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ISSN  
0956-411X

SEPTEMBER 1989 £1.50



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## FRONT COVER:

The battle for points in the Formula E World Championships race at Silverstone saw no quarter given, the lead changed frequently and dramatically. For Martin Hines (42) it was his hardest race and best performance for some time, Chris Stoney (0) gave him grief right up to the flag.

*Inset:-* Boyd Barrington romped home to a superb 125 National victory, a crowning glory to a successful season.

(Pics: Iain Blair)

MONTHLY

No. 125

# Ed, Says!....

The Nurburgring on 19th-20th August was the now traditional venue for the second round of the Formula E World Championships, the weather anything but traditional — it was dry and hot!

After the time trials it was a very on-form Martin Hines who logged the fastest lap, a 1min 39.71. Tim Parrott lagged but 2/10th second behind to occupy the next slot ahead of Frenchman Eric Gassin and Phil Glencross. For Hines it was to be a Pre-Final victory, some 4/10th in front of Denmark's Poul Petersen and Hines' team mate Ian Shaw. New European Champion Stefan Rindestroem followed next with Finn Perri Kuusmanen and Holland's Perry Grondstra finishing in that order. Pole again for Hines for the 10 lap Final and his performance during the weekend suggested he could well collect another 15 points and head towards his second World title. All was not to be, a first corner incident brought about by some over-zealous driving from Grondstra wiped out the front row, himself included. The eventual winner Tim Parrott managed to escape the melee, whilst Hines rejoined in 23rd place and gradually climbed the order to finish in sixth behind Gassin, Petersen, Rindestroem and Rainer Wimmer. The wisdom of having pole position on the opposite side for the first corner may be all very well for sports cars as they line up in staggered two formation, but it is not for karts. The grid at the 'ring was 4-3, 4-3, which means by the time they hit the first corner, a right hander, they are tightly bunched and poleman has the dangerous option of sweeping across the front of the traffic, or let himself be squeezed out in the scramble.

On previous occasions complaints have been lodged by drivers about the pole positioning yet nothing has been done. Now, it seems, the presence of Mr Peter Cooper representing FISA has worked wonders. It is to be altered for next year. Nothing like bolting the stable door, etc...

As they head down to Le Mans for the Final round the points situation looks very interesting...

Tim Parrott	23
Martin Hines	22
Eric Gassin	21
Phil Glencross	15
Rainer Wimmer	13
Chris Stoney	12

Only a brave man would wager on the outcome, or a foolhardy one...

**Ed McCormick**

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This year it was held on the new 'Club' circuit. Some liked the idea, others not, but overall it was a brilliant meeting, still retaining the old 'GP' charisma, as Mike Smith relates and Iain Blair captures on film.

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Our regular look at racing around the country's Club circuits

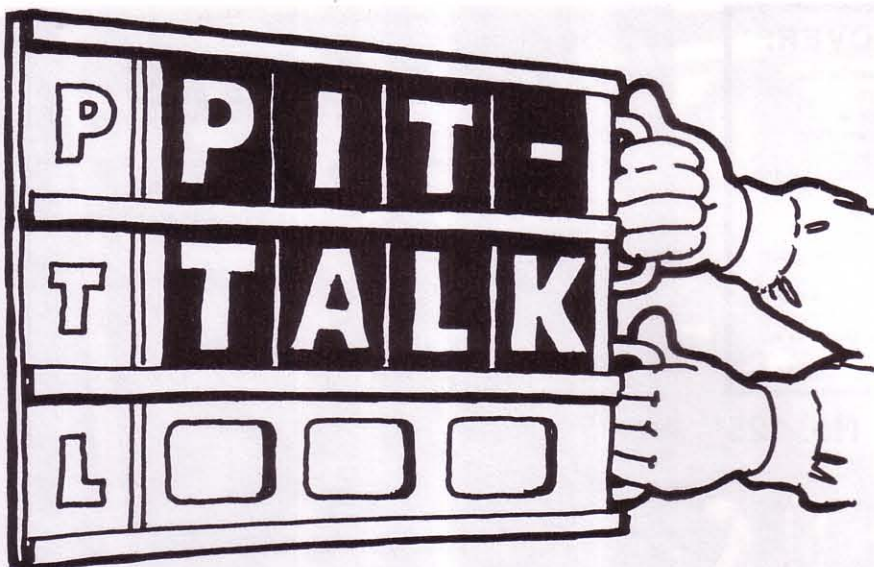
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## STRICTLY CLASSIFIED

Next month's features include:- Larkhall Super One; RAC British Junior Championships; Cadwell Autumn Championships; Valence Formula K-Formula Super Hundred World Championships, plus the regular round up of news and views. (These items correct at time of going to press).

Publication date:- Thursday 5th October 1989.





## RAC NEWS

### 100 UK CHASSIS

It is apparent that considerable concern is being felt over the forthcoming chassis homologation for the 100 UK class.

RUMOURS ARE BEING SPREAD THAT THE CLASS WILL BECOME A ONE CHASSIS CLASS. THIS IS NOT SO.

