated by Jeremy Pinny and Island resident Graham Poultny. Unfortunately, Poultny's luck was to run out as he crossed the line to receive the chequered flag at the end of his victorious second heat. The big-end cried enough on the Villiers based motor, and to top it all the clutch also gave up the chase.

In the final, Pinny had another rival to contend with before etching his name in the record books for a second time in four years. Hinckley's David Bailey was certainly giving it his all, and held off the Northamptonshire ace for the opening four circuits before Pinny powered his John Ellison tuned projectile past into a never to be relinquished lead.

"After winning in '86, I had pole position the following year in the wet only to go out with a flat tyre — then last year the gear lever splines went, so I reckon I was due another win," revealed Pinny.



250 International — Roger Goff, John Denton and Malcolm Stoddart 'between the walls'

Hard trying Bailey hung on for second, with another regular Dave Thacker third. Local driver Tim Shaw finished fourth after fellow Island resident Jack Ball crashed out at the Church doors on lap five. Behind Phil Robinson in sixth place came Tim Murphy — son of local 210 club leader Brian, who unfortunately crashed heavily in the heats breaking an arm and a leg.

Having survived a major prang in the opening heats, the 125 National field was totally dominated by Andover's Andy Griffiths in the Anderson Goff Rotax.

Making his Peel debut, he showed superb style throughout the entire meeting, eventually taking the final in his stride ahead of the Ashford husband and wife duo of Alan and Maggie Dell. Son Mark Dell surrendered third place to his mum at three-quarter distance, enabling Manx haulage manager Geoff Evans to move up into fourth place after a poor start.

The talking point of the 250 Nationals was Charles Eddie's spectacular 'burn-out' in the opening heat. He amazingly survived OK, but his Zip GP KTM never got over the experience, and he was forced out of the main final at half distance.

It gave him the opportunity of seeing close friend Robin Gillam throwing away certain victory less than a mile away from the finish when he overcooked the plot arriving at the third gear Stanley Road corner where he skipped up the slip road.

Initial pacesetter Adrian Wilcox had also gone out of the race at half distance, so a somewhat surprise winner was Leicester's Tony Keele (Anderson Suzuki), who just kept his nose in front of Colin Breeze — both men having shaken free of Ashley Barnard after an absorbing three way dice in the early stages.

It was a similar story in the hotly contested 125. Open pre-race favourite Stuart Mead of Chesham was eventually sidelined with a rear flat, letting British Airways engineer Bruce Moore of Hatfield into the driving seat for his best ever win.

It was a hard fought victory, though, and some of the earlier scraps involving James Ponting, Malcolm Stewart, Andy Griffiths and Steve Coward were exciting to say the very least. Great disappointment for Mead, though, runner-up to Fleming last year he was determined to go one

3rd T. Horncastle.

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

Final: Hawes earned pole with Horrobin alongside and Moore, and Horncastle behind in the next row. On the green light Hawes and Horrobin were level by the first bend they were entangled allowing Moore to pass them both. There really wasn't anything between the 2nd and 3rd men. Two laps later they go into the hairpin again level with Hawes forcing his way out first. Next bend sees Horrobin make his exit. Hawes now concentrates on making a move on Moore (who, by the way has only very recently gone up into green plates). Moore managed to hold Hawes off until lap 8 when experience got the better of the two. Third place went to Horncastle.

SENIOR BRITAIN

Heat 1: 1st M. Fothergill, 2nd S. Chandler, 3rd S. Melen.

Heat 2: 1st M. Fothergill, 2nd G. Anderson, 3rd S. Melen.

Heat 3: 1st S. Melen, 2nd D. Boughton, 3rd M. Fothergill.

Final Melen had the pole slot on the grid with Fothergill next to him and Sims and Chandler behind. Fothergill managed to get away quicker although Melen wasn't far behind. At the first hairpin Chandler was in front of Sims. On lap 4 in the hairpin Melen pushes his way past Fothergill. By lap 7 gaps were breaking out between all the front drivers with the exception of Wells who was gradually working his way through the field. On the penultimate lap Wells passes Chandler in 4th and at the back of the track does the same to Sims to finish 3rd with Melen winning quite comfortably from Fothergill.

Footnote: Cadet trophies for this month were kindly donated by T. Panrucker of Tel-Car racing.

Report by: Percy Parilla
Photographs: Vic Parrott

Wombwell

SUNDAY, JUNE 11th

Another of those glorious warm sunny days for SYK's June meeting at Wombwell. After an early snag getting the new security barrier opened over 100 competitors poured in despite the counter attractions of the Junior qualifier, the Super Gold and the Cadet challenge rounds, all of which took many of our top club drivers. For a change we had pit space to spare and time in hand, actually finishing just after 5pm, but only 12 months ago this would have been a well attended meeting — how times change.

CADETS

Double figures of cadets and certainly more than this number of our regulars way down south at Clay Pigeon for the Series. Nevertheless good for the bread and butter members to have their chance of glory for a change. Gavin Richardson dominated the heats with two wins and a second whilst the other win went to Philip Moreton with the other main thrust from Gavin Creber. In the final Richardson used his pole well to lead from Moreton, Creber, Jamie Yeomans and Bryn Hawkins at the end of the first tour. As the race settled down Richardson pulled well away and Grebes battled furiously to hold off Moreton whilst Yeomans was well back in fourth. Patrick

CADETS

1st Dean Panrucker Wright/Comer
2nd Chaz Parfett Superdart/Comer
3rd Greg Smith Zip/Comer

CADETS RESTRICTED

1st K. Pulton All-Kart/Comer
2nd T. Sisley All-Kart/Comer

JUNIOR BRITAIN

1st Alistair Weston Superdart/Sirio
2nd Neil Melen —/
3rd Stuart Walter Wright/Parilla

JUNIOR BRITAIN RESTRICTED

1st Neil Stower Zip/Parilla
2nd Jonathon Huggins Dap/Parilla

150kg HEAVYWEIGHTS

1st Steve Eldridge Superdart/Arrow/EME
2nd Peter Leonard Superdart/Sirio
3rd A. Walker Sprint/Parilla/TKM

150kg HEAVYWEIGHT RESTRICTED

1st John Sims Superdart/Parilla/Arrow
2nd David Skipper Sprint/Parilla

SENIOR BRITAIN RESTRICTED

1st Ian Brown Superdart/TKM
2nd Philip Meiner Sprint/Parilla
3rd Nigel Brain Superdart/Parilla

100 NATIONAL RESTRICTED

1st Peter Moulton —/
2nd Lee Johnson Superdart/Siro/ Rotax
3rd Richard Bennett —/

100 NATIONAL

1st Chris Hawes Superdart/—/
2nd Terry Moore Wright/Rotax/Sirio
3rd Trevor Horncastle —/

SENIOR BRITAIN

1st Stuart Melen —/
2nd Mark Fothergill Wright/Parilla
3rd Paul Wells Superdart/Parilla X2

Birmie kept the crowd entertained with regular pirouettes on the old pit bend as the field spread out leaving Richardson with a comfortable 60 yard win from Creber who had finally escaped the attentions of Moreton with Yeoman, Chris Moreton, Kristian Short and Alistair Simpson following them home.

JUNIOR BRITAIN

Only just double figures here as the bulk of the very powerful Junior grids appeared to be fancying their chances at Rowrah in the hope of qualifying for the British Champs here on their own track. The heats were a benefit for Michael Knaggs with the other front spots shared between Jamie Wall, Nicholas Hemmingborough and Darren Tagg. In the final Knaggs made no mistake into the first bend but Hemmingborough, already under scrutiny from Clerk of Course Steve Clayton for some of his manoeuvres in the heats, spread the leading bunch past with this dive up the inside putting Wall on the grass and allowing Tagg through into third. As they re-appeared round the wall Tagg was up into second with Hemmingborough and Wall on his tail. Out of the top bend Hemmingborough go the better line to demote Tagg and next time up the straight Wall powered by to demote him even further and in desperation the Doncaster youngster missed his braking point, hit Wall and spun off leaving the battle at the front a three way affair. By the mid point Wall had used his superior speed up the straight to

CLUB SCENE

dispose of Hemmingborough and Craig Faunch threw away a lot of good work by spinning out just as he had joined this scrap. At the flag Knaggs had eased back to win comfortably from Wall with Hemmingborough just making it home in third after his airbox nearly set his tyre on fire causing him to smack into the tyres just after the flag probably due to one very sticky and one very hard tyre!!

SENIOR BRITAIN

Two full grids of Senior Britains so four different winners in the form of Michael Hair (2), Chris Roscoe (2), Steve Hazlett and Michael Riley. Not unnaturally there had to be a 'B' final which was led throughout by Simon Cope with John Yeomans, Paul Wildsmith and Tim Pell joining him on the back of the 'A' final. Front row for the premier event went to Roscoe with Hair alongside, Steven Quinn and Hazlett were on row two with Dave Turnbull and Terry Stamper on three. Into the first bend Roscoe grabbed the lead from Hair but Hazlett locked wheels with someone and spun off onto the grass. As the race settled down Roscoe was under pressure from Hair, Quinn and Turnbull with a fair gap back then to Cope (who had rocketed through an amazing 15 places on lap one!) and Stamper. Towards the end Roscoe and Hair pulled away but then Hair's exhaust began to come away sending C of C Steve Clayton towards the repair flag only to be distracted as Quinn's exhaust came off altogether causing him to retire. Stamper spun at the pit bend sending karts all ways but miraculously missing him and as Roscoe came home an easy winner Turnbull dived past the slowing Hair to pinch second on the last bend with an enormous gap back to David Hodkin who just held off Cope with the rest strung out behind.

NATIONAL

Yet another disappointly small National entry apparently many drivers frightened out of the class by the rumoured horrendous cost of maintaining and buying the new Super-quick engines. Two heats to Dave Homer and the other to Andrew Burslem with Rob Birnie and Stephen Fox (back after a long absence) also to the fore..

In the final Peter Blake grabbed the lead but Homer's Rotax saw him off up the straight as did Burslems two laps later. Burslem slowly reeled in Homer as Blake battled to hold off Fox whilst Birnie began to fight his way back into contention after his first lap spin. By the last lap the only interest centred round the leaders who by now were locked together with Blake ploughing a lonely third following Foxes demise with a puncture and Birnie's exit on the top bend. However an exciting finale was lost when a novice succeeded in passing the pair leaving Homer to win from Burslem with Blake third and Alex Watson the only other finisher.

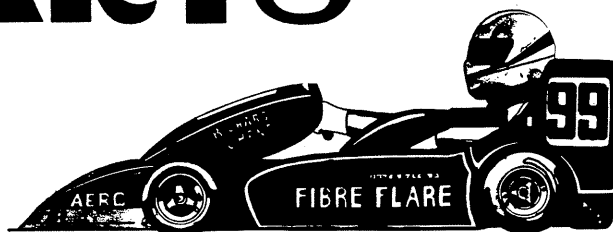
COMBINED GEARBOX

Almost a full grid with the bulk being Villiers and 125 Nationals. The heats went to Bill Clarke (2) and Philip Hemmens both 125 mounted with 250 National of Novice John Edgeson providing the nearest opposition. In the final Clarke got the drop from Edgeson with Hemmens settling for third ahead of the leading 210's of Nick Scrimshaw and Philip Whymark. At the midway point Hemmens finally got past the very quick 250 to set about chasing Clarke and on lap 11 Clarke missed his gears going onto the straight and Hemmens was through. Yet another grandstand finish was removed by a tailender as Clarke was baulked leaving Hemmens to pull clear. Edgeson took the 250 premier spot with his 3rd on the road with Philip Whymarks Villiers the

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1989

1ST ISLE OF MAN GP	JEREMY PINNY	AERO ELLISON 210
1ST CADWELL INT	IGOR ASHWELL	AERO 210N
3RD CADWELL INT	JEREMY PINNY	AERO ELLISON 210
2ND SNETTERTON	IGOR ASHWELL	AERO 210N
3RD SNETTERTON	JEREMY PINNY	AERO ELLISON 210
POLE SNETTERTON	BRIAN BORWELL	AERO 210N
3RD CADWELL	BRIAN BORWELL	AERO 210N

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better this time.

Another man with a point or two to prove was Leigh-on-Sea's Alan Pritchard — who only finally decided to travel to the Island late in the day with his Anderson Rotax.

Victorious twice before on the Peel circuit, Pritchard knew he'd require all his course knowledge to keep his wheels in front of former 'top-dog' Roger Goff, and another newcomer in the shape of Huddersfield's John Denton.

First time out on the course in his new Anderson Mirage, Denton soon looked the man to beat with Goff completing no more than a handful of laps in any of the heats.

Pritchard showed his mettle later, though, and when it came to the final there was a straight three-way dog fight at the head of the field. Denton led from the off, hard pressed by both his rivals but on lap four it all went wrong for him, and a broken track rod forced him into the bales at Church Street, ending his hopes and Goff's too as he went off trying to avoid the melee.

This left Pritchard way out on his own, whilst the battle for second raged between Manx drivers Malcolm Stoddart, and Stuart Counsell, plus Ulster ace Ivan Fisher.

Counsell, with his forceful style, looked set for second until rival Stoddart blasted his superb handling Anderson Rotax past at Stanley Road on lap seven.

He strengthened his grip to take a well deserved runner-up spot, and with it the best Manxman of the Meeting award, while Pritchard was certainly counting himself lucky after the drive chain of his similar Anderson snapped within coasting distance of the finish line.

"It makes up for last year when I was forced out of the final after a collision with Steve Papworth at the same spot" announced Pritchard later, having earlier given rivals Goff and Den-

ton some friendly stick on the local radio station about having no sandpits to slide into around this course. You could always belly-flop into the harbour on a high-tide though!!