The intention is that any British chassis manufacturer can homologate their product for the 100 UK class. The criteria are:-

1. Must be manufacturer totally in the UK.
  2. Must be available in accordance with the class rules and within the maximum price limit.
- Homologation of existing British manufactured chassis is not excluded from the forthcoming chassis homologation.

**Alan Foster**  
Kart Technical Consultant

## Playscape goes racing!

Following on from the successful Pro-Kart meetings which started earlier this year at Buckmore Park, Playscape Racing Ltd is on the verge of launching its all-new Playscape Pro-Kart Race Series.

So far this year, the all-inclusive race days at the Kent kart track — scheduled for 12 in 1989 and 33 next year — have been attracting on average 100 drivers per month and been such a success, Playscape Director Bob Pope has decided to go one better. Starting in October, the Pro-Kart Race Series will go nationwide, and to start with, during the winter months, there will be six meetings, three each on outdoor circuits in London and Birmingham.

Such is the anticipated response, Playscape has ordered 25 new Zip National racing karts at a cost of £25,000, as well as a new £35,000 Leyland DAF truck which will be used as a kart transporter and mobile workshop. The new unit has a trailer and caravan with awning and will also be used for hospitality.

Other companies commissioned to provide new accessories for the venture, include Top Tek for 45 new helmets and Advanced Wear and Safety for 150 flame-resistant race suits for competitors. Bridgestone will be the official supplier of tyres for the series.

Adding yet another new dimension to the rapidly-expanding indoor karting concern, the main objective of the new concept is to give everyone — both novice enthusiast and experienced racer — an opportunity to compete on totally equal terms.

As with its other indoor karting and Formula

Drive activities, Playscape provides everything from the machinery to the clothing, the new series includes the provision of all insurance cover, RAC MSA competition licence, race suit, gloves, helmet, and, of course, the full works back up.

## Your Letters...

**Dear Ed**

Following the 1989 British Kart Grand Prix at Silverstone and the CIK Intercontinental-A meeting at Wigan, the RAC Motor Sports Association would like to thank the circuits, officials, marshals, competitors and everyone else involved in making each event such a success.

**Ron Brassey**  
Kart Executive  
RAC MSA, Colnbrook  
21st August 1989

**Dear Ed**

Through your magazine I would like to say "Welcome back Mike Smith", it was good to get Motoring News and see karting getting a mention once more.

Mike has been greatly missed around the circuits this year. I speak for myself and also a great number of other drivers in saying "Glad to have you back Mike".

**Yours sincerely**  
**Mark Webster**

**Dear Ed**

May I, through the pages of your magazine, thank all the people involved in the running of the Isle of Man GP and congratulate them all on a difficult job well done. Winners and losers, I believe everybody had a splendid holiday.

I would also like to publicly thank my mechanic Mr Myles Dunmore (Mills) and engine builder Mr John Ellison, without their help winning would certainly not be possible.

PS: Also thanks to Tricky.

**Yours sincerely**  
**Jeremy Pinny**  
3 Ashley Lane  
Moulton  
Northampton

**Dear Ed**

Congratulations to Gary Ringland for his tremendous win in the 100's All Ireland Championships, using AMSOIL 2 — Cycle Oil at 30:1 mix ratio. We understand from Gary that some suspicion came his way because of the different colour exhaust smoke, and green fuel.

Having built up his engine with a piston to bore clearance of 4 thou (5 thou if you count

the teflon coated pistons) Gary found no wear on the pistons, after the championships. Congratulations again Gary.

**AMSOIL Dealer Philip Burrows**  
4 Chester Road  
Winsford  
Cheshire CW7 2NQ

## A SPECIAL THANK YOU

I must send my congratulations to everyone involved in the Silverstone Kart Grand Prix. The idea of a free weekend of karting at one of the best venues available was just too good for my wallet to miss.

I arrived at the circuit fully expecting the programmes to be £5 each, a way I thought of the organisers recovering some expenses, but no, £1.50 bought me this informative book and from then on the day got better and better.

The change of circuit layout from full GP track to the new National circuit must have disappointed some competitors at first, but to the spectator it offered us more exciting overtaking to watch than the high speed slip-streaming spectacle we had witnessed in the past.

The racing and weather were both hot and glorious and set the seal on what has to be the best day's spectating we have enjoyed in a very long while. CONGRATULATIONS again to Silverstone circuit, the BMRMC (who attended the two accidents I witnessed with their usual skill and efficiency) and to all the teams big and small that made the day so special.

**Thank you**  
**The Storey Family**  
Sapcote  
Leicestershire

**Dear Ed**

May we, through the pages of your magazine, sincerely thank all competitors present at the CIK meeting held at the Three Sisters circuit at Wigan. Their kind thoughts and unexpected surprise given to us at the close of the event made our weekend very special to both of us.

May we also take this opportunity to thank all the marshals and officials and RAC personnel for their help over the week.

Thank you all once again.

**Sincerely**  
**Pat and Noreen**

**Dear Ed**

To say thank you to all who helped after my accident at Cadwell Park on July 2nd, seems inadequate, it's at times like these that you realise who your friends are, and how closely knit we are in the karting world.