Peel Town Commissioners (all 12 lap finals) 125cc P&R

1 David Bromfield	Hutless/TM
2 Dave Culley	Dino/Honda
3 Terry Paxton	Zip GP/Honda
4 Barrie Kerfoot	Barlotti/Honda
5 Darren Bull	Zip Whittaker/Honda
6 David Peers	Phoenix/Honda
7 Colin H Rudge	Aero/Honda

Manx Telecom 210cc National

1 Jeremy Pinny	Aero/Ellison
2 David Bailey	Barlotti/Villiers
3 David Thacker	Invader/Invader
4 Tim Shaw	Villiers
5 Phil Robinson	Stratos/Villiers
6 Tim Murphy	Sprint/WRV
7 Robin Stockton	Blow/Villiers

Patrick Carroll 125cc National

1 Andy Griffiths	Anderson/Goff Rotax
2 Alan Dell	Anderson/Rotax
3 Maggie Dell	Anderson/Rotax
4 Geoff Evans	Dino/Rotax
5 Rob Bagley	Dino/Rotax
6 Nick Bowman	Magnum/SRS
7 Rob Dickinson	Fastrack/Fastrack Rotax
8 Trevor Beckwith	Zip/SRS
9 Charles Robinson	Stratos/Rotax A/E
10 Terry Brookes	Zip Bandit/Rotax CSK

Manx Airlines 250cc National

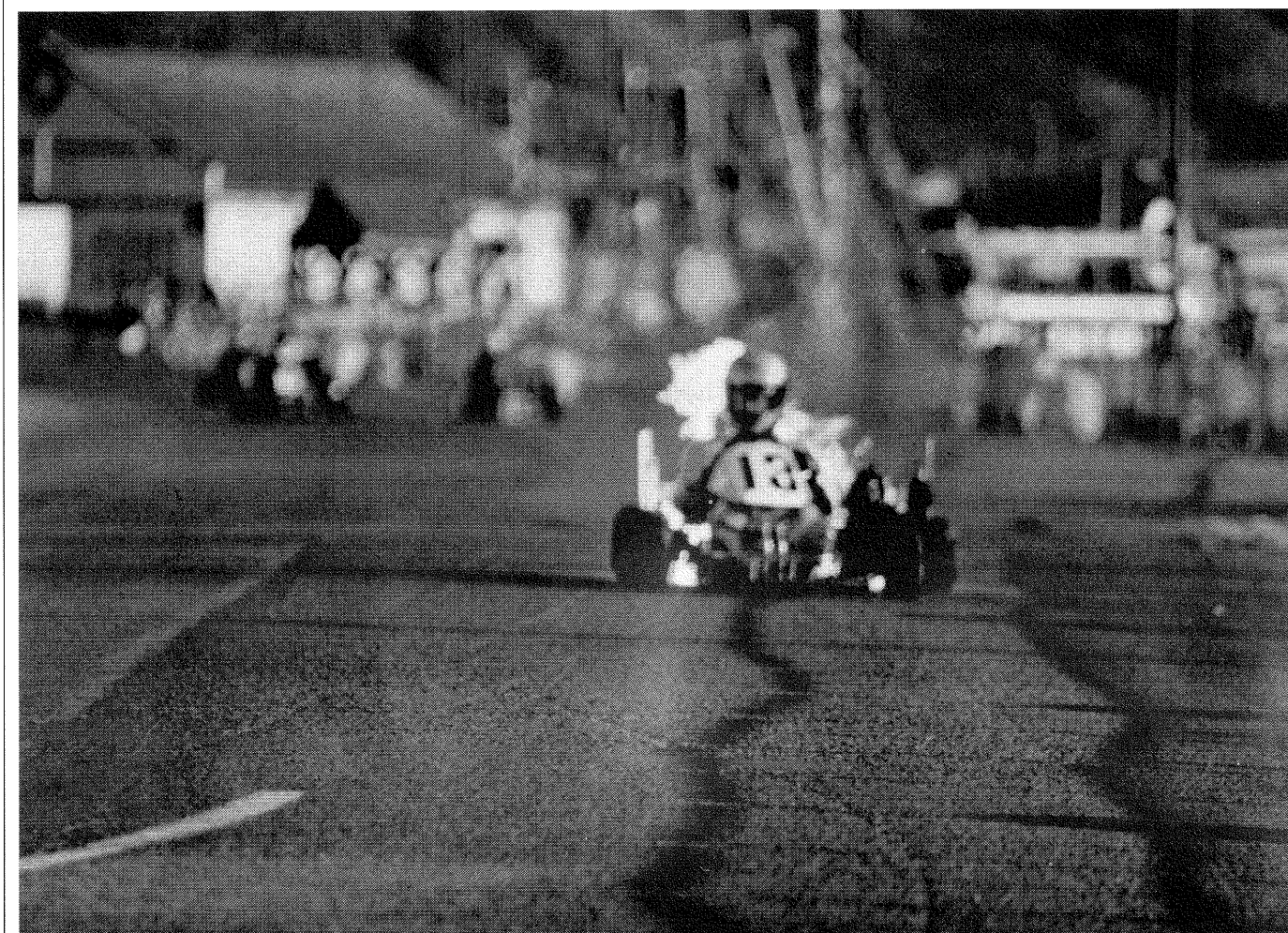
1 Tony Keele	Fastrak/BJP Honda
2 Colin Breeze	SCF Anderson/Motiv Suzuki
3 Charlie Kennerley	Anderson/TK Suzuki
4 Brent Prince	Fastrack/BJP Honda
5 Ashley Barnard	Zip/Yamaha
6 Mick Kenworthy	Zip/Yamaha
7 Ray Hyde	Fastrack/Yamaha
8 Malcolm Campbell	EDR/Yamaha

Pennine Euro Travel 125cc Open

1 Bruce Moore	Zip/Goff Rotax
2 James Ponting	Anderson/TM
3 Malcolm Stewart	Zip/CSK Rotax
4 Stephen Coward	Fastrack/Rotax
5 Andy Thornton	Zip/GPN CSK
6 Darren Whittemore	
7 Barry Train	Zip GPX/RRE Rotax

Total Oil 250 International

1 Alan Pritchard	Anderson/Rotax
2 Malcolm Stoddart	Anderson/MRD Rotax
3 Stuart Counsell	Zip/Bandit
4 Ivan Fisher	Zip/Eagle
5 Chris Beevers	Zip/GP Goff Rotax
6 Stuart Blackley	Zip/GP Swift
7 David Bates	Magnum/Tony Smith
8 Paul Maguire	Zip/Bandit
9 Darren Cook	Zip/Bandit
10 Gary Lloyd	Waddon/Goff



Charles Eddie started his 250 National 'burn' on the way down Station Hill!

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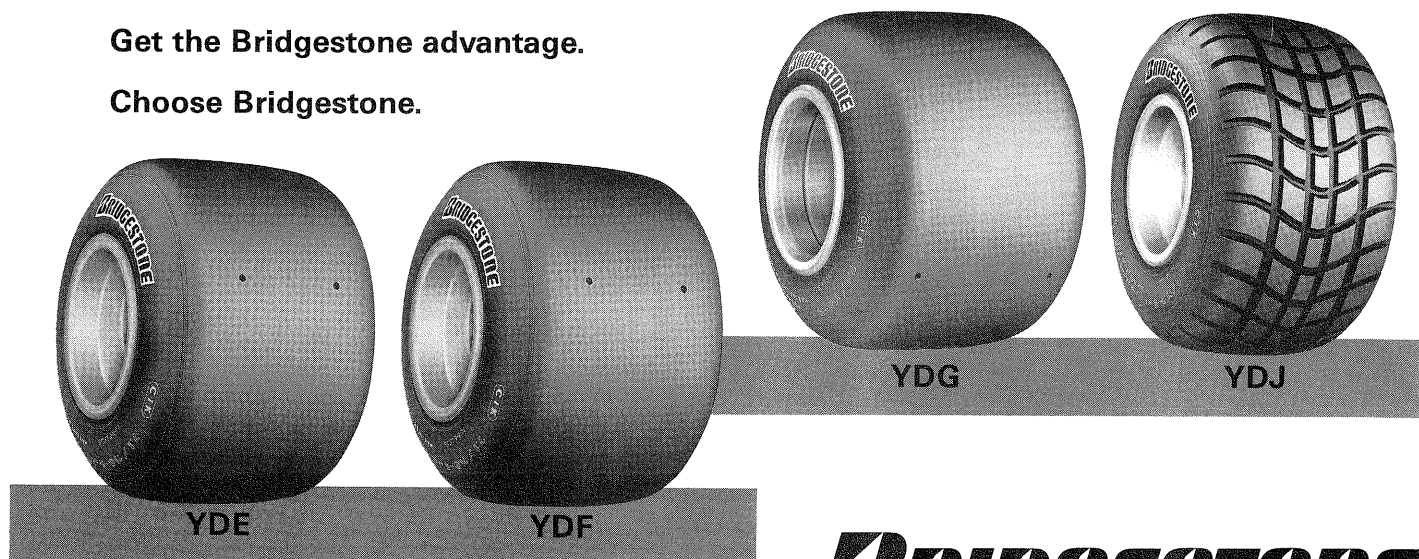
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BRIDGESTONE

CLUB SCENE

relegated Nick into 5th place. Mid field was headed by Glynn Jones who had found form for the final with Peter Denyer and Bill Hilton close behind. Jack Gellatly who was a novice was having a respectable drive and had gained himself a 9th place in front of Tom Thacker not having as good a day's racing as he is used to. However although Rob had made up a lot of ground there was no way he was going to make any impression on the very quick Paul Kellett who had a faultless drive all day and a subsequent well deserved win.

Results

1st Paul Kellett, 2nd Rob Peters, 3rd Roger Gregory.

250 NATIONALS

Six National drivers racing today went in with the Internationals. A brave Kevin Mason after a disappointing British Champs, compensated a no finish with an overall 3rd and a 5th in the heats. In fact all the drivers in this class seemed to be suffering today as not one participant in this class was able to complete all three heats.

250 INTERNATIONALS

Ten drivers in this class today including recently numbered drivers from the British Champs. Carl Atkinson (4), and Bob Kennings (5) who took three straight wins in the heats to give him Pole position in the Final. Richard Budd who is becoming consistently good of late had three good 2nd places. Others who managed to complete all three were Rob Lowe and Neil Percival (apologies again Neil about the trophy).

Heat Results

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

Heat 2: 1st Bob Kennings, 2nd Richard Budd, 3rd Kevin Mason (Nat).

Heat 3: 1st Bob Kennings, 2nd Richard Budd, 3rd Neil Percival.

FINAL

Accompanying Bob on the front row was Richard and Rob Lowe all Internationals. On the green light Bob flew into his customary lead. Kevin in his National had a flier of a start and was impressively close to Bob in 2nd place. Richard Budd calmly took up 3rd place ahead of Carl Atkinson in 4th. Carl unable to finish a heat juggled his way through the pack from a low grid position. By the end of lap 2 Bob was forging ahead. Kevin had lost 2nd place to Richard and fellow National driver Gary Long had moved ahead of him to be in the 3rd place. These four managed to maintain their positions for the duration of the race. Further back down the field Dave Hildick did well and got himself up into 5th place with Neil Percival in tow. International novice drivers Peter Rogers and Neil Bagley were the only other surviving drivers. So at the finish it was yet another win for our man Bob.

Final Results

International: 1st Bob Kennings, 2nd Richard Budd, 3rd Neil Percival.

National: 1st Gary Long, 2nd Kevin Mason, 3rd Dave Hildick.

Liz Peters

Greg 3rd. The first two restricted drivers across the line were: K. Pulton and T. Sisley.

JUNIOR BRITAIN AND RESTRICTED

Heat 1: 1st J. Rampling, 2nd A. Liell, 2nd N. Melen.

Heat 2: 1st A. Weston, 2nd P. Jewiss, 3rd T. Parfett.

Heat 3: 1st N. Melen, 2nd A. Weston, 3rd A. Liell.

Final: Melen earned pole and sat alongside Liell with Weston and Walter behind. Once again the first four held onto their positions. These boys are so fast it really is quite scary to watch. No one has any intention of budging until lap 5

when Liell eventually manages to pass Melen on the back. Weston also forces his way through into 2nd. This really was a fight although Walter drops back slightly from the three leaders. Two

laps from the end an unlucky Liell pulls off at the bottom of the straight leaving Weston to take 1st, Melen 2nd, Walter 3rd and Parfett 4th. The

first two restricted drivers across the line were Stower and Huggins.

Heat 1: 1st T. Rampling, 2nd S. Eldridge,

Heat 2: 1st C. Hawes, 2nd S. Horobin,

Heat 3: 1st R. Bennett, 2nd P. Moulton, L. Johnson.

Final: Moulton had pole and led from the green light with Bennett, Johnson and Brown following. Lap 4 and Johnson nips past Bennett. Within the next two laps he was challenging Moulton for 1st place. Slowly these front two drivers pull away from the rest of the pack but the positions stay the same to the end.

3rd P. Leonard.

Heat 2: 1st S. Eldridge, 2nd D. Hutchings, 3rd A. Cole.

Heat 3: 1st A. Walker, 2nd P. Leonard, 3rd A. Cole.

A new list of rules came into action this meeting and although we lost a few, not true heavy's, I noticed some new faces in this class. Still proving to be a popular class.

Final: Although Leonard had earned pole for the final it was Eldridge who had the better start with Walker and Cole behind them. Eldridge led from beginning to end with Leonard on this tail but not able to pass. A battle for 3rd was also taking place between Walker, Cole and Rampling although their positions remained the same. First two restricted drivers across the line were John Sims and David Skipper.

Heat 1: 1st S. Weston, 2nd I. Brown, 3rd P. Hills.

Heat 2: 1st C. Mills, 2nd M. Martin, 3rd P. Hills.

Heat 3: 1st I. Brown, 2nd N. Brain, 3rd D. Tickle.

Final: Hills had the pole position alongside Brown with Brain and Meiner in the row behind. Brown beat Hills off the mark as did Meiner to Brain. By lap 3 Brown was pulling away slightly and at the top of the straight Meiner gets through to 2nd. Unfortunately on lap 5 due to an incident the race is stopped and drivers sent into the pits only to emerge after the next race to complete the remaining laps. Unfortunately the break did not do Hills any good as on the hairpin he spins and loses his place. Once again Brown manages to increase his lead leaving Meiner in 2nd, Brain 3rd and Mills clinching 4th.

SENIOR BRITAIN RESTRICTED

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Final: Hills had the pole position alongside Brown with Brain and Meiner in the row behind. Brown beat Hills off the mark as did Meiner to Brain. By lap 3 Brown was pulling away slightly and at the top of the straight Meiner gets through to 2nd. Unfortunately on lap 5 due to an incident the race is stopped and drivers sent into the pits only to emerge after the next race to complete the remaining laps. Unfortunately the break did not do Hills any good as on the hairpin he spins and loses his place. Once again Brown manages to increase his lead leaving Meiner in 2nd, Brain 3rd and Mills clinching 4th.

Heat 1: 1st S. Weston, 2nd I. Brown, 3rd P. Hills.

Heat 2: 1st C. Mills, 2nd M. Martin, 3rd P. Hills.

Heat 3: 1st I. Brown, 2nd N. Brain, 3rd D. Tickle.

Final: Hills had the pole position alongside Brown with Brain and Meiner in the row behind. Brown beat Hills off the mark as did Meiner to Brain. By lap 3 Brown was pulling away slightly and at the top of the straight Meiner gets through to 2nd. Unfortunately on lap 5 due to an incident the race is stopped and drivers sent into the pits only to emerge after the next race to complete the remaining laps. Unfortunately the break did not do Hills any good as on the hairpin he spins and loses his place. Once again Brown manages to increase his lead leaving Meiner in 2nd, Brain 3rd and Mills clinching 4th.



Russell Brooks — Junior Britain (Pic: Vic Parrott).

Tilbury

SUNDAY, JUNE 11th

Sunday 11th June was the Syd Harris Memorial Crystal meeting at Tilbury with the Syd Harris Memorial Trophy this year going to the 150kg Heavyweights. Weather was exceptional with another heatwave.

CADETS

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

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

Heat 3: 1st G. Smith, 2nd D. Battistini, 3rd R. Bishop.

Final: Once again a big grid of these youngsters with the restricted drivers having their own race at the back. Dean Panrucker earned pole for the final with Greg Smith on 2 and behind them Chaz Parfett and Matthew Ripley. On the lights the first 4 boys managed to keep their places but by lap 3, 3rd man Chaz Parfett was challenging Greg Smith for his place. By lap 5 Dean was starting to leave a gap between him and the others. While Greg and Chaz were having one hell of a battle. Greg had bravely held onto his position until the penultimate lap when Chaz managed to get the better of him on the hairpin and grabbed 2nd place. It was also the lap that Dillon Battistini went past Matthew Ripley. A win however for Dean, Chaz a hard fought 2nd and

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

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CONTINUED . . . PAGE 35

August 1989

CLUB SCENE

Hind improved a place by overtaking John McKenzie. This was also the case for Peter Dear-don who had been on the tail of Richard Guest for the best part of the race and improved his position in the 9th lap to move up to 10th behind Lee Johnson. Of the repercharged drivers there was a good performance by Richard Johnson and Neil Richardson to finish and admirable 13th and 14th respectively.

However back up front it was to be Mark Bruce's day coming right in the final to win convincingly (he didn't actually win a heat) ahead of Dominic and Bill both who must have enjoyed a satisfying day's racing.

'A' Final Results

1st Mark Bruce, 2nd Dominic Megee, 3rd Bill Tully, 4th Mick Pritchard. Best Placed Novice Kevin Corbett 12th.

100 NATIONALS

Again just a couple short of a full grid. All the usual 'Stars' were racing today including Alexis Peake with this Psychadelic Bermuda's and sunhat — very nice Alexis.

Alexis won two of the heats but had a no finish. The other heat was won by Alistair Boyd, also having a second. Although Andy Forsdick, Alan Edwards and Paul Hensman did not win a heat they the best aggregates which gave them the first three positions on the final grid. Of the Novice drivers there was an outstanding performance by Paul Flood which put him in 5th place on the final grid.

Heat Results

Heat 1: 1st Alexis Peake, 2nd Alan Edwards, 3rd Paul Hensman.

Heat 2: 1st Alistair Boyd, 2nd Paul Hensman, 3rd Andy Forsdick.

Heat 3: 1st Alexis Peake, 2nd Alistair Boyd, 3rd Alan Edwards.

FINAL

On Pole was Alan Edwards with Paul Hensman alongside. Alan took the early lead ahead of Paul. Alexis had a quick start and got himself up into 3rd ahead of Andy Forsdick and Alistair Boyd. By the end of lap 2 Alexis was out in the lead with Alan in 2nd. Paul Hensman was out allowing Andy and Alistair to move up a place and novice driver Paul Flood was tucked in just behind them. As the race progressed Alexis opened up a fair lead over Alan and Alistair was still in 3rd. Paul Flood had overtaken Andy, which is no mean feat. In lap 7 Alan is out of the race, so Alistair moved up into 2nd and Paul in 3rd. Further down the field Steve Narbeth who up to this point is having a good race retires and Roger Davies in his Britain moves up with the ever improving Mark Bird on his tail. Unusually Terry Haddon is well down the field unable to make much of an impression. Roger begins to experience some difficulties and starts to regress down the field. Novice driver Carl Higgins after having a disappointing set of heats gets himself up into 7th place only to be forced to retire in the next lap. Meanwhile Alexis is way out in front and excepting gross mechanical failure or an attack of tightening Bermuda's looks to have this one in the bag. Alistair a fair way behind looks easy in 2nd and Paul Flood having an exceptional day in 3rd. Andy Forsdick was a close 4th and Mark Bird a good 5th after disappointing heats.

Final Results

1st Alexis Peake, 2nd Alistair Boyd, 3rd Paul Flood.

125 NATIONAL, OPEN AND P&R

The 125 Classes were combined for racing purposes and consisted of seven nationals a lone

Open and an amazing five P&R's. I say amazing because it seems south of Birmingham they are almost unheard of. The combination gave good races. There was an incident where Mike France who did very well here a couple of meetings ago was badly shaken after a bump on the track resulting in him retiring for the rest of the meeting. Hope you have recovered Mike.

NATIONALS

Of the Nationals and in fact overall it was a clean sweep for Steve Cowell. Apart from Tony Pegg no other National driver completed all three heats. After a good start a 2nd in the 1st heat Rob Dickson had an unlucky exclusion and a no finish.

OPEN

Again a lonely Dave Spriggs drove very well having a 2nd and two 3rds in the heats overall.

P&R's

How nice to see a group of P&R building up and all are home club drivers. In the heats Andrew Holmes and Jem Weisselberg both novices had very good heat results finishing in the upper half of the results. Geoff Cogan also finished all three heats. Alan Ford our very first P&R driver after a nonstart in the first heat had good results in the subsequent races.

Heat Results

Heat 1: 1st Steve Cowell (Nat), 2nd Rob Dickinson (Nat), 3rd Dave Spriggs (Open).

Heat 2: 1st Steve Cowell, 2nd Tony Pegg (Nat), 3rd Dave Spriggs.

Heat 3: 1st Steve Cowell, 2nd Dave Spriggs, 3rd Andrew Holmes (P&R).

FINAL

Deservedly on Pole it was Steve Cowell (Nat), with Dave Spriggs (Open) and Andrew Holmes (P&R) on the front row. At the green light Steve shot out in front closely followed by Dave and Andrew (a bit daunting for a novice on the front row but he coped very well). By the end of the first lap Steve and Dave were comfortably out in front. Rob Dickinson (Nat) and Tony Pegg (Nat) had overtaken Andrew. These four kept their positions for the duration of the race. Further back in the field Mark Evans had made up good ground in the race and had just sneaked ahead of Andrew. With no casualties in the race the undisputed winner was Steve Cowell with a very commendable 2nd to Rob Dickinson.

Final Results

National: 1st Steve Cowell, 2nd Rob Dickinson, 3rd Tony Pegg.

Open: 1st Dave Spriggs.

P&R: 1st Andrew Holmes, 2nd Jem Weisselberg, 3rd Alan Ford.

210 NATIONAL

Again Round 4 of the Supergold series produced a full grid of Villiers. Only a week after the British Short Circuit Championships there were three numbered drivers present Paul Kellett (4), Tom Thacker (8) and Rob Peters (9). Only 4 novice drivers.

In the heats it was a clean sweep of wins for Paul Kellett ahead of Rob Peters who had three straight seconds. It looked like the final honour would go to either one of these drivers. However there were other good drives that could not be discounted from Nick Amps who had the 3rd place on the final grid. Roger Gregory, Bill Hilton and Peter Denyer all had upper third results in the heats. The best performance by a Novice was from Adrian Goodall, having two 4ths to compensate for a no finish. The current series leader Mick Sifleet had an unfortunate meeting suffering a bent axle early on the day resulting in an early finish for him.

Heat Results

Heat 1: 1st Paul Kellett, 2nd Rob Peters, 3rd Nick Amps.

Heat 2: 1st Paul Kellett, 2nd Rob Peters, 3rd Bill Hilton.

Heat 3: 1st Paul Kellett, 2nd Rob Peters, 3rd Roger Gregory.

FINAL

Paul took Pole position with Rob and Nick also on the front row. At the start Paul Shot into the lead with Nick and Adrian taking up 2nd and 3rd places. A bad start by Rob put him down into 5th at the end of the 1st lap leaving himself a lot of ground to make up. Paul in flying form began to command an impressive lead. Nick was maintaining 2nd place and over the next two laps Rob had overtaken Roger to move up into 4th place and a further two laps on he had taken 3rd place from Adrian. Nick was going well in 2nd and looked set to keep the position. However by lap 7 a determined drive by Rob who had made up a lot of ground was on the tail of Nick. He just sneaked through on the inside line to take up 2nd place. Adrian and Roger both eventually followed Rob through which unfortunately

CADWELL CRACKER

CIK Championship for Formula E and 250 Monocylinder 30th June — 2nd July

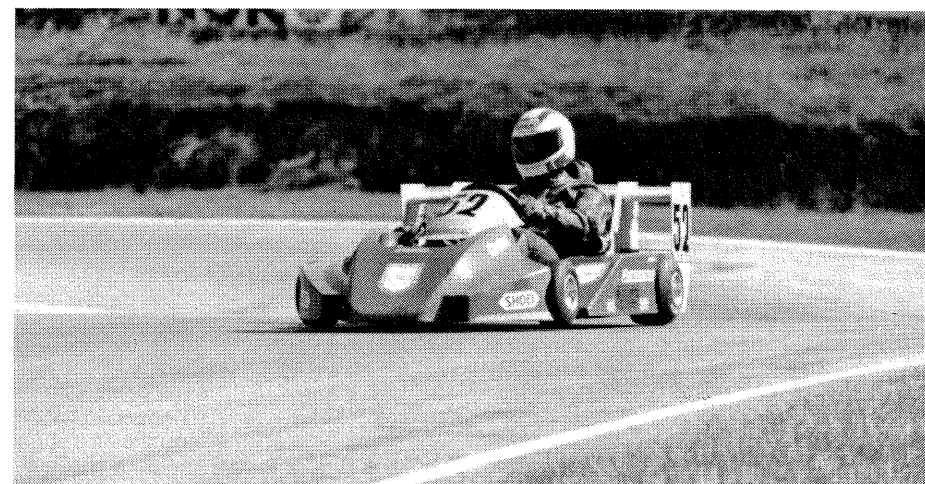
Next to the GP, this had to be the meeting of the year for long circuit aficionados. What really set the meeting on its ear was the use of the full circuit including the Mountain, truly the ultimate test of driving ability. The meeting counted as the second and final round of the Formula E Euro champs and was also billed as the CIK trophy for 250 monocylinder (or 250 National), seen effectively as an unofficial European championship. There were also crystal trophies for the other UK National classes with competition being equally fierce in those races too.

Those who have ever been involved in the organising of a major meeting will know the work that John Shaw and his team put into this weekend. They should be warmly congratulated for the terrific way in which the meeting came together. It is such a shame that the spectre of noise had to rear its ugly head yet again and ensured that the meeting was robbed of the likes of Gassin and Lozza. Certainly there seems to have been fault on both sides, the noise officials uncertainty played upon with typical Gallic gamesmanship by the drivers concerned. As with so many other things, the problem is in the way the regs are written with too many decisions on clarification needed at the meetings. The ball is firmly in the court of the CIK and RAC: make the regs clear and unambiguous and let the drivers get on with racing.

Newton's Law Fails

The 210's were the first to go on the finals day with Chris Cattermole on pole following his heat win. Sitting alongside was the other heat winner, Brian Borwell with the front row completed by Garry Parker and Igor Ashwell. John Newton and Phil Featherstone were on the third row with current number one George Bett and Simon Quance on the 5th and last rank.

From the lights, Borwell and second row man Pinney were first away but within a lap, John Newton had taken control and would leave everyone trailing in his wake. Ashwell was second from Borwell and Quance with Featherstone handily placed and ready to make further progress. Lap two saw Newton's lead grow to around 300 yards and Borwell slip badly down to 6th with Featherstone taking advantage and slotting into 3rd. James Wallace was also doing very well in 4th but would go no further than lap eight. Just when it looked to be a Newton benefit, our attention was snapped firmly back to the track with the sight of the leader touring with a dead engine. The primary chain had broken and denied John a fully deserved win. That left things wide open at the front with the battle between Ashwell and Featherstone ever intense with the pair failing to notice the progress of Jeremy Pinney who was closing faster than the leaders were aware of. The laps were to run out for Jeremy with the win going to Ashwell from Featherstone with Pinney in third, half a second covering the first three. In fourth was Simon Quance, nearly 30 seconds down on Pinney with the top six completed by Mike Hopkins and Rod Stallan. The sole P&R representative was



Fifth place was enough for Sweden's Stefan Rindstrom to secure the European title.

Eagles 1-2-3 in the hands of Shaw, Hines and Goff; a fine drive too from Kelgate's Parrot to 4th from a rear grid start, but the European Formula E title is clinched by Sweden's Rindstrom; Rodgers takes the 250 Mono-Cylinder CIK Trophy ahead of Pluck and Garner, whilst the Crystal Trophies for the National classess go to — Ashwell(210), Young(125) and Cullen(125 Open) during a memorable Cadwell weekend.

Report & Pics:- Iain Blair

David Robinson who finished 5th on the road using a Fastrak with no bodywork.

1st Igor Ashwell	Aero/Longtune
2nd Phil Featherstone	Kobra/FPV
3rd Jeremy Pinney	Aero/Ellison 210
4th Simon Quance	Zip/Longtune
5th Mike Hopkins	Anderson/Invader
6th Rod Stallan	Kobra/FPV

Fastest Lap: Newton 1m 38.5s 79.30 mph.

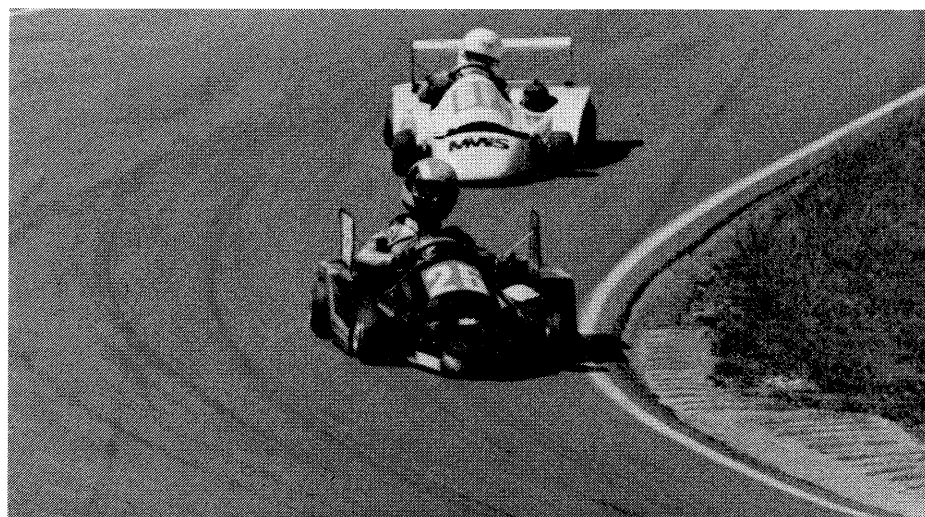
Young at Heart

The 125 National racing was fast and furious but the man on pole was familiar to all. Boyd Barrington with 1st and 2nd from the heats had the plum spot and was accompanied on the front

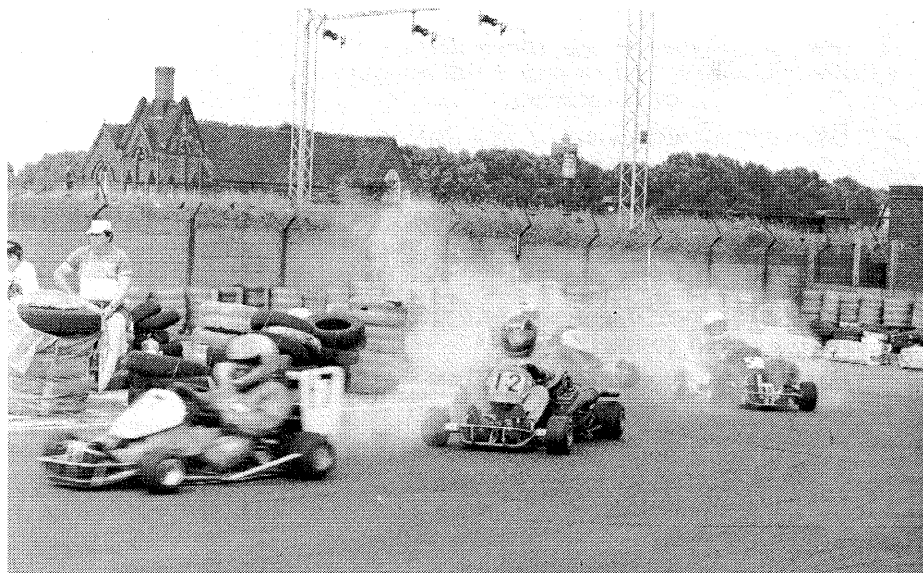
of the grid by the Masons, Ian and Colin and Wayne Bray. GP winner Graham Sykes was on row three with Steve Young and Malcolm Clark on the seventh rank.

The race was restarted due to a shunt at the first corner which took out over half a dozen drivers including the GP winner, Sykes.

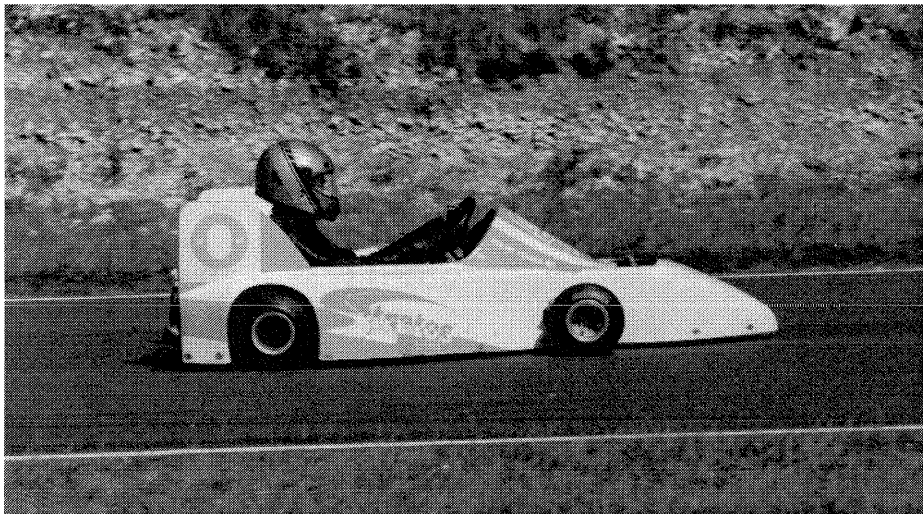
On the restart, Colin Mason led the bunch away but by the end of the first lap it was business as usual with Barrington in the lead and soon to stretch that into something ridiculous. The fun was behind Boyd as a five kart scrap for second changed by the second with Clark, Young, Bray and the Masons all looking for the break to come. That break didn't happen until the 8th lap with the retirement of Barrington at Mansfield pro-



Igor Ashwell took the 210 honours, here shadowed by Phil Featherstone.