I should just like to name a few who were especially good to me. I thank Tony Christie and Graham, my mechanic for packing up all the equipment and getting the van home. I know they were both up until 3 in the morning doing so. Also thanks Tony for looking after me at the UK Cup weekend.

I am forever grateful to Rob Johnstone and his Father, Graham and Sue Sykes, Derek and Dick who all came to visit me in hospital. They helped pass the lonely hours when all one does is sit and contemplate what you've done and what you're going to do.

Lastly, Gary Ashurst, I couldn't defend my treasured 'O' plate this year, but beware, I want it back next year. Congratulations on winning the UK Cup, I hope your time with the plate is as good as mine was.

If I've forgotten anyone, my apologies, it was not intentional.

PS: I shall never forget the emergency services at Cadwell, they were wonderful.

**Stephen Young**

**Sorry this did not make the August issue Steve, I only received it on 11th August — Ed.**



# CIK Holiday Trophy

Three Sisters 11th/12th/13th August 1989



Belgian driver Eyckmans was the only visitor from across the channel (All pics — Iain Blair)

Stephen Day (100 Intercontinental A); Steven Warburton (Junior Britain); Hans Christoffersen (Cadets) and Paul Evans (100 Nats) each won their respective finals at the CIK Holiday Trophy meeting at Three Sisters over the weekend of 11th/12th and 13th of August.

With the meeting almost upon us severe problems cropped up at the original venue of Langbaugh on Teesside and the event was switched at the last minute to Three Sisters Nr Wigan.

This was the first full International for Non Gearbox to be held in this country for 18 years and the biggest disappointment was the very low entry. In fact to be brutally honest, it was abysmal . . . just 9 Intercontinental A . . . 16 Junior Britain . . . 15 100 National and 20 Cadets.

A tremendous amount of work had been put in by all concerned . . . RAC Officials . . . meeting admin team and the circuit staff and it was a big let down to see such a small number of drivers present. The switch of venue was one reason put forward for the non appearance of a number of drivers who were listed in the programme . . . but all the Officials also had to make the switch and THEY MADE IT!

One or two good things did emerge from the weekend . . . such as the fact that next year . . . 1990 . . . Three Sisters WILL host the CIK Intercontinental A European Championship over the August Bank Holiday weekend. That is a year away so it should be possible for drivers to get their entries in, plan ahead and turn up!

All the Officials did a sterling job and the meeting ran quite smoothly with lessons being learned that should put Meeting Secretary Pat Connolly and her efficient team in a strong position for the 'biggie' next year.

In a very nice gesture on Sunday those drivers present showed their appreciation of the hard working admin team by clubbing together and presenting Pat with a beautiful vase of flowers. Right hand man . . . sorry . . . lady . . . Noreen also received flowers and the lap scoring ladies were given chocolates. Even the CIK Steward was a little surprised . . . not having witnessed such a gesture in many years of karting involvement. It was much appreciated by the ladies and let's not forget that without them karting up and down the country would be seriously

short of personnel.

So, what else happened at Three Sisters that weekend . . . Ah. Yes . . . there WAS some racing . . . and some rain!

What should have been the star turn turned out to be a bit of a damp squid really . . . just

seven Intercontinental A drivers turned out for the final on Sunday and I must say that with a 30 lap final the action never quite reached great heights. Belgium Wim Eyckmans was on pole and it was he who made the early running . . . in fact leading for the first 13 laps. Gary Chapman managed only a few yards before calling it a day and with heavy rain falling the order became settled thus: Eyckmans leading from Stephen Day . . . Andrew George third from Aussie Jeff Krebs with Shaun Nicholson and Andrew Stanton being the only other runners. Bernard Dewhurst had succumbed and was left in the role of spectator.

Just before the half way mark the lap sheets showed a change . . . Day had moved into the lead and immediately pulled out an 8 to 10 length lead over the Belgium. Shaun Nicholson had left the fray and there was a long gap between Eyckmans and George in third place. Lap 22 and Krebs moved ahead of George only to be immediately shown the mechanical problem flag! That he chose to ignore despite it being shown over a couple of laps or more and at the end of it all his third place became nothing. Once Day had secured first spot he looked in no danger of doing anything but win and after 30 laps that is exactly what he did. Disappointing to say the least as just five karts were running at the end and they were fairly well spread around the circuit.

The Cadet final turned out to be a three kart race as the rest of the field fought over fourth spot.

Daniel Wheldon got away well on the green but a first corner incident sent him spinning out of contention and after one lap Matthew Shaw led. Wheldon was up and running again but at



Junior winner Warburton strikes an angular pose.



Intercontinental 'A' winner Stephen Day, pictured in the dry beats.





Christofferson (24) leads Wilson (15) and Shaw in the Cadet Final.

the back of the field and with a lot of work to do. Two laps gone and Hans Christofferson came through in first spot . . . Justin Wilson was second ahead of Matthew Shaw. On lap six of the nine lapper completed and James Mills was in charge of the large train disputing fourth spot whilst the three leaders had pulled out a decent gap.

Little changed over the remaining laps and it was Christofferson who took the win from Shaw and Wilson.

Wheldon had battled hard after that early 'off' and came home in tenth place.

The Junior Britain Final was over twenty laps and they needed one or two rolling tours before a satisfactory line up was achieved. Jamie Spence led for the first two laps before hitting problems and the lead was then taken by James Matthews with Steven Warburton second.

The field quickly became well spread and by lap eight the two leaders had eased away from third placed Mark Blair. Warburton and Matthews constantly changed positions at the front whilst Blair was coming under threat from Nick Fleming. Backmarkers were encountered by the leading duo on lap 14 and that helped them to put more space between themselves and the rest. With three laps to go they had the length of the straight lead over third place and Matthews had about six lengths over Warburton.

That all changed on the last tour as the latter found that bit extra to cross the line in first spot and take victory after what had been a close two kart contest.

For once the 100 Nationals got away to a very clean start but the wet track soon caught out a number of drivers with karts spinning off at various points around the circuit.

Things settled down after three laps and after an early challenge from Andrew Cox and Bobby Game Paul Evans made first spot his. He went

well clear, being the length of the straight ahead of the rest by half distance . . . 10 laps . . . and as the rain eased towards the end so he crossed the line to take victory. Robert Schirle had moved through to take second from Cox with a huge gap before fourth placed Game appeared.

Not, I'm afraid the most exciting racing ever seen, but don't despair, next year's European Championship should be something else.

## Memory Lane

### 1969

The Class Structure in 1969 was . . . Juniors . . . aged 13 to 16 with an engine maximum price of £50. Class 1 (Seniors) had the same price maximum whilst Class 1 Super had a ceiling of £80.

Class A had maximum engine capacity of 200cc and the Class 4 International was restricted to 250cc with a price maximum of £150.

The Class 1 RAC Championships produced a win for Stephen South for the second year running and in second spot was . . . Nigel Mansell.

Graham Liddle retained his World Cup Title for a second year at Morecambe.

Dave Buttigieg was a winner at Elmore Plain on his Barlotti with Mason Minns second aboard a Zip.

The Purnell/Elkinton duo won the Sherington 6 Hours.

A round of the World Championship was held at Rye House, the winner being Francois Goldstein.

231 laps were completed by the Burgess/Gilbert pairing in winning the Snetterton 9 Hours.

Rob Kerkhoven won the Class 4 British Championship at Flookburgh on a Barlotti with Tony Brise taking the honours in 200cc Super. Mike Goodwin on a Zip/Sheene Bultaco won the International Class.

Zip had the BM engine concession and they were selling well. Their new 250 chassis . . . the Brands . . . could be bought for £125.

### 1974

Riccardo Patrese became World Karting Champion beating Eddie Cheever into second place at Estoril. Francois Goldstein was third with Alan Lane the best of the Brits in 6th place. Terry Fullerton finished 17th overall.

The British Championship was brought to a conclusion at Oulton Park and it was Dud Moseley who emerged as 210 Champ driving his Motus/Upton. Chris Doble took the 250 International honours aboard a Barlotti with Baldwin Suzuki power.

Roy Baldwin would supply you with a fully tuned Suzi for the sum of £475 plus VAT. Exhaust system and rev counter extra.

The World Cup at Heysham was won by Dave Cullimore with a last corner surge to beat Martin Hines into second place.

Can you remember the Zip Mirage . . . the Zip Espada . . . the Dale Falcon and the Blow Hustler?

The 210 Villiers was about to have a change of name to 210 National.

A fuel crisis was looming and the RAC was considering allowing the use of Methanol and bottled gas amongst other alternatives should the worst happen!

Paul Fletcher won the Little Green Man Championship. One way for the Sponsor to get his money back!

The '74 Midland Championship for 210 National was won by Nigel Mansell with Mark Allen second.

John Weatherley was the 1974 100 National Champion; Paul Burgess took the 100 International honours whilst Martin Smart claimed the Junior Title.



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# 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)





# ANDERSON

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# EUROPEAN CHAMPIONS

1989  
250cc

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# SILVERSTONE 1989

## CIK World Championship

### Round 1

## RAC British Kart Grand Prix

Yes, the Grand Prix weekend is over for another year and those are the bare facts which most people will probably still remember next year. There was of course a lot more to it than that . . . the Silverstone machine produced 77 result and information sheets over the three days . . . enough to keep my typewriter buzzing for quite a while!

Despite threats from some of the National lads to stay away from this one the Official programme listed just over 300 entries with the split being as follows:

Superkarts 71; 125 Open 58; 125 National 63; 250 National 67; 210 National 45. As I have started by boring you with figures let's have a few more Silverstone Statistics!

Entries for the Superkart racing came from 11 different countries and all 71 were Rotax powered. Chassis were evenly split between Zip (26) and Anderson (25) with seven PVP, 4 Nissag; Dino and Kobra three each with Fastrak, EMA and AW2 one each. The World Round Prize money totalled £410 down to sixth place whilst the Grand Prix had a prize fund of £1080 down to tenth place. For those drivers fortunate enough to complete all races in both the World and Grand Prix events they would have totted up a shade under 100 miles to which they would add practice and the Timed session. The prize fund for all National classes totalled £535 per class down to tenth place and with three heats and a final they would have run just under 48 miles plus practice of course. The 250 Nationals had the largest entry . . . 67 . . . and the programme showed 29 Zip, 14 Anderson, 8 Dino, 6 Lazer, Kobra and Barlotti 2 each. Single entries were seen from, McAdam, Samurai, Waddon, EDR Aero and Motiv. The 125 Nationals boasted 63 names in the official list with 29 Zip, 15 Stratos, 11 Anderson, 4 Lazer and one each from Barlotti, Kobra, Phoenix and Spyda. Interesting this innit? There's more!