250 National/International — Kevin Mason (17), Rob Lowe (12) and Neil Bagley (58) (Pic: R. Few).



The 125 National win went to Steven Young after the melee at the Club hairpin.

moting Clark to the lead. The lead battle was now only four strong, Colin Mason having gone on the 4th lap but all four were bunched tightly as they crossed the line to start their last lap. I suppose there must have been something happened to split the group between Charlies and Mansfield but as they headed down towards the Mountain, Clark had a ten yard lead over Young and Bray who were a similar distance up on Ian Mason. Approaching the short circuit hairpin for the last time, Bray and Young touched and their karts locked together. Unable to get free, the pair veered off to the right and hit the tyre barrier at undiminished speed, the wreck rebounding into the track where, despite his best efforts, Mason clipped the edge of the tangled mess. The race was very quickly stopped and the BRSCC rescue unit swung into action. It seems that Young got off lightly with a broken leg (believe me that was some escape!!) whilst Bray was shaken but otherwise OK. Now the lap charts were consulted to determine the winner. According to the rules, the winner is the leader on the lap before the race was stopped, i.e. the leader at the end of lap nine. That man was Steve Young, probably one of the few people to win a race from the medical centre. Malcolm Clark was understandably upset with second and Ian Mason and Wayne Bray wound up 3rd and 4th respectively. Rob Johnstone emerged victorious from a good scrap with Mark Birkett with the top ten completed by Steven Pridmore, Derek Wilson, Barry Fortnam and Ken Gill.

1st Steve Young Stratos/Minarelli
2nd Malcolm Clark Zip/Rotax
3rd Ian Mason Zip/Rotax
4th Wayne Bray Stratos/Minarelli
5th Rob Johnson GJ Anderson/CSK Minarelli
6th Mark Birkett Anderson Minarelli
Fastest lap: Barrington & Young 1m 36.0s 81.37mph.

Cullen All Karts

Graham Barker had pole here from two heat wins but the second of these was seen as rather hollow with Cullen penalised six place for jumping the start. Colin Poole was next to Barker on the front row with the others being Mike Hole and the aforementioned Simon Cullen. GP winner, Roy Patterson was on the second row with Nigel Wigg on row 4 and Richard Crump returning to the fold on the next row.

First away was Barker from Hole, Patterson and Cullen but it wasn't long before the final was split into two battles. The lead being contested by Barker and Cullen and third fought out between Poole and Crump. Of the two, Cullen looked to have the easier job as, despite a few tentative stabs by Barker, he was fairly secure from lap six onwards. Crump and Poole scrapped all the way to the last couple of laps when a small gap opened up in Crump's favour. Stuart Mead annexed 5th less than a second behind Colin with the top six rounded off by Patterson. Roy McLean, Bruce Moore, Mike Hole and Mark

Haswell took the places out to tenth.

1st Simon Cullen Anderson/CSK Rotax
2nd Graham Barker Anderson/Anderson Rotax
3rd Richard Crump Anderson/CSK Rotax
4th Colin Poole Anderson Goff TM
5th Stuart Mead Anderson/Rotax
6th Roy Patterson Zip/Patterson Rotax
Fastest lap:- Cullen 1m 33.1s 83.90 mph.

CIK TROPHY 250 MONO

Del-Boy Picks Up the Pieces

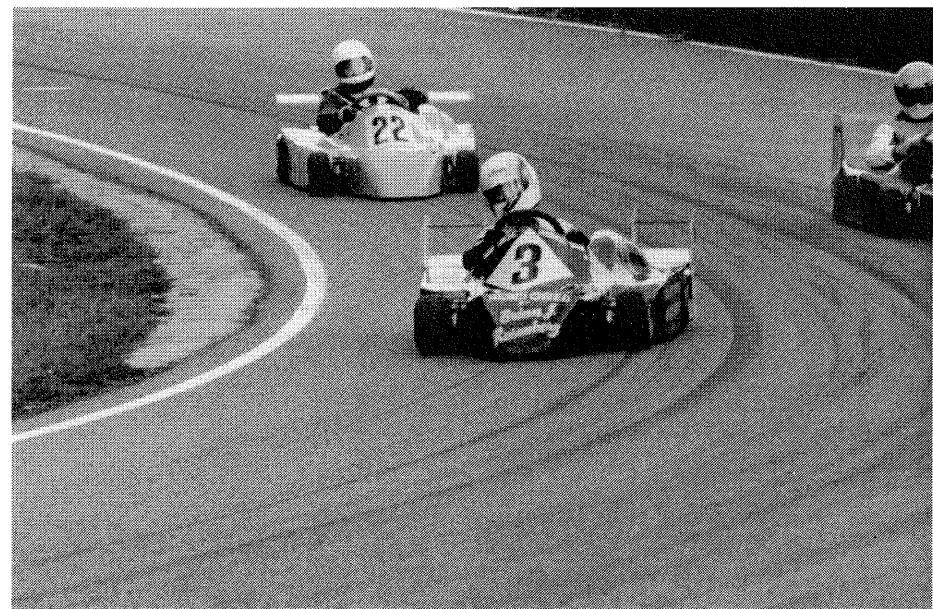
Two sessions of timed practice were the order of the day here and at the end of them a couple of surprises were in store. The first was the pole going to Graeme Stephenson, a full second faster than Mark Webster. (The latter said to be fit to be tied) The other surprise was the pace of leading overseas driver Ulco Hueting. The reason turned out to be very simple, his kart had been qualified by top E driver Perry Grondstra. Both Perry and Ulco were summoned before the stewards and fined £100 and £50 respectively. Hueting was also removed from the grid sheets for the pre-final. So with pole going to revelation Stephenson, he was joined by Webster, Derek Rodgers and Mark Allen on the front row. Jamie Vale, Andy Martin and Colin Fletcher were on the second with the first legitimate foreigner in 28th place, Dutchman Alex Bouma.

The pre-final was re run after four laps when Arthur Thompson crashed at the footbridge bringing out the ambulances. Andy Martin had been leading at the time from Rodgers and Webster but it was all to do again, this time with the pole man missing, a big end having failed.

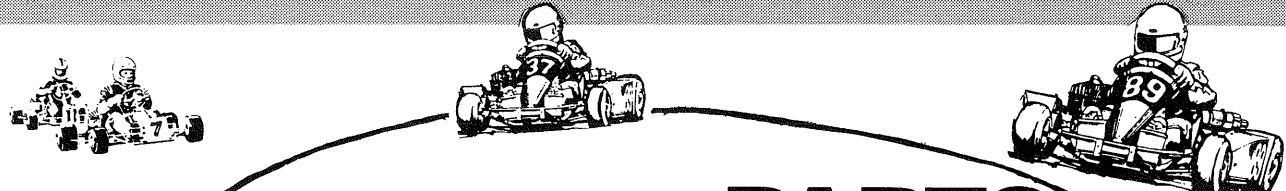
The re-run was a desperately close affair with Webster and Rodgers fighting tooth and nail all the way from lights to flag separated in the end by only 0.2s. Allen and Mike Doble had a good race but the drive of the race surely had to come from Andy Martin. Starting from the pit lane due to plug trouble, Andy carved his way through the field to finish in third, five seconds behind Rodgers and Webster. Allen was next along with Doble for company but Mike wasn't there long as he failed the post scrutineering noise check and was excluded. Paul Fox thus stepped into 4th from Bill Garner, Jr., Keith Bisp and Kevin Routh with the top away driver being Mr Hueting in 12th. The fastest lap went to Andy Martin in his charge through the field and was clocked at 1m 31.8s a speed of 85.09mph.

The stage was set for a super final with all still to play for. Even before the start there was drama as Mike Doble was working on his kart in the pit lane to change a chain.

The pack (and Doble) sped away from the lights with Webster in command but Rodgers and Martin hanging in there and keeping the Lathom man in sight. Within a couple of laps these three had broken away from the bunch with Garner, Pete Morgan, Paul Fox and Martin Pluck contained within. Lap four was the last time we saw Fox, and Andy Martin was starting to drop back with his rear wing canted back at a drunken angle. He retired on lap 8. Webster, meanwhile was beginning to slow and Rodgers was making up ground at an alarming rate. On the 11th lap, Webster succumbed to the pressure from Rodgers and surrendered the lead, almost immediately spinning on the start line with a blown rear tyre. This had been the cause of the trouble from as early as lap 3 but Webster kept going in the hope it would last. Pluck had emerged in second place now from Garner, Morgan and Doble with Robin Gillam, Kevin Routh and Barry Sherriff all dicing strongly for 6th. In the end the order stayed as it was with a popular victory for Rodgers with Pluck, Garner and Morgan next up. Doble and Gillam were 5th and 6th with Routh, Sherriff, Goodison and Hueting completing the



Simon Cullen's 125 Open lead was fairly secure from lap 6 onwards.



KARTS N' PARTS

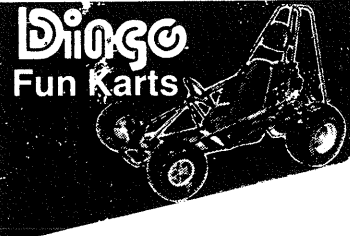
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IMPORTANT NOTICE

The Committee of the Hunts Kart Racing Club announce that the circuit at Kimbolton will be completely resurfaced in time for the scheduled meeting on Sunday August 13th. This action follows the unfortunate events that occurred at the meeting held on July 9th.

Issued for and behalf of:

**The Committee Hunts Kart
Racing Club**

Chasewater

SUNDAY, JUNE 11th

This meeting was to celebrate the Centenary Year of Birmingham City. It was also the host of Round 4 of the popular Supergold Series for the 100 UK and 210 Classes. Over 160 entrants raced and the Trophies were commemorative silver plates which by all accounts proved very popular with the recipients. The weather was absolutely fantastic. Signing on was an open air affair. In fact in the history of 'Wheels' we have only had two wet meetings. The driver of the day went to 100 UK driver Bill Tully and the best novice went to Adrian Goodall in the 210 class.

CADETS

Due to certain circumstances which resulted in a dispute of the results, it is difficult to give a Race report at the present time. I hope it will be possible to forward an account of the race appropriately as soon as possible.

JUNIOR BRITAIN

I must say I really am becoming an addict of this class. The standard of driving is of a high standard and the enthusiasm of the drivers makes for compulsive watching. Only a couple short of a full grid. Each of the heats produced a different winner and second placed driver. This laid the odds right open as to who would be the eventual winner today. Notable drives were seen from Jonathan Philips who at today's meeting was noticeably improved on previous meetings and was well in contention having a 2nd and two 7th places in the heats. Peter Budd probably one of the most promising Juniors we have at Chase showing very mature driving skills had the best results overall in the heats. Chris Chater started the day off well having two 3rd's but failed to finish a race after that. Ryan Hensman recently off novice plates was flying again, another promising Junior with a flamboyant driving style. I was pleasantly pleased to see Lee Charlton who hasn't been racing all that long really go for it this meeting and had a fantastic win in the 1st heat. The three Paul's (Reynolds, Kennings and Howes) had their usual consistently good results. The only female driver in the class who I feel on today's performance showed her to be one of the best girls on the race track I've seen, achieved good heat results in a strong class, a 6th, 8th and 5th.

Heat Results

Heat 1: 1st Lee Charlton, 2nd Paul Reynolds, 3rd Chris Chater.
Heat 2: 1st Peter Budd, 2nd Ryan Hensman, 3rd Chris Chater.
Heat 3: 1st Paul Reynolds, 2nd Jonathan Philips, 3rd Peter Budd.

JUNIOR BRITAIN FINAL

Pole went to Peter Budd with Ryan Hensman alongside. Just behind them were Paul Reynolds and Lee Charlton. The initial lead was taken by Ryan, Lee had a good start and was in 2nd place. Peter did not have such a good start and this put him back into 3rd. Rachel had pushed her way through and had a good 4th place by the end of the 1st lap but by the end of the 2nd lap she somehow was undeservedly back down the field. Her demise gave way to Paul Kennings and Jonathan Philips to chase the leaders taking 4th and 5th places respectively. At the end of the 3rd

lap Lee had fought hard and surged ahead of Ryan to take up the lead. These two were locked in battle for the majority of the race. Lee just managing to keep Ryan at bay. Peter kept his 3rd place secure throughout the race where behind him there was a close race going on between Paul Kennings and Jonathan. Paul Reynolds was down the field not finding the form he had in the heats for the Final. By the later third of the race Ryan had regained the lead from Lee, Peter was still coolly in 3rd and Paul Kennings was keeping Jonathan just behind him. The mid field was headed by Paul Howes followed by Adam Wilcox and novice driver Richard Brunning. Rear field was Simon Adams normally pushing for the lead apparently struggling a shade today, Gary Barehead, Rachel and Christian Vann. However the race reaching it's final lap saw a last minute bid by Lee in superb style took himself passed Ryan to be the eventual winner with Peter in 3rd. Paul Kennings and Jonathan crossing the line virtually together but Jonathan just getting 4th by a bumper's length.

Final Results

1st Lee Charlton, 2nd Ryan Hensman, 3rd Peter Budd.

SENIOR BRITAINS

One off a full grid of seniors of which only three were on novice plates hinted there would be some good close, competitive racing and that is exactly what this class provided. As with the Juniors each heat produced a different set of winners. So of those drivers who gained final grid positions in the first three rows it was impossible to guess which would be the eventual winner. There were good heat wins gained by Richard Few, Roger Davies and Chris Winter. There were other notable drives from Gary Hodgetts, Paul Matthews, Mike Mitchell, Andy Hunt, Colin Shanks, Mark Lawson and Kevin West.

Heat Results

Heat 1: 1st Chris Winter, 2nd Paul Matthews, 3rd Richard Few.
Heat 2: 1st Roger Davies, 2nd Gary Hodgetts, 3rd Andy Hunt.
Heat 3: 1st Richard Few, 2nd Kevin West, 3rd Colin Shanks

SENIOR BRITAIN FINAL

On pole was Richard Few with Chris Winter alongside. At the green light it was Richard who had the quickest start which put him in the lead after the first lap. Paul Matthews off the second row was right on this tail. Chris Winter having a disastrous start to the race was relegated well down the field as was Mike Mitchell at the end of the first lap. A good start and quick first lap moved Roger Davies well up from the mid field into 4th place behind Mark Lawson. Colin Shanks was just behind the leaders in 5th and heading the mid field group was Gary Hodgetts. As the race settled down Richard drove confidently to maintain his lead and Paul Matthews tried his hardest but was unable to budge the leader from his premier position. A good race was being had by Roger and Mark, Mark just having the edge and keeping Roger in 4th. Just behind was another pair having a ding-dong Colin Shanks and Gary Hodgetts. A little way behind were the next three Andy Hunt, Kevin West and just off novice plates Lee Brookes. As the race progressed there was little change in overall positions which seemed to have been set from the start. In the penultimate lap Kevin West was lost allowing Lee to take up his 8th place. Mike and Chris had a hard fight to make their way back through the pack, both drivers

managed to make up considerable ground but neither driver attained the final result they deserved following the heats — but that's racing. Back to the leaders there was no way Richard was going to allow Paul to take the lead and today's race was his, as recently is so often the case. Well done 'Dick'.

Finals

1st Richard Few, 2nd Paul Matthews, 3rd Mark Lawson, 4th Roger Davies. Best Placed Novice Mark Chardwick 10th.