58 125 Open competitors chose 21 Anderson, 18 Zip, 6 Lazer, 5 Stratos, 3 Dino, 2 Spyda and one each from Fastrak, Barlotti and Motiv. The 210 lads brought us 17 Zip, 8 Stratos, 6 Anderson, 4 Invader and 4 Aero, 2 Kobra and one each from Bullitt, Phoenix, Dale and Barlotti. Don't go away . . . there's still more! Engines, don't forget. 125 Open . . . 44 Rotax . . . 3 TKM . . . 7 Minarelli and 4 TM. 125 National . . . easy this one, 44 Rotax and 19 Minarelli. 250 National . . . 31 TKM . . . 16 Yamaha . . . 12 Honda . . . 6 Suzuki and 2 Maico. 210 Villiers . . . as you would expect really with a few Invader motors thrown in for good measure. Well done Tom!

The entry list also showed a number of drivers from Ireland . . . both North and South; Wales and Scotland so making the weekend a Truly International gathering.

On arriving at the Circuit on Thursday the paddock area was already alive with each of the designated areas filling up nicely. The garage area was of course a subject of much discussion . . . Formula E only was the instruction . . . but as



*Hines(42), shadowed by Stoney, in what was his best Formula E victory drive for some time, collected 15 valuable points in the World title chase.*

**Martin Hines** took maximum points from the first round of the 1989 World Championship at Silverstone over the first weekend of August and was then robbed of a third Grand Prix victory when the gearbox gave up on the Rotax with just two laps left to run. **Tim Parrott** drove superbly to fend off a determined challenge from Dutchman **Perry Grondstra** and Frenchman **Eric Gassin** to take the GP Plates back to **Peterborough**.

**Simon Cullen** from **Stalybridge** aboard his CSK tuned outfit managed to get the better of **Alex Pettigrew** after a hard fought ten laps of 125 Open racing.

**Boyd Barrington** showed everyone a clean pair of heels in the 125 National Grand Prix and **John Newton** had a similar runaway victory in the 210 National class.

**Martin Pluck** got his hands on a 'special' plate after an excellent 250 National Grand Prix in which the lead changed at least five times in the first six laps.

#### REPORT: MIKE SMITH RANGE

the weekend progressed so that little problem seemed to take a back seat as more important things, like racing, got under way.

Just one more comment before we get on to the racing side of things and it relates to something which karting does NOT WANT. Over the weekend damage was done to property . . . broken windows . . . broken toilets and, I was told, broken car windows. As was suggested at the prize giving someone somewhere knows who was responsible and they would be doing themselves and karting a big favour if they were to speak up and identify the culprits. As a family sport karting cannot be beaten, it doesn't need nor want the type of mindless vandalism that has plagued other sports in recent years.

End of sermon . . . I bet you are bored to tears now . . . all those figures to take in as well . . . and you probably didn't even finish YOUR RACE! Anyway, don't put the Mag down yet

#### PICS: IAN BLAIR

. . . we will now have a look at the racing which took place over two beautiful sunny days on Silverstone's 1.913 mile National Circuit.

Yes . . . the National Circuit . . . that raised a few eyebrows and caused a number of comments to be made about the venue but from what I heard over the weekend reception was fairly mixed . . . some liked it, some didn't. Certainly from a spectator's viewpoint the new Complex from Brooklands to Woodcote including the Chicane is the place to be and where an awful lot of action takes place. Anyway we said RACING didn't we so let's start with the CIK World Championship for 250 E:

#### Hines High

Timed qualifying took place on Friday afternoon and Saturday morning and when the final sheet was produced it showed the Anderson of **Chris Stoney** at the top with a time of 1m 9.05s and pole position for the seven lap Pre Final his.





Roger Goff(2) finished sixth after a determined drive. His reward for the weekend — two pots plus the 'GP' fastest lap.

Former World and European Champ Eric Gassin HAD made the trip from France and he posted a time of 1m 9.18s just 2/100ths quicker than the Flying Dutchman Perry Grondstra. Martin Hines was having a good time of it and he was fourth quickest on 1m 9.37s whilst Ian Shaw and his Eagle went round in a best of 1m 9.97s. No one else got under the 70 second mark . . . British Champion Tim Parrott being in sixth spot on the Pre Final grid with a best of 1m 10.25s. New Euro Champ Stefan Rindstroem was next up followed by World Champ Poul Petersen, Bobo Westman, Phil Glencross, Alan Pritchard and South African Niall Bernic completing the top dozen.

Finn Pertti Kuismanen would line up on the middle of row four whilst Roger Goff and Austrian Rainer Wimmer were on row five.