100 UK ROUND 4 SUPER GOLD SERIES

The Series bought 25 drivers to race today and having watched most of these drivers at Rissington in the previous Round I could foresee a highly competitive day's racing. There were just five home drivers the rest of the field were both widespread from the North and the South. For an Economy Class I found the racing compulsive watching. The heats were spread over four each driver having three individual heats. Drivers to watch would be Bill Tully, Chasewater drivers Mick Pritchard and Dominic Megee and Mark Bruce on the 'S' plate achieving the best overall accumulative heat results. There were Heat wins for Bill Tully, Domniic Megee, Mick Pritchard and Robert Bouse. Looking at drivers details it occurred to me the dedication and enthusiasm of the drivers in this Series, some travelling from as far as Scotland and the far side of London. Only four novice drivers the best results in the heats gained by Kevin Corbett.

Heat Reults

Heat 1: 1st Bill Tully, 2nd Mark Bruce, 3rd Lee Johnson, 4th Peter Deardon.
Heat 2: 1st Dominic Megee, 2nd Richard Hind, 3rd Neil Smith, 4th Mick Pritchard.
Heat 3: 1st Mick Pritchard, 2nd Bill Tully, 3rd Dominic Megee, 4th Richard Johnson.
Heat 4: 1st Robert Bouse, 2nd Neil Smith, 3rd Richard Hind, 4th Richard Guest.

100 UK B FINAL

Eight drivers raced of which the top four were repercharged to the 'A' Richard Johnson was on Pole and took the lead ahead of Neil Richardson, David Kinsey and Matthew Kelly. These four quickly edged ahead of the others. Richard was to maintain the lead from the start to the finish, Neil being unable to catch him. David was unable to sustain the distance and was lost in Lap 6, so allowing Matthew McEvoy to move up into 4th place being the last qualifier for the 'A'.

'B' Final Results

1st Richard Johnson, 2nd Neil Richardson, 3rd Matthew Kelly, 4th Matthew McEvoy.

'A' FINAL

On Pole was Bill Tully with Dominic Megee alongside. A good start by Dominic allowed him to take the early lead just in front of Bill. Behind the two leaders in hot pursuit were two very fast drivers Mark Bruce and Mick Pritchard. In the early stages Dominic held onto his lead and by the end of the second lap Mark had already pushed his way up in front of Bill to take up 2nd place. At the end of the 3rd lap Mark made a successful bid for the lead. A few places back down the field Mick was heading a group made up of Neil Smith, Robert Bouse, John McKenzie and Richard Hind. By now the pattern of the race seemed to be set in the front of the field, with each of the top placed drivers maintaining their positions. Towards the end of the race Richard

CONTINUED . . . PAGE 32

Kart & Superkart



Chris Stoney, here nigh airborne, retired after four laps with clutch failure.

top ten. Of the retirees, Bisp and Adrian Wilcox went on lap two, with Steve Matthews and Jamie Vale on lap six.

1st	Derek Rodgers	Anderson/Wood
		Yamaha
2nd	Martin Pluck	SRS Lazer/TC
		Suzuki
3rd	Bill Garner Jr	APS Zip/Cheetham
		KTM
4th	Pete Morgan	Zip/MWR KTM
5th	Mike Doble	Zip/Honda
6th	Robin Gillam	Zip/KTM
Fastest lap:- Webster 1m 31.5s 85.37mph.		

FORMULA E EUROPEAN

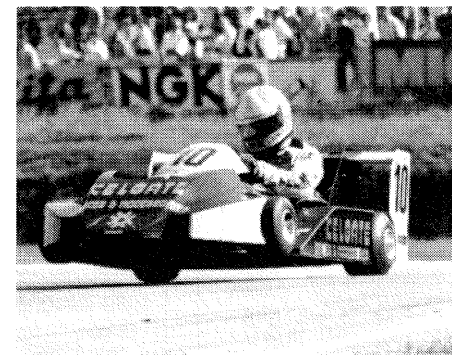
Shaw Thing Boss!

The timed sessions in the Superkarts looked like a who's who in world class racing with all the cream rising to the top as usual. Pole for the pre-final went to the Kelgate Superkart Team Racing With Tim Parrot driver — Tim Parrot setting a time only 0.7s shy of the outright lap record held by Quinque Mansilla's F3 Ralt. Tim clocked 1:24.17 only 23/100ths faster than Zip Boss, Martin Hines with Chris Stoney a mere 0.09s behind him. Completing the front row was Grondstra with Glencross, Shaw and Pertti Kuismanen on the second. That represented quite a change from the time lists and was a result of noise penalties. Gone were Gassin and Lozza and moved about were Shaw, Pritchard,



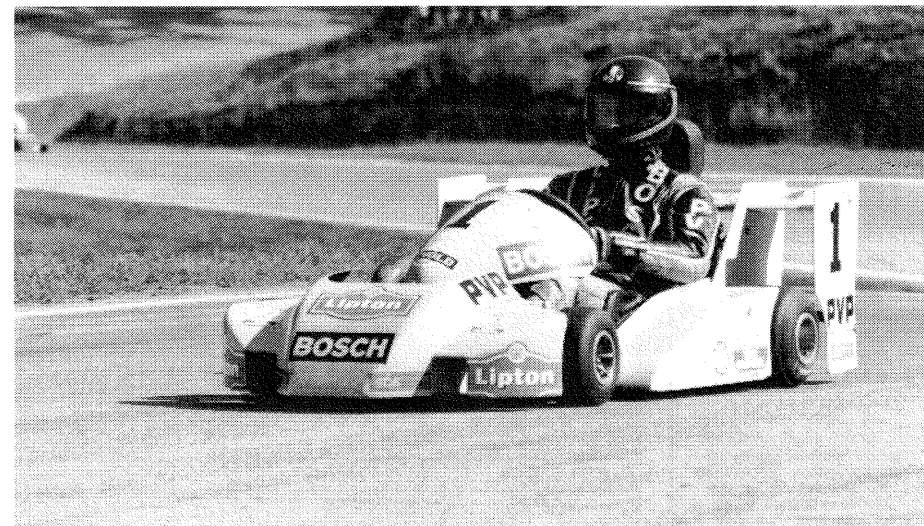
The 'Eagle Club'.

August 1989



Can you hear me mother?''

not getting away from the pack so it was a surprise to see him head into the pit lane on the 4th lap. He tried to make adjustments to the kart but he too would retire. The trouble being clutch failure. The way was now clear for Shaw to stamp his authority on the race and he did just that, initially with Hines for company but with Ian gaining ground at the Mountain every time, the gap gradually increased until the Ovalteenies were the length of the bottom straight plus some clear of their rivals. Stefan Rindstrom, Poul Peterson and Peter Conway were the trailing group at first but the duo of Goff and Parrot were scorching through the field and their speed was



"I think maybe we need to find more power," quote Poul Petersen on Saturday, sadly he didn't. .

preamble, all avoidable with clearly written regs.

The race itself was a good scrap between Stoney and Grondstra with the Dutchman losing out in the end to the "new boy". Martin Hines wasn't a million miles away in third with Shaw a strong fourth. Parrot lasted but two laps due to a broken ignition stator and Roger Goff retired after six laps to start his final near the back.

There was a long delay on the final grid which gave the Zip team drivers time to pull a stunt designed to poke fun at Tim Parrott. The Kelgate team has recently been seen using a pit to driver communication system, hence the jack plug sprouting from the side of Tim's helmet. (Personally, I think its for his Bros tapes....) Team Zip, not to be outdone, debuted their version on a theme and it was high tech all the way. Final instructions were passed from Hines to Shaw on the grid using two cocoa tins and a bit of string. Team replicas are available now from Zip Kart.

The fun over, the serious business of racing saw Stoney and Hines sear off the line together soon to be joined by Grondstra, Shaw and Peter Gray. The second lap held a bit of controversy as Grondstra and Glencross, both in the leading bunch, went missing, only Perry resuming in the race but well down. He would eventually retire on the sixth lap. Stoney was still in the lead but

rewarded with 3rd and 4th at the flag.

Life is full of maybe's but what a race we would have had seen if those two had started nearer the front. Stefan Rindstrom was 5th from Peterson and Conway with Wimmer, Kuismanen and Jacques Hendrikse completing the top ten and the points scorers finishing off with Kjeu-Hakan Mostrom and Alan Pritchard. What a good meeting for the Brits but the 5th place for Rindstrom meant he took the European crown from Ian Shaw and Poul Peterson.

1st	Ian Shaw	Zip Eagle/Zip Rotax
2nd	Martin Hines	Bridgestone
		Eagle/Zip Rotax
3rd	Roger Goff	Zip Eagle/Goff
		Rotax
4th	Tim Parrott	Kelgate
		Mirage/Anderson
		Rotax
5th	Stefan Rindstrom	Mirage/Rotax
6th	Poul Peterson	PVP/Rotax
7th	Peter Conway	Anderson/Rotax
8th	Rainer Wimmer	Castrol PVP/SK
		Rotax
9th	Pertti Kuismanen	Siljats/Rotax
10th	Jacques Hendrikse	Anderson/AKC
		Rotax
Fastest lap:- Ian Shaw 1m 24.7s 92.23mph		

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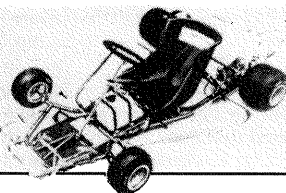
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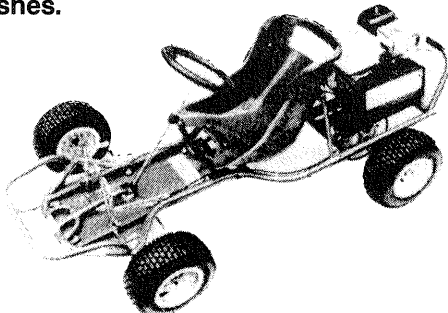
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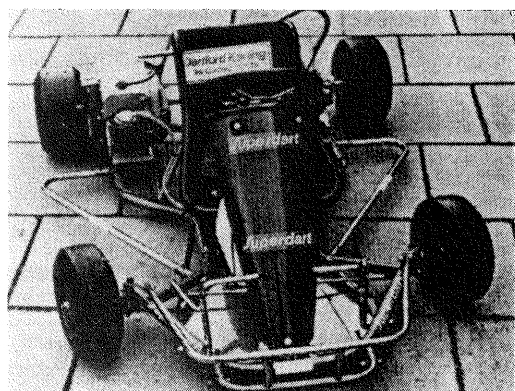


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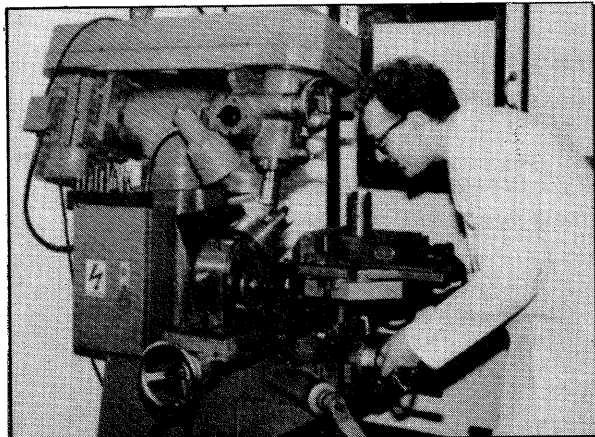
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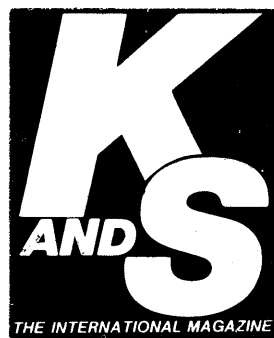
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Chain, heavy duty type 35.....	£6.50
Link extractor tool for above.....	£12.00
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Diaphragm Cover.....	£1.16
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Pump Diaphragm.....	28p
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Cage & Rollers (steel silver plated).....	£5.00
Big End Spacer Washer.....	£1.00
Small End Rollers.....	£1.50
Small End Washer aluminium.....	75p
Imm Thick.....	65p
Crankcase Main Bearing Shims.....	50p
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Crank Nylon Stuffers (each).....	£3.00
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7.1x11x5 YDG (SL) slick.....	£22.50
Ali Mono front rain 360.....	£18.50
7.1x11x5 YDF slick.....	£28.00
Ali Mono rear rain 5" 6", 7".....	£16.50
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All front Mono rims compl. with bearings.....	

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ALL MOUNTS INCLUDE CLAMPS	
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Performance Principles

It is too easy, when you are driving home from a race meeting, to think that you lost because your kart was not good enough. This may be true, but there is nearly always something that can be done to make more of your existing machinery without resorting to contacting your SnatchBest bank for a loan!!

If you want to discover where it is in your racing performance that improvements can be made, then you must think about each aspect of it methodically. There are three principal factors which constitute a racing performance: equipment, preparation, and driving skill.

The racing machinery you use has an important effect on your performance. Taking the chassis first, features to consider are: grip (accelerative, lateral, and decelerative) in terms of quantity and quality, and aerodynamics.

Pure grip, ie roadholding, is necessary for accelerating, braking, and cornering. With cornering understeer, oversteer and four wheel drifting all occur when the tyres' adhesion to the track has passed its optimum level. The track speed at which these phenomena occur can be altered by chassis development and adjustment, and maximum use of the best tyres available. However, not only do you need a large quantity of grip, you also need that grip to be provided usefully, and for it to expire predictably on the limits of adhesion. This is 'handling', ie the quality of the grip provided. Drivers' preferences will vary as to whether they favour understeer, four wheel drifting, or oversteer to occur at the limit.

Handling changes are effected by front and rear track setting adjustments, variation of tyre pressures, and positioning of weight. Setting up a chassis for a circuit is a skill for some, and a black art prone to backfire for others. However the basic principles are as follows: A firm chassis is better for dry tracks, a flexible one for wet circuits.

On a dry surface tyre track width settings need to be such that sufficient heat is generated in the tyres for the rubber to grip. This can also be achieved by variation of tyre pressures. Essentially, the lower the tyre pressure the more deflection occurs in the tyre body, and this generates heat. This, in turn, makes the rubber sticky and grip is generated. Therefore if you wished to understeer your kart must grip less is generated. Therefore if you wished to understeer your kart must grip less at the front than at the rear. Experimentation with any lead carried on the kart will show where it is best to carry it to make your machine handle as you want it. You must be careful with low tyre pressures as too much heat will cook the tyres and grip will diminish. Furthermore, very low tyre pressures can result in the tyre bead being pushed off the wheel rim by cornering forces. And then your race is over.

On wet surfaces narrower tyres set at a narrower track width at the rear, and a wide track setting at the front generally give the most grip. Furthermore, slight slacking of the front and rear bumper attachment bolts, and removal of any stiffening devices are worthwhile moves to this end.

Decelerative grip is necessary for braking. A driver who can brake later than anyone else with the confidence that he will maintain control can spend longer at high speed. Unfortunately 100 cc karts have only one brake, at the rear and, apart from ensuring that the braking system is in good order and the rear tyres are gripping

well, there is not much scope for technical improvement. Of course you must ensure that the disc, and pads are unscored and that the brakes are properly adjusted. Usage of the brakes is a matter of driver skill, and I shall discuss that later.

Acceleration traction concerns the ability to increase the speed of forward motion without spinning the wheels. Wheelspin is the result of the engine producing more torque than the tyres can momentarily transmit to the track. Class 1 karts do not produce large enough amounts of power at low engine speeds to break traction, at least in dry conditions. On a wet track wheelspin may occur, and only a larger amount of weight over the rear axle can eliminate this. However, the fact that there is weight transfer to the rear of the kart under acceleration, and that the driver is virtually sitting on the back axle, means that the weight distribution is already at its best for accelerative traction. Class IV karts suffer from wheelspin and, if it still occurs with perfect weight transfer that a kart has, then bigger and stickier tyres might help.

Another chassis improvement, which in fact eases the workload of the engine, is to reduce the weight of the rotating componentry, ie the front and rear axles and everything attached to them, which absorb engine torque when being accelerated. This is because the engine has to use energy to push that weight around and, if there is less weight in the drivetrain and front axles, acceleration is improved. All power saved can then be used to make the lighter components rotate faster. Furthermore, a unit of weight saved furthest from the centre of the axle saves more energy than the same unit reduction of weight from a position closer to the centre of the axle. Therefore the use of lightweight wheels, tyres, brake discs and sprockets will effect a greater power saving than the fitment of a hollow axle.

Aerodynamics are rarely considered in the context of 100 cc karting. The principles to remember when considering making improvements are: a) Reduce frontal area; b) Open air streams as cleanly as possible; c) Make the items over which the air passes as smooth as possible; d) Bring the air streams smoothly together again once they have passed over the kart. These are ideals to aim for, even if they are not possible to achieve perfectly.

With these principles in mind imagine looking at the kart from the front. The silhouette of the machine and driver is the 'frontal area'. This could be reduced by having the driver sit back at more of an angle, and would be particularly worthwhile at the faster circuits. A kart has a rough and complex shape for the air to accommodate and it would be useful to reduce, for example, the complexity of the chassis componentry to cut drag.

There are four factors which govern the rate of acceleration: The weight of the kart and driver to be accelerated, the amount of power the engine has, the quantity of air the kart has to push out of the way at higher speeds, and the ability to transfer power from the engine to the track without wheelspin. Aerodynamics and wheelspin have already been discussed.

The weight of the kart and driver play a large part in dictating the rate of acceleration. However, any attempts to remove weight are constrained by the minimum weight requirements. Suffice to say, it is most important not to carry any excess weight.

Moving on from the chassis, engine quality is most important. Superiority here can overcome shortcomings in chassis performance. A kart with an excellent engine can overtake and stay ahead of a better handling kart which has an in-different engine. It can be blasted down straights

to overtake, and cornered tightly to hold off the better handling machine.

Furthermore, the aerodynamic and mechanical improvements discussed above are better exploited with a more powerful engine. Engine tuning is difficult to get right. Unless you have a really good idea of what you are doing it is best left to engine tuning firms.

However, there are a few simple items that you can modify in the engine yourself. For example, the crown of the piston and the bell of the combustion chamber should be kept brightly polished as far as possible. When they are polished they reflect combustion heat better and cause the explosion to be more powerful. Carbon deposits can be very carefully scraped away before the surfaces are polished with chrome cleaner. You must be careful not to damage the metal of the piston or the cylinder head when cleaning off the carbon as this will reduce the engine's compression and/or cause hot spots to develop, the latter causing engine failure. Modifications can be made to the skirt of the piston. Small portions of it can be cut away so as to make the piston match the cylinder ports more closely, thereby improving gas flow. This has the added benefit of reducing the weight of the piston, which means that it is free to move up and down faster. Care must be taken when finishing off metal once some has been cut away. If any grooves are left from a coarse file or a hacksaw blade these can act as lines of weakness where the piston may break under high pressure. Therefore, any cut edges must be fine-filed, emieried, and polished until no marks are left on a perfectly finished surface. Matching the carburettor throat to the inlet tract to remove any steps will improve gas flow into the engine. If at any stage you have the engine apart it is worthwhile checking that the ports in the crankcase match up to the ports in the cylinder bore. Steps and lumps should be removed. Opinions are mixed as to whether ports should be polished or left rough. A polished port permits the easiest gas flow while a slightly rough port aids the mixing of the fuel/air mixture, giving a more powerful explosion.

Very few drivers of 100cc karts run their gearing so high that the engine four-strokes at the end of the longest straight of a given circuit. A racing two-stroke engine produces most of its power at high revolutions, and at the end of this range four-stroking begins. When this occurs the most has been made of the available engine power. Therefore a little four-stroking at the end of the longest straight proves that the best gearing is being used. However, an engine has to be maintained in top condition if it is to be run in this way. The benefit of running higher gearing is that you will be faster out of corners than a lower geared kart, and you are therefore using your power band exactly when you need it.

One of the problems of running the engine at high revolutions is that a seizure becomes more likely. This can be expensive and embarrassing. A method of overcoming this would be to have the mixture screw on the carburettor arranged so that it can be adjusted manually by a lever and cable operation mounted near the steering wheel. With this the mixture could be adjusted for optimum performance on any part of the track. Normally the mixture screw is set in a compromise position so that it is too rich at low revs, correct only at medium revs, and too lean at high revs. With the ability to adjust while moving along the best fuel mixture can be maintained for all engine speeds, and the highest engine performance attained. It would be particularly useful for entering bends on a trailing throttle where little fuel/oil mixture is entering the engine to lubricate the bore. An extra charge



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Front
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1/2" Simplex
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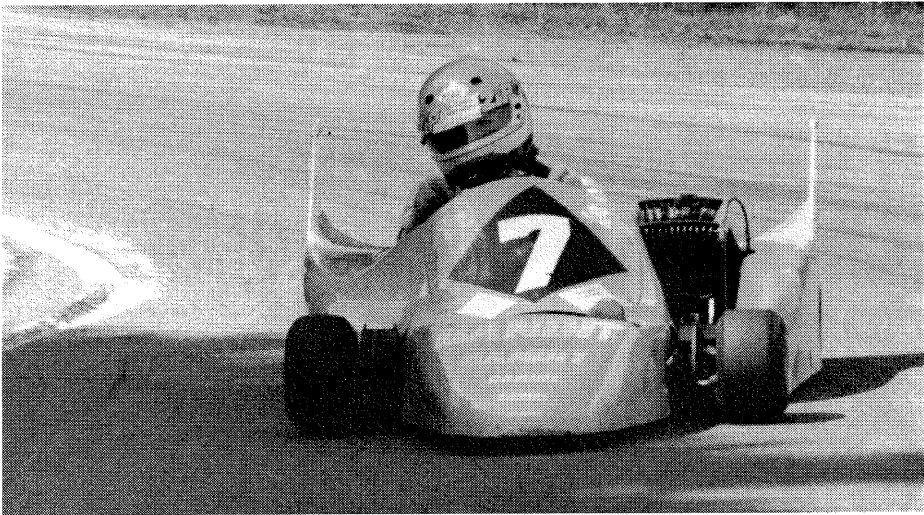
HESKETH TROPHY — SHENINGTON 30th APRIL					
125 Challenge Round 3					
125 National					
1st	Graham Stephens	Goff Rotax (Lap Record)	125 Water-Cooled		
		Goff Rotax	1st	Colin Poole	Goff TM (Lap Record)
2nd	Steve Puddiphatt	Goff Rotax			
4th	Martin Powell	Goff Rotax	3rd	James Ponting	Goff TM
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★					
KIMBOLTON 15th MAY 125 Challenge Round 4					
1st	Graham Stephens	Goff Rotax	5th	A. Griffin	Goff Rotax
2nd	Steve Puddiphatt	Goff Rotax	6th	James Ponting	Goff w/c TM
3rd	Martin Powell	Goff Rotax	8th	Nick Whitehead	Goff Rotax

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LATE NIGHT THURSDAY



Pacesetter Barrington should run strong in 125 National.

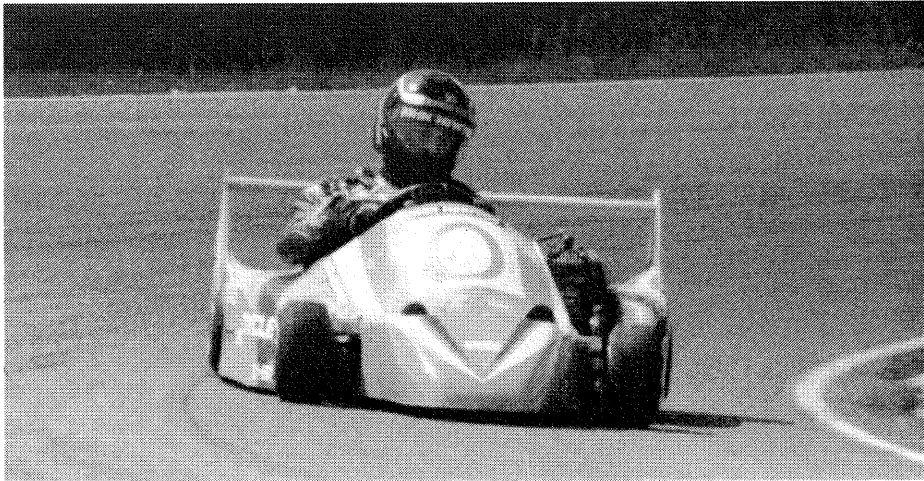
to talk about . . . in any one of about six languages!

The Cadwell July entry was certainly one of the best we have seen in this country from visitors since the heady days of the World Cup at Heysham. This weekend will hopefully see a similar number present and it can only add to the overall interest of the World Series.

The National Classes have threatened not to appear in any great numbers but I'm confident as you stand in the paddock reading this your official programme will list a large number of names from all five categories. And I don't know who might win.

New UK Cup title holder . . . defending Grand Prix title holder . . . Short Circuit Champion . . . current points leader in the Long Circuit Championship . . . potato and cabbage grower . . . engine tuner . . . who is it? Noooooooooo it's not him! It's Mark Webster and he seems to be getting it all right just in time to strongly defend those 250 National GP plates. It won't be easy though, the National classes never are. Current British No 1 Derek Rodgers would love to take the Grand Prix title back to Hyde and despite one or two setbacks this year he still retains his keen sense of humour and an equally keen competitiveness. KTM versus Yamaha so far but wait . . . Andy Martin on a Honda and Mike Doble. Both are in with a shout, both have won National meetings before . . . both have won a Grand Prix so there you have four likely victors.

A good mix of both chassis and engines can be seen in the popular 250 National class and there are a number of others who will be fighting hard for honours. Former winner of the Title Rob Johnstone could well surprise a few . . . Bill Garner Jnr is always on the pace . . . Pete



Newton could well be in with a chance for another 210 victory.

anyone. Remember his storming drive through the field at Silverstone last year. He would be happier to start this year's final a bit nearer the front.

Ireland's Trevor Roberts can usually be found in amongst the front runners as can Nigel Wigg but the depth of talent in this class throws up a number of other ames to watch. Stuart Ziemelis with his all British Lazer/TKM outfit . . . Steven Webb . . . Steven Stykes . . . Colin Poole, Alex Pettigrew and Richard Crump are all capable of winning races and they might just do that this weekend at Silverstone.

The 210 National class Grand Prix Title holder Phil Featherstone is on a hat trick this year and in his efforts to achieve that he will probably dust down last year's motor and spoil himself with a new set of tyres for the final. Seriously though Phil often turns it on when it is least expected so don't discount him.

The Villiers class has been knocked in the past but thanks to a number of people it is looking very stable at the moment . . . entries are quite reasonable and don't forget George Bett lapped the full Grand Prix circuit at over 100 mph.

Former winner John Newton has only done selected meetings for a while now . . . he successfully defended his UK Cup title in July . . . but when he does race he competes well.



Ian Mason has been another 125 front runner this season.

Simon Quance has perhaps not enjoyed the consistency of previous seasons but nevertheless he too should be up there with the leading group. John Brennan will make the trip from Kilkenny and with his self prepared motor he will not be at Silverstone just for the fun of it. A win would be very nice.

Igor Ashwell, Brian Borwell, Keith Trainer, Garry Adnitt, Paul Woodward and Kevin Bonarski have all featured well this year and despite what the pessimists say the Villiers lads will provide some good racing. A lot of it could be thanks to Uncle Tom Thacker and all.

Anyway enjoy your weekend at Silverstone . . . ponder the names I've mentioned, I might well have got it all wrong . . . but then what does it matter, it is a sport after all . . . it isn't it?

Mike Smith

Happy August birthdays to:	
Ryan Baptiste	17th
William Batmalle	21st
Mike Doble	12th
Andy Martin	24th
Dave Thacker	25th
Adrian Wilcox	18th
Peter Woodgate	8th

throttle where little fuel/oil mixture is entering the engine to lubricate the bore. An extra charge of fuel/oil could be added, using the device described above, to avoid seizures.

The second main area for discussion is the preparation of the racing machine. It is a vital yet tedious area. It requires great attention to detail, but it is worth it. There is nothing more annoying than falling out of the lead, or a good bumper to bumper multi-kart tussle, simply because a throttle cable clamp worked loose. Therefore, careful assembly of the whole kart before a race meeting, and systematic checking between races of absolutely everything that can go wrong, is worth it. It is not a glory job. Doing it does not make you go any faster, so it is easy to ignore in favour of performance tweaks. If you prepare your kart perfectly all it means is that, barring catastrophe, you will finish. But then you have to cross the line to be in with a chance of winning. There are plenty of drivers who are stunningly fast but who rarely take the chequered flag owing to mechanical unreliability.

The third and final area for consideration is driving technique. This is a controversial subject for me to discuss. After all, if you look through the race result pages of Kart and Superkart you never see my name. Despite this there are some principles which I can state with impunity as an observer: a) When braking skidding must be avoided as once it begins retardation is no longer at its optimum level, nor the driver in control. It causes the kart to run off the racing line, and time is wasted; b) To increase braking performance and overcome the zilch grip in the back axle many of the faster drivers four wheel drift their karts into corners, timing it perfectly to slip off the apex of the bend with full power on. This is a very skilful and dramatic way of cornering. However, if the kart were kept moving in its wheeltracks it would be less sensitive to physical contact from other karts as it would not already be slipping on the track surface. Therefore the likelihood of being knocked into a spin while cornering would be reduced. Having said that it is appreciated that a hint of oversteer at the apex of the bend is necessary to overcome the zilch grip; c) After a few races you will soon find out whether or not you have the courage to race into corners with a frenzied pack of fearless drivers. There is no shame in not having the bottle to race very competitively in traffic, but it is important to realise it and not blame your kart for your sub-standard performance.

Whenever I think of highly skilled driving there is one incident that always comes to mind. At the 100 National British Championship at Rowrah in 1980 Terry Fullerton fielded a two driver team: Ashley Sparks and Graham Waldron. Practice was not going too well, and there appeared to be some difficulty with the handling of the karts. At this point Terry Fullerton decided to have a drive himself and assess the performance of the machines. Off he drove and, although few would admit it, people did in fact stop what they were doing to watch him. It would take too long to describe his technique in detail. It suffices to say that it was smooth, purposeful, flawless, and shatteringly fast. I am sure that many people think that there are better and more skilful drivers, and they may be right. Whoever you think is the best driver you should try to analyse their technique and put it into practice in your own driving.

You may think that many of the ideas I have stated are not of much value to your racing performance. However the analytical approach to racing by dividing it into the three areas of equipment, preparation and driving is essentially correct, and I hope it proves of use to you.

Jon Messent
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HESKETH SUPER CHALLENGE ROUND 4

Harvey wins the lot
Another large grid of superkarts
Neil Hems earns his first ever front row start in a final

What a glorious day, blue sky over Shenington and another large grid of neat superkarts. It would seem that the appearance of these karts is slowly improving, could it be due to the Snelson Engineering Smart Kart Award?

Kennings is of course out in front in the points table, can nobody haul him in? One of the reasons why he is so hard to catch is his fantastic reliability. Up to now he has not failed to finish a single race, this speaks highly of the thorough way he prepares his equipment.

Heat 1

On the second attempt they were away, unfortunate Perkins pulled a wheely and snapped his chain, Studley making it first to the corner, Hems, our Mansell look alike 2nd, followed by Green in his 'Special Purpose Vehicle' sponsored Anderson, 4th Stratford with a Rotax using Amal carbs, then Cryer who started from the back row of the grid followed by Harvey. Lap 3 and Cryer finding plenty of grip hit the front, Harvey had displaced Stratford and Green and was putting Hems under pressure, midway and Harvey was 2nd, Hems 3rd, Studley holding off Green who was doing likewise with Kennings. Martin Wall was getting the better in the battle of the Yams. Last lap and disaster struck, Cryer's front carb jammed open causing all sorts of problems, Harvey closed the gap and was through to win, Cryer just managed second from Hems. Studley held Green who in turn held Kennings. These three had a stout battle right from mid-distance. Casualties, Bisp who disappeared on lap 2 and Quigley whose Rotax selected 3rd and 5th gear and what a mess that made.