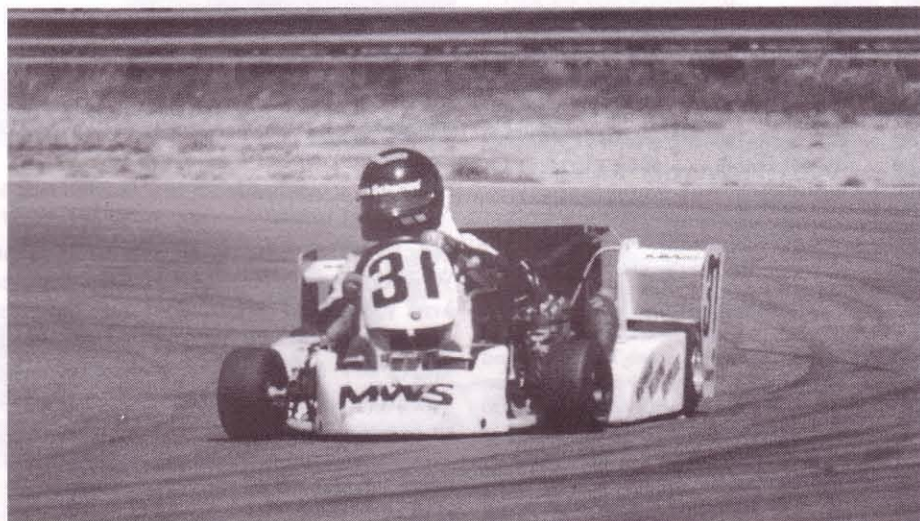
Australian Barbara Hepworth was a creditable 21st on 1m 12.09s and at the bottom of the list in 59th spot was Torgje Kleppe from Norway. A number of penalties for infringing noise regulations had been incurred by some competitors and these were reflected in the final time sheet produced.

So at about five minutes past twelve on Saturday the 250 Formula E grid formed up for the Pre Final and it was Martin Hines who quickly got into his stride to hit the front.

Perry Grondstra, Ian Shaw, Chris Stoney, Phil Glencross and Roger Goff soon formed a train behind the leader and that was the order in which they started lap two.

An early incident at Copse had brought about the retirement of Kelo Pedersen, Phillippe Lozza, Bernard Schwartz, Torgje Kleppe and Jeff Champion. Swede Thorbjorn Ljunglof was next to go

as Hines held on to first spot ahead of Gassin, Stoney and Shaw. As they completed four laps Hines still had the advantage as Stoney, Glencross, Goff and Parrott filled the next four places. Ian Shaw had been forced out of the race and Eric Gassin had indulged in an off track excursion at Brooklands and was not too pleased that



"Supermouse" Nigel Smith had a troubled kart return. "Well, it was only for fun really".

the Marshals pushed him off the track rather than back onto it!

Grondstra was the next 'name' to go missing, the Dutchman pulling off under the Shell Bridge but Hines was still going well out front. Two laps

left to run and Parrott got the better of Goff to take fourth behind Glencross as sixth placed Poul Petersen was coming under pressure from Rainer Wimmer. Peter Gray and Alan Pritchard were next up with Udo Ammann from Switzerland bringing up the rear.

Into the Complex for the last time and Hines still had the lead . . . Stoney followed him over for second place . . . Glencross had third from Parrott, Goff and Wimmer. Petersen had succumbed to the challenge from Austria and he came home in seventh spot ahead of Gray and Pritchard. Fastest sample lap of the Pre Final went to Chris Stoney with a time of 1m 9.08s but it was a happy Martin Hines who had secured pole for the Final at 2.15 with a fine front running performance.

At the end of seven laps then it was Frenchman Dumontel who was the last classified finisher having completed only five laps himself and the official result sheet showed 12 drivers not classified. Amongst those were Ian Shaw . . . Perry Grondstra . . . Phillippe Lozza . . . Eric Gassin and Steve Papworth.

I bet you are pleased you carried on reading . . . it is getting better . . . isn't it?

The next item on the agenda was the World Round final and that was over fifteen laps and the grid sheet showed four Brits on the front row. Hines, Stoney, Glencross and Parrott was



Peekaboo! Alex Weidakehr in Formula E.

the formidable looking line up with Goff on row two in the company of Wimmer and Petersen. Ian Shaw was way down on the eleventh row . . . the same as Eric Gassin whilst Grondstra was in the middle of row ten. 'Sideways' Nigel Smith was back in a Superkart and he lined up his Kobra on row five. He was his usual happy and cheerful self . . . thoroughly enjoying the weekend.

On a sunny and warm afternoon the finalists went on their rolling lap and Chris Stoney hoping that the clutch cable would stand up to this one. A broken cable in the Pre Final had almost put him out of the race but he somehow managed to keep it all together despite a spin. At the green it was Hines who got away well and as they sorted themselves out a bit over the first lap the Zip boss started lap two at the head of the field. Stoney was right up there as were Goff, Parrott, Glencross and Wimmer.

Ian Shaw was up to about fifteenth place and looking good before the gremlins struck once again and forced him into retirement. Grondstra was already into the pits and after two laps Stoney had found a way past Hines to lead. Glencross was now third and Gassin was making progress rapidly to settle into sixth spot behind Parrott.