Heat 2

That man Harvey was first to the corner, next Fido having changed from Yam to Rotax and making it really go, then Cryer with Kennings on his bumper, next was Budd holding off Hems. Lap 2 Cryer made a messy attempt to pass Fido and Kennings nipped by to pressurise Fido. Fido held on and Kennings could find no way round but in turn held Cryer off with a display of late braking. Meanwhile next was Budd keeping things nice and tight heading Hems and Green, close stuff. Lap 6 and it was all change but not for Harvey, he motored on untroubled out in front. Cryer after many unsuccessful attempts squeezed by Kennings, then Fido found a box full of neutrals and Cryer was second. The Budd, Hems and Green tussle was now joined by Studley just as Hems elbowed his way past Budd. So after 8 laps of clean close racing, not the short circuit championship stuff, the order was Harvey again, Cryer, Kennings, Hems, Budd, Green and Studley.

Final

The man in form, Harvey, had earned pole, Cryer

was on 2, next Hems well pleased with his two drives which gave him his first ever front row start in a final. Red turned to Green, away leapt Harvey followed by Hems, Studley, Kennings, Durance making a great start from a not too good grid position. Cryer's chain snapped and he could only sit there with his hand in the air. It speaks volumes for the ability and agility of those behind him, all of which successfully avoided the problem he created. A despondent Bisp pulled off yet again with a recurrence of his engine problem but once again Harvey with his Bisp prepared motor led from start to finish. Hems, Studley, Kennings circulated in close combat, Hems and Studley for 6 laps getting the better of Kennings, who incidentally must have been pleased and worried by the performance of the motor he had tuned for Hems. Lap 6 and Kennings made it up to second but Harvey was too far out of reach. Fussey with a Yamaha gave best to Wall with a similar engine. Durance went missing, this allowed Fido to close on Studley and how he tried to get by, Studley drove neat and tight and Fido did not find a way past until the very last lap. Therefore across the line it was Harvey making a clean sweep of the heats and final, Kennings, a justifiably pleased Hems, Fido improving all the time, Studley sporting his No 6 plate and Green in his well turned out machine.

So ended Round 4 and more faces are appearing as front runners. Harvey, of course, Hems, Fido and Studley on the day showing marked improvement. It is perhaps worthy of note that contact driving was less evident than at the Short Circuit Championships. Perhaps two of the reasons for this could be that the vast majority of drivers are regular short circuit exponents and with points counting in heats and finals towards the Hesketh Super Challenge the emphasis has got to be on consistency rather than do or die attempts.

Up to date points situation Snelson Engineering Smart Kart Award

Green	18
Budd	10
Quigley	7
Hems	7
Milner	5
Fido	3

Hesketh Super Challenge Top 10

Kennings	278
Cryer	198
Budd	176
Woodcock	161
Hems	148
Green	141
Jones	112
Quigley	109
Studley	101
Durance	100

CADET COLUMN

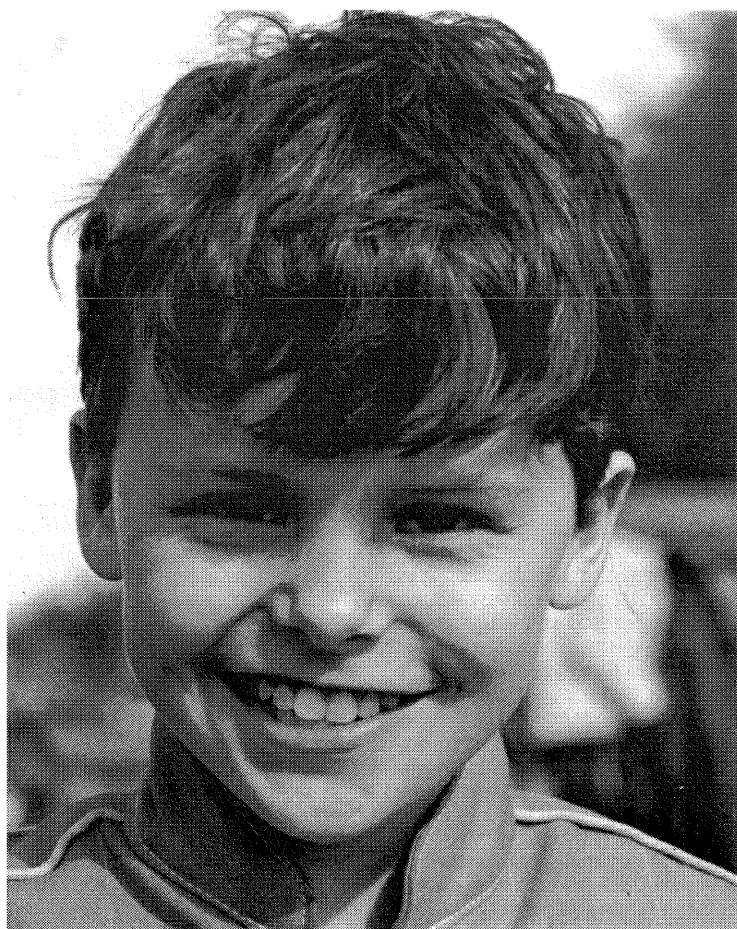
SHENINGTON 18 JUNE 1989

Twenty four boys and one girl lined up for the first heat on an extremely hot day. James Walters led from start to finish, followed by John Oakley, now on the proper sprocket and Nelson Rowe as Oliver Smith slipped back behind Jeremy Gumbley. In heat 2 Lars Sexton (Zip) led until lap 6 when Dean Haddon finally got past, Lars being demoted to third before the flag by a flying James Walters on his Wright.

So to the final with James Walters on pole alongside John Oakley, Haddon and Gumbley behind. No-one had an answer for James Walters as he led a flag to flag victory but Dean Haddon (Allkart) and John Oakley were having a titanic battle for second for the first few laps, Dean getting ahead on lap 5. After this Oakley slipped back to fourth passed by Nelson Rowe and another big battle was taking place between Sexton, Michael Bowie, Gumbley, Matthew Edwards and Oliver Wood. But Sexton somehow lost a lap to finish 20th. The first novice meanwhile was Philip Charles in 12th place. Michael Bowie's Zip was found to have an 86 sprocket marked as an 85 so he was excluded. This plain metal sprocket was the same type as found with the same problem last meeting so please everyone, count your teeth.

by Graham Smith

Results	1st James Walters	Wright
	2nd Dean Haddon	Allkart
	3rd Nelson Rowe	Allkart
	4th John Oakley	Hutless
	5th Matthew Edwards	Gillard
	6th Oliver Wood	Allkart



Hutless pilot John Oakley made 4th by the flag.

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Preview . . . **BRITISH KART GRAND PRIX SILVERSTONE CIK WORLD CHAMPIONSHIP 250 FORMULA E ROUND 1**



Hines, back on form after a lot of hardship, is looking to succeed (all pics Iain Blair).

The calendar says August and in karting terms that can mean only one thing . . . the Annual Kart Grand Prix is with us again . . . Silverstone will echo to the sound of karts this weekend for the twelfth time since the Grand Prix began in 1978.

As usual the moans will be heard . . . many have indeed already been voiced . . . but come what may the Grand Prix weekend will no doubt be as well supported as ever. You've heard it all before . . . the entry fee is too high . . . the National classes are pushed aside to make room for the 250 E's . . . that dreaded noise meter will be back . . . the officious oops! sorry, the officials will not listen to your complaints . . . the once a year people are back . . . and what's the code to get in the Press Office?

Of course you have heard it all before . . . yet we still do it . . . why? Simple really . . . it's the Grand Prix innit? Can't miss that one . . . might win this year . . . if only I could get a garage though . . . Anyway, hols are booked . . . arrive Thursday . . . get that garage if "you know who" hasn't beaten you to it. Set up camp, get that all conquering Zandorstrat kart on the stand . . . put last year's motor in it . . . beg some part, used rubber and you are in business. It's going to be a great weekend! On a new circuit too!

Seriously though the Grand Prix at the Home of British Motor Sport is the one event that most people in karting really do look forward to. It has over the past eleven years produced some excellent racing . . . some great victories and unfortunately on occasions some hurt and sadness.

Let's hope that the 12th year produces plenty of entertainment with none of the hurt.

The new 1.913 mile National Circuit will be used this weekend and that has added fuel to the fire so to speak but a number of those drivers

present at the Easter event felt the new configuration was OK and well suited to karting. Certainly the section from Brooklands . . . the left hander at the end of the Club Straight and the Bridge Bend leading back towards Woodcote call for some driver ability rather than simply outright speed as was so often the case on the full Grand Prix circuit.

No doubt reactions will be mixed but it will be interesting to hear the differing views as the weekend gets under way.

Who then is likely to do well and possibly go home on Sunday night with a new set of GP plates?

How do I know?

Well the Formula E lads . . . and lasses . . . will get a double dose as they take part in the first round of the CIK World Championship on Saturday and then contest their own Grand Prix on Sunday.

Of the home based drivers certainly Zip driver Ian Shaw will be hoping that he can retain the

letters for a second year. His performances since entering the 250 ranks have been first class, his win at Cadwell recently endorsing the view of many that he is one of the best in the World. Zip boss Martin Hines seems to be having a new lease of life . . . family problems of last year have receded . . . and the twice Grand Prix winner is back on song. Bedford based Roger Goff forms a formidable trio with Hines and Shaw aboard their Zip outfits and Roger will certainly show plenty of ability and speed.

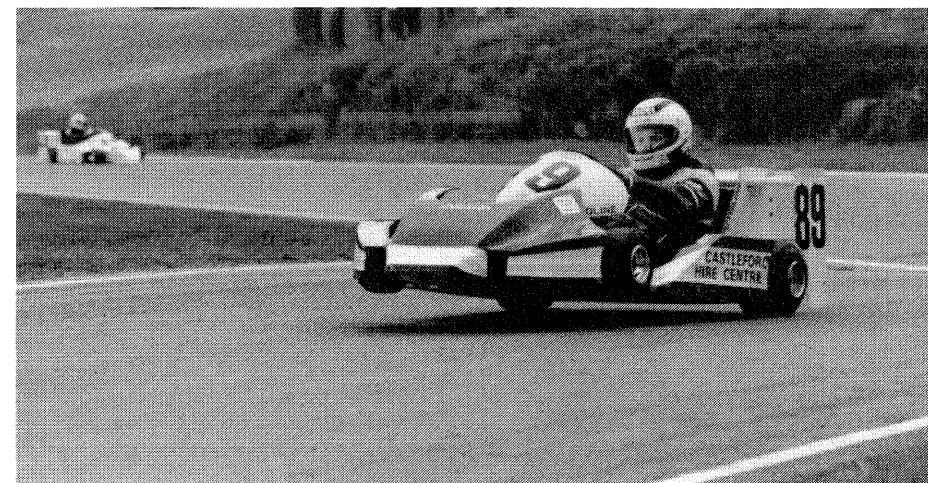
Russell Anderson's hopes of a victory for his Mirage chassis will rest on the efforts of British Champion Tim Parrott, UK Cup winner Chris Stoney and the lap record man Phil Glencross. All three are more than capable of an outright win so the scrap between the Brits alone will be worth watching.

There will be others of course . . . perhaps Peter Gray from Aberdeen or Alan Pritchard . . . Isle of Man winner will be able to find just a little extra pace to get in there with the big names. Whatever the outcome it will be fast, colourful and spectacular.

The World round will no doubt attract a good entry from across the waters. Certainly defending Champion Poul Peterson will be amongst the entry and can we look forward to seeing for a second time the new European title holder from Sweden Stefan Rindestroem? Both will want to make a good impression that is certain.

Perry Grondstra will no doubt be quick . . . he is wherever and whenever he races . . . but his all out style often brings about an early end to his challenge. The French pair of Eric Gassin and Philippe Lozza had what could be described as a disappointing visit to Cadwell in July and whilst they threatened never to visit our shores again I suspect the entry list may well contain both names. It would be a pity if they did miss this one . . . karting at World level needs drivers such as Eric Gassin and Philippe Lozza.

The Finnish contingent did well at Cadwell in the Euro round and I'm sure Pertti Kuismanen will be hoping to give Dave Liebkind something



The flying Stoney will spearhead the Anderson challenge.

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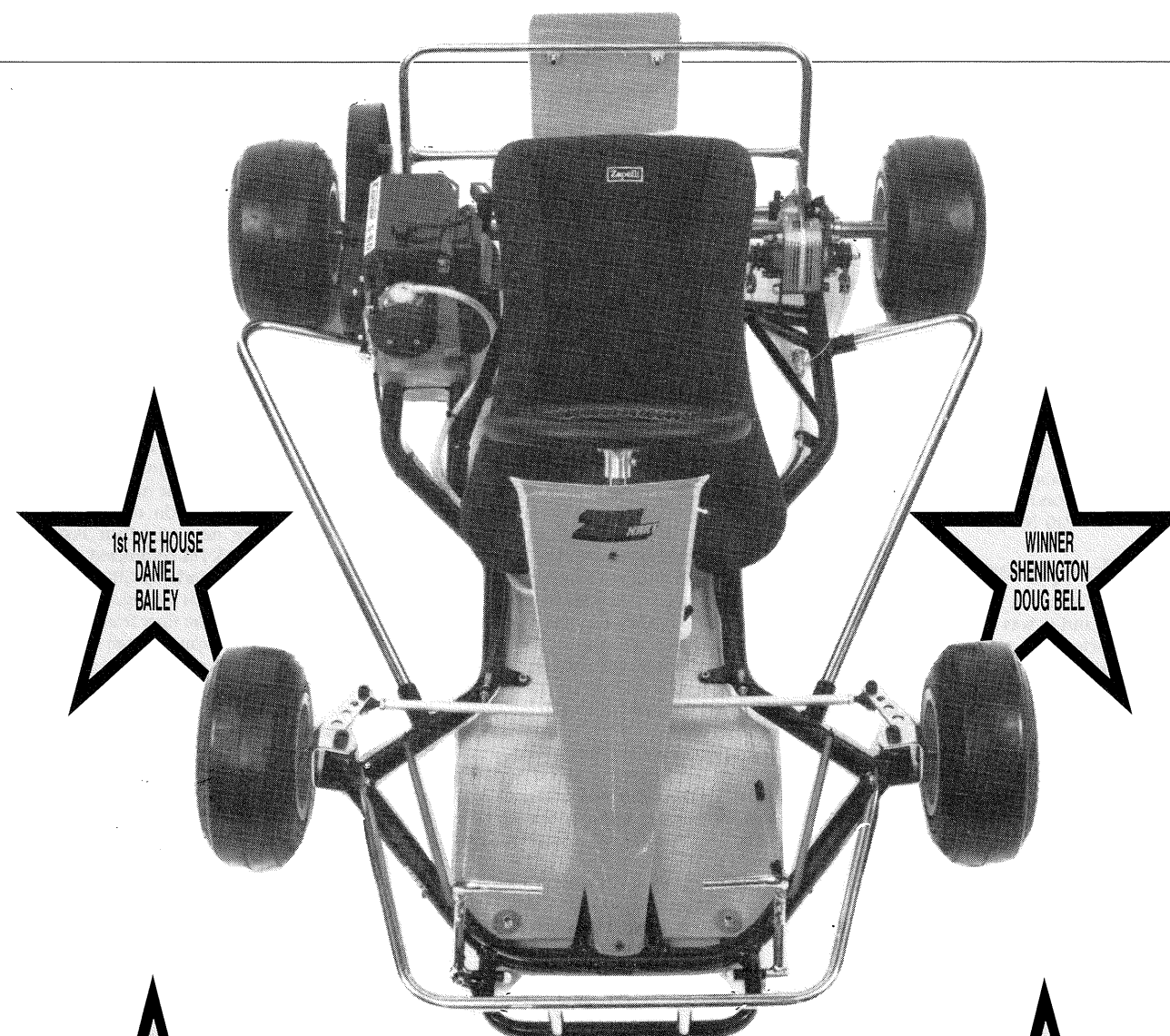
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Snetterton Saturday July 8th 1989

RAC Long Circuit Champs Round 4 UK Cup Central Kart Club Champs Round 3

WET! WET! WET

John Newton (210); Mark Webster (250 Nats); Simon Cullen (125 Open); Gary Ashurst (125 Nats) and Chris Stoney (Superkarts) left Snetterton on a very wet July Saturday with the coveted Red Zero plates after success in the UK Cup.