Close of lap four and Hines was back in front



... Stoney still had some work to do but he did have second place. At one third distance ... five laps gone ... Hines, Stoney and third placed Glencross had pulled away slightly from the rest. Parrott and Goff headed Gassin whilst Swede Bobo Westman was running well in seventh spot ahead of Wimmer, Petersen and European Champ Rindstroem.

Backmarkers were within sight of the flying leaders and after eight laps both Hines and Stoney had put slower drivers between themselves and Glencross. Gassin was now running solo in fourth place ... Parrott, Goff and Rindstroem were next.

Lap ten and we lost Peter Gray ... an abundance of backmarkers gave Stoney the chance to lead once again but Hines was back in charge as they completed eleven laps. Glencross was beginning to close the gap on the two leaders ... Lozza was into the pits on lap 12 and lap 13 brought about the retirement of both Rindstroem and Petersen. With just one lap to go Hines was holding sway ... in what was his best performance for some time ... Stoney had second whilst Glencross was fairly well clear of Gassin. Backmarkers separated the Frenchman and Parrott in fifth spot with Goff, Westman and Wimmer next up.

That was how it all ended after 15 laps and Martin Hines goes to the Nurburgring with 15 points. Chris Stoney's race time was a shade



Mike Wilkinson(32) shows the penalty for straying off line at Copse. ....

point in the World Series, a very creditable performance indeed.

Nineteen drivers were shown as non finishers, Nigel Smith getting closest to a finish having completed 13 laps. Current title holder Poul Petersen failed to score as did European Champ Stefan Rindstroem. Ian Shaw and Perry Grond-

### Newton's Fun Run

The three heats from the Villiers lads went pretty much to form really ... UK Cup winner John Newton taking the first two and current RAC Championship leader John Brennan winning the last one on Sunday. From an entry of 45 twenty eight drivers were shown to have finished heat one ... a similar number completed heat two whilst 31 were shown on the result sheet for the third heat. Igor Ashwell, Brian Borwell, Simon Quance, Phil Featherstone and Paul Woodward followed Newton home in heat one whilst Steve Hurst slotted into third spot after heat two ... Borwell coming home eighth on that occasion. Heat three produced a fastest lap from John Newton but he failed to finish that one ... the win going to John Brennan. Kevin Bonarski took second spot ahead of Quance, Ashwell and Hurst with Tom Earl claiming sixth.

The first heat proved to be the quickest although Newton recorded the best lap of the heats ... and indeed the weekend ... during the second five lapper with a time of 1m 21.74 a speed of 84.25 mph. So at the end of qualifying we had John Newton on pole ... Igor Ashwell alongside ... Simon Quance next and Steve Hurst completing row one. John Brennan would start from row three along with defending Champ Phil Featherstone and George Bett was sitting behind that duo. At about 2.45 pm on Sunday then the 210 grid completed its rolling lap and on the green John Newton did not get away too well.

Paul Woodward and Steve Hurst made the best of it but Newton was soon into his stride and after one full lap the Longden prepared motor



George Bett's run of poor 210 luck continued at Silverstone.

under 4/10ths of a second slower than Hines and Phil Glencross was 2½ seconds adrift in third.

The final result looked like this:

1st	Martin Hines	Zip/Rotax
		17m 34.20s
		97.99 mph
2nd	Chris Stoney	Anderson/Rotax
3rd	Phil Glencross	Anderson/Rotax
4th	Eric Gassin	Nissag/Rotax
5th	Tim Parrott	Anderson/Rotax
6th	Roger Goff	Zip/Rotax
7th	Bobo Westman	PVP/Rotax
8th	Rainer Wimmer	PVP/SK Rotax
9th	Alan Pritchard	Anderson/CDTP
		Rotax
10th	Niall Bernic	Anderson/Rotax
11th	Olaf Dau	Zip/Rotax
12th	Barbara Hepworth	Zip/Rotax

Sample fastest lap of the race went to Martin Hines ... 1m9.14s a speed of 99.6 mph.

Six British drivers in the points with the second round in Germany over by the time you read this and the finale to take place at Le Mans in September. Are we to have the '89 World Title in Britain? Only Martin Hines has done it before ... in 1983 ... who knows?

Barbara Hepworth was delighted with her one

stra also missed out so the remaining two rounds could produce some stirring stuff.

Enough of the twins for now ... let's look at the five Grands Prix in programme running order ... 210 National first.



Phil Featherstone yields his 'GP' plates with a broken primary chain.





The Sunday interval provided an opportunity for Woodgate Marshalls to have a skittles game with the cones!

powered the UK Cup holder over the line in first spot.

George Bett was into the pits as Igor Ashwell held second place from Kevin Bonarski, Steve Hurst, Simon Quance and Paul Woodward. Newton however was in no mood to hang about . . . by the close of three laps he had built up a comfortable lead . . . Ashwell and Bonarski were next up as Quance, Woodward and Hurst held off Borwell.

Such was the pace of Newton that as he went into lap six the rest were exiting the chicane as he went under the Shell Bridge. It was tight for second place though . . . Ashwell and Bonarski disputed it as Hurst, Featherstone, Quance, Borwell and Woodward looked for a way through.