A reasonable entry turned up at the Norfolk venue just a week after the Cadwell Euro decider with most of the front runners present and raring to go once more.

The morning stayed dry . . . hot and sticky with plenty of those delightful little black flies to keep everyone busy!

The moment the finals were due on the grid though it all changed and the circuit was very soon awash . . . out came the umbrellas . . . wet suits etc and you would have thought it was the Snetterton Water Sports Centre!

However the morning did allow some racing to take place in dry conditions and that all started as usual with the 210 Nationals.

Newton keeps nothing

Two six lap heats were on the cards to sort out final grid order and it was defending UK Title Holder John Newton who made the best of those . . . taking a win each time to firmly claim pole for the ten lap final.

Grand Prix winner Phil Featherstone lined up alongside after a second and fourth place with Terry Percival taking next spot with a third and a fifth from the heats. Last spot on the front row went to Paul Woodward whilst the fastest lap of the two six lappers was recorded by John Brennan with a time of 1m 16s a speed of 90.80 mph. John was to start the final from row three a non finish in the second heat bringing that about.

So out they all came for the final . . . scheduled for ten laps . . . with rain threatening. It didn't take long for it to not only rain but simply throw it down. It WAS torrential and after the green light it soon became apparent that a number of drivers were going to have serious problems . . . many were on slicks . . . John Newton wasn't and he slithered his way to the front and quickly built up a lead. By the end of three rain soaked laps John was crossing the start/finish line with no one else in sight. The pit lane was busy to say the least as drivers came in . . . changed tyres . . . went out again . . . or simply called it a day.

There was certainly no element of competition whatsoever . . . just four drivers were on the same lap and the name of the game was to keep going as safely as possible. Andrew Mears was in second place . . . Gary Adnitt held third with Terry Percival grimly holding fourth. Fortunately commonsense prevailed and the flag went out early to end the misery. Richard Porter and Kevin Bonarski were finally placed fifth and sixth to take the final points positions but it had not been much fun to watch and certainly a great

deal less enjoyable to take part in.

A number of the drivers got together in the paddock/pit lane area to discuss the matter but after some time the gathering dispersed and the result stood.

Talking to both John Newton and Phil Featherstone afterwards they both felt the race should have been halted as early as lap two . . . the conditions were that bad.

So the result was:

1st	John Newton	Zip/Longtune
2nd	Andrew Mears	Bullitt/APM
3rd	Gary Adnitt	Anderson/Invader
4th	Terry Percival	Zip/TPV
5th	Richard Porter	Stratos/Villiers
6th	Kevin Bonarski	Zip/Bonarski
Fastest lap of the final:		
John Newton 1m 30.9 75.92 mph.		

Acclaim for Ashurst

The 125 National heats both went to Boyd Barrington, the Suffolk driver thereby taking pole with his Zip/CSK Rotax outfit in fine style. The Minarelli of British No 1 Colin Mason lined up alongside with another Stoney prepared Rotax in the hands of Gary Ashurst in next place. Short Circuit Champ Ian Mason made up the row with his Minarelli powered outfit.

Boyd Barrington claimed fastest lap from the two heats with a time of 1m 13.6 second time out and that was just 1/10th quicker than his best from heat one.

Conditions were still not good for the ten lap final . . . wet being the best description I can think of! At the off it was poleman Barrington making the running and after one lap he led from Ashurst . . . Clark . . . Stephens and Colin Mason.

For two laps that was how it stayed but then it all went wrong for Boyd as Malcolm Clark was first into view to start lap three. Ashurst had second and the two were beginning to pull away from the rest.

After four laps Clark still held the advantage but Ashurst was closing and at half distance the Blaydon driver had relegated Clark to second.

There was a long gap before third placed Mark Thompson came through and the track was still, very very wet.

Lap seven and the two leaders encountered the first of the slower drivers . . . Thompson was still there followed by Wilson and Mason C. The latter was looking for a way past Wilson to take fourth spot and he finally managed it during the last tour with one or two backmarkers in amongst the leading half dozen.

Gary Ashurst held on to take the win and the UK Cup but after ten laps there was just 3/10ths of a second between him and second placed Malcolm Clark.

Mark Thompson crossed the line in third place from Colin Mason and Wilson claimed fifth spot some seven seconds ahead of Graham Sykes. It was, then, a happy Gary Ashurst making the long

trek back North on Saturday night . . . the UK Cup was his and the result was like this:

1st	Gary Ashurst	Zip/CSK Rotax
2nd	Malcolm Clark	Zip/Rotax
3rd	Mark Thompson	Stratos/Minarelli
4th	Colin Mason	Zip/Minarelli
5th	P Wilson	—
6th	Graham Sykes	Stratos/Minarelli
Fastest lap of the final:		
Malcolm Clark 1m 26.2 80.06 mph.		

Webster's zero rating

By the time the 250 National final was due the weather had improved slightly in as much as the rain had almost stopped leaving the track surface still very wet.

The earlier dry heats had seen Mark Webster claim pole for the ten lapper with Martin Pluck following home the WPT driver in the first heat and Andy Martin trying to keep on terms with the GP plates second time out. Kevin Routh slotted into second spot on the front row with Andrew Harvey next up. Paul Fox with his Webster prepared KTM completed the front row. British Champ and Cadwell CIK Trophy winner, Derek Rodgers was not having a very happy time of it having to start the final from row five. With typical Rodgers humour though he felt it was all down to a lack of straight line speed brought about by the inexperience of his YTS pit crew!

The green light appeared to set them on their way and it was Mark Webster who got away well with Kevin Routh alongside as they screamed off towards Riches.

One lap completed and Routh was well down the field . . . Webbie meanwhile had made the front spot his and he was being chased by Adrian Wilcox with Paul Goodison and Andy Martin in tow.

Wilcox gradually closed the gap and as they crossed the line to start lap four he had managed to edge Webbie down to second. Andy Martin had moved to third ahead of Goodison whilst Derek Rodgers had settled into fifth.

After last year's last gasp defeat in the UK Cup Webbie was looking for a clear victory and during lap four he not only retook the lead but found a bit extra to open up a slight gap to Wilcox.

Half distance and Andy Martin had left the fray . . . Derek Rodgers was now up to third place . . . had the YTS man found something special or was it just the wet surface acting as a great leveller? Never mind for after six laps Derek had comfortably settled into that third spot and taken the slower drivers in his stride.

Two laps later . . . with two to go . . . Webbie was still holding first place and again extending his lead over Wilcox . . . Paul Fox had spoiled the fun for Rodgers edging the British No 1 down a place to fourth. Jamie Vale and Bill Garner Jnr held the next two places . . . in the points . . . and nothing was to change over the remaining distance. Mark

1st	Mark Webster	Anderson/MWR KTM
2nd	Adrian Wilcox	Anderson/KTM
3rd	Paul Fox	Anderson/MWR KTM
4th	Derek Rodgers	Anderson/Wood Yamaha
5th	Jamie Vale	Zip/TC Suzuki
6th	Bill Garner Jnr	CML Zip/Cheetham KTM
Fastest lap of final:		
Mark Webster 1m 21.1 85.09 mph.		

Simon says . . .

The CSK Rotax of Simon Cullen dominated both six lap heats in the 125 open class with Alex Pettigrew on similar equipment taking second place each time.

Stratos man Paul Malloy claimed third spot on the final front row whilst defending Zero plate holder Graham Parker completed the line up. Colin Poole, Richard Crump and Paul Umney made up row two . . . the track was still very wet but the worst of the rain had eased.

At the green it was poleman Cullen who made the best get away and he quickly began to ease away from the field . . . Pettigrew holding second as they went into lap two only to be dropped down the order by Malloy, Stephen Sykes and Nigel Wigg as they crossed over to start lap three.

Cullen was really striding out . . . and by half distance he was well clear and looking good. Malloy had second . . . Wigg was next with Pettigrew, Sykes and Hobson following.

Stuart Ziemelis was on the fringe and as they went into the second half of the race Cullen was still in no danger of being caught and about to take the first of the backmarkers.

Malloy and Wigg continued to dispute second with Pettigrew holding fourth spot. Stephen Sykes was some way adrift in fifth and Ziemelis was running a lonely sixth.

With the chequered flag at the ready Simon Cullen came into view with a huge lead and jubilantly crossed the line to take a fine victory. Malloy, Wigg, Pettigrew, Sykes and Ziemelis came through in that order to complete the top six with Stephen Webb seventh.

1st	Simon Cullen	Anderson/CSK Rotax
2nd	Paul Malloy	Stratos/Minarelli
3rd	Nigel Wigg	Anderson/CSK Rotax
4th	Alex Pettigrew	Anderson/CSK Rotax
5th	Stephen Sykes	Zip/CSK Rotax
6th	Stuart Ziemelis	Lazer/TKM
Fastest lap of the final:		
Simon Cullen 1m 21.9 84.26 mph		

Splish splash Stoney!

If you like your karting fast and spectacular then the Superkart lads will not disappoint you. During the morning qualifying . . . when it was dry and hot . . . Chris Stoney headed the timed session with a best of 1m 3.4 . . . yes 1m 3.4 . . . quick innit! Ian Shaw wasn't exactly hanging about either he did a best of 1m 3.5 whilst Martin Hines reckoned he had never been round Snetterton so quick after posting third best 1m 3.9.

Stoney's time gave a speed of 108.85 mph. Peter Gray quickly got through a lap of the Norfolk venue with a time of 1m 4s . . . Tim Parrott recorded a 1m 4.2 whilst Phil Glencross was sixth fastest in 1m 4.4 s.

Two heats then to sort out the final grid order and they went to Chris Stoney and Martin Hines. Chris added a third place whilst the best Martin could do was an eighth place finish from the other heat.

So the final grid sheet showed Stoney on pole . . . Glencross alongside . . . Tim Parrott next up and Hines completing the row.

Ian Shaw was on row three but with an entry as small as this . . . 15 . . . that didn't pose too many problems.

As they formed up for the final the heavens opened up again and the track was soon awash!

The green came on and Phil Glencros made the best of it . . . not for long though . . . for as they hit Riches for the first time out came the yellow flags and Peter Gray had joined Phil in early retirement.

One rain soaked lap completed . . . Hines was into the pit lane . . . Parrott came through waving furiously to the officials that he felt the race should be stopped . . . and Roger Goff led the field as they went into lap two. Stoney was second from Shaw with Alan Pritchard next. Under atrocious conditions large gaps soon appeared between those running and after three laps a new leader emerged. Roger Goff had succumbed to Chris Stoney although the latter didn't realise at the time that he WAS leading the race.

Race is perhaps not the right word to describe the proceedings for the surface was under water in places and there was no attempt to chase anyone really . . . it was more a case of staying mobile!

Martin Hines had rejoined the fray albeit a couple of laps down but there was now so few left running that just to get a finish might well earn some Championship points.

By lap six the Zip Boss was sandwiched between leader Stoney and second placed Shaw . . . Parrott was third . . . Pritchard fourth and Faulkner fifth.

The seventh lap completed and Pritchard had gone . . . Stoney still led and after one more tour just five drivers were running on the same lap. Nothing changed for the remaining couple of laps and Chris Stoney claimed his first Special Plate in the Superkart class . . . some 18 seconds ahead of second placed Ian Shaw.

Tim Parrott came home a very wet and not very happy third . . . he felt the conditions were dangerous. John Faulkner took fourth from Neil Percival . . . on nine laps with Steve Papworth also on nine laps for sixth place.

1st	Chris Stoney	Anderson/CSK Rotax
2nd	Ian Shaw	Zip Eagle/Zip Rotax
3rd	Tim Parrott	Anderson/Rotax
4th	John Faulkner	???
5th	Neil Percival	Fastrak/Rotax
6th	Steve Papworth	Anderson/Rotax
Fastest lap of the final:		
Chris Stoney 1m 21.90 84.26 mph.		

There is a good indication of the prevailing conditions . . . 18 seconds a lap slower than in the dry morning sessions.

PS: Wasn't it quiet on Saturday? Perhaps that was because the noise meter was in the hands of an Angel.



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

MIKE'S MEANDERINGS

Andy Martin 'lost' his caravan whilst journeying to Cadwell in July. The van became detached from the caravan and the latter ended up in a ditch. A passing motorist alerted Andy and it was a dockweed and nettles job to recover the caravan. On the face of it there appeared to be little damage done . . . it could have been much worse.

John Shaw, Secretary of Cadwell Kart Club, is seriously considering awarding a new trophy at his next meeting. It will go to the person who asks the silliest question! They came thick and fast during the Cadwell Euro weekend. Get your thinking cap on, but switch the brain off — there will be plenty of stiff competition.

On a more serious note John Shaw was quite pleased with the number of telephone calls he received after the Euro round, all expressing thanks to John and the Cadwell Team for an enjoyable weekend.

Former 125 hot shoe and now Vauxhall Lotus campaigner, Kurt Luby had a thoroughly enjoyable return to karting at Cadwell. Kurt spent the weekend on the spanners helping Ian Shaw and judging from the broad grin on his face he was in his element. The two struck up an excellent working relationship and Kurt was amazed at the speed of the Eagle, particularly through the Mountain approach and Hall Bends.

Ian Shaw felt that the standard of marshalling at Cadwell over the Euro weekend was first class. It says much for the dedicated work of Bill Lancaster and his crew from the BMRMC, and I'm sure all drivers would agree with Ian's thoughts on the matter. I hope to speak to Bill in the near future with a view to an article on the excellent voluntary work of the marshalls.

All the visiting drivers I spoke to at Cadwell had enjoyed their trip to these shores and whilst they felt more practice time would have helped them learn the circuit better they did like the venue and the premium it placed on driver ability.

Mark Webster's victory in the UK Cup helped to soften the blow of the team coach expiring shortly after setting off from home. The clutch was the problem part and it called for a swift change of travel plans, a loaned van and sleeping accommodation in the car!

Derek Price was out and about at Cadwell and Snetterton in July and he reports that the leg broken at Knockhill is doing nicely thank you. Nick Bowler was present as always at Cadwell and I'm told there will soon be wedding bells for Nick. Congratulations.

Ian Beaumont was sporting a fine tan and he thoroughly enjoyed his Cadwell weekend from his vantage point next to the paddock office.

Former karter Ross Hyett arrived at Snetterton during the afternoon in readiness for the Sunday car meeting when he was set to throw a few pounds worth of Ferrari round the Norfolk venue.

Back to Kurt Luby for a moment . . . he actually went to the prize giving at Cadwell in a ZIP T SHIRT!

Don Briggs did a Murray Walker at Cadwell in referring to Rainer Wimmer as being from Germany. The AUSTRIAN was not too amused. Don's comment about the French is best left unrepeatd!

Colin Fletcher unfortunately wrote off his chassis at Cadwell and left what remained of the fibre glass just outside the new paddock. By Monday morning most of it had gone . . . I wonder where?

Did you know that Ian Shaw grows Bonsai from cuttings gathered during his visits to the woods. John Brennan would probably describe him as the 'little tree feller'!

Hopefully there will be more exclusives next month . . . watch this space.