Lap eight . . . Newton still had a huge lead . . . it had all gone wrong for Ashwell and Bonarski as they disappeared from the lap charts. The field was now much more spread out . . . Newton was into Copse on lap nine as new second place man Hurst came through Woodcote. Quance was third . . . then a gap before Woodward appeared in fourth followed by Borwell. Brennan was next up but Newton was well into his last lap . . . and well clear.

At the flag then it was John Newton first by the proverbial mile . . . in reality he had covered ten laps some twenty seconds quicker than second placed Steve Hurst. Simon Quance took third spot . . . just 4/10ths adrift of Hurst with four seconds being the gap back to Woodward in fourth. Brian Borwell and John Brennan completed the top six with Keith Trainer next.

The official result looked like this:

<b>1st</b> John Newton	Zip/Longtune
	13m 50.51s
	82.92 mph
<b>2nd</b> Steve Hurst	Zip/KMP
<b>3rd</b> Simon Quance	Zip/Longtune
<b>4th</b> Paul Woodward	Stratos/Villiers
<b>5th</b> Brian Borwell	Aero/BBR
<b>6th</b> John Brennan	Zip/Invader
<b>Fastest lap of the final:</b> John Newton	
1m 21.89s 84.09 mph.	

### Pluck's Prize

The 250 National grids were large to say the least . . . 67 names in the programme and all out in the same heats!

Inevitably the incident sheets were fairly full and the first heat report included the names of seven or eight drivers in difficulties at Brooklands. Some continued . . . others were out that early.

The win went to the WPT Anderson of Mark Webster and the next five places were filled by names which could have come from a Who's Who of 250 National racing . . . Derek Rodgers . . . Mark Allen . . . Andy Martin . . . Martin Pluck and Colin Fletcher. It didn't change too much second time round although Martin Pluck this time recorded the win and shared the fastest lap with second placed Derek Rodgers. We had third from Mark Allen and Mike Doble came into the picture in sixth spot.

Third time round on Sunday and it was British No 1 Derek Rodgers who came out tops . . . the others were there again though . . . Andy Martin second . . . Webbie third . . . Colin Fletcher fourth and Mark Allen sixth. A new name appeared in the top six from this one . . .



John Newton's Villiers drive left the rest standing.

Kevin Routh on a Webster prepared KTM slotted into fifth place.

Plenty of incidents all round the circuit again but the official result sheet showed 47 finishers from heat three.

Bulletin No 66 . . . 250 National grid . . . and it showed Derek Rodgers on pole . . . Webbie alongside . . . Martin Pluck next and Andy Martin making up the front row.

Mark Allen, Colin Fletcher and Mike Doble were on row two whilst twice previous winner Alan Collard was on row eleven.

This one had all the makings of a classic and the large crowd were not disappointed . . . at the Green Bill Garner Jnr failed to get away and he was to park up alongside the fence and spectate. A number of drivers again got into trouble at Brooklands first time round but as the leaders came through the chicane it was Andy Martin in charge from Derek Rodgers, Webbie, Colin Fletcher and Andrew Harvey from row four. Mark Allen was in there too and the leading group of seven drivers were constantly changing positions.

The rest followed in a large train with Mike Doble and Adrian Wilcox trying to break away.

The first half of the race produced four changes of leader . . . Martin . . . Webbie . . . Allen and then Pluck. Another five drivers were not that far behind and Adrian Wilcox led the quintet into the second half of the race.

This was really rivetting stuff . . . the single cylinder lads were providing excellent entertainment and after seven laps Pluck had first spot . . . Martin was next . . . then Webbie followed closely by Fletcher, Rodgers and Allen.

Lap eight and it was all change . . . Rodgers, Martin and Wilcox had a slight coming together at Brooklands and as they sorted themselves out a quartet had broken away . . . Webbie led over the line into lap nine . . . Pluck was second . . . Allen third and Fletcher fourth. Martin and Rodgers came through next . . . Wilcox had gone but the battle for the lead was still tremendous stuff. Into the last 1.913 miles and Martin Pluck was back in front . . . Webbie had head gasket problems and was in third spot behind Fletcher. Allen was next and he was suffering gearchange problems . . . backmarkers came between Allen and Martin whilst Rodgers was still there.

Into Brooklands and the Complex for the last time and Pluck was still in charge, but only just . . . Fletcher was trying all he knew to get through but as they exited the Chicane it was Martin Pluck who held on to take the win by a mere 8/100ths of a second!

Mark Webster came home in third spot from Mark Allen whilst Jamie Vale was 2½ seconds adrift in fifth. Andy Martin and Derek Rodgers took the next two places and in eighth place . . . ahead of previous winner Rob Johnstone



A stunning race from Martin Pluck took the SRS Lazer to 250 National victory.



... was Tony Draper and he was thoroughly delighted with that result.

So after a tremendous ten laps it was Martin Pluck aboard his Regent Services backed Lazer/Suzuki taking the GP plates home to Northborough. Having started racing karts on grass in 1977 Martin has had three years on Long Circuits and now has one of the Special Plates. Before the event he said his plans for the immediate future were to finish the Grand Prix. He certainly did that and in style.

<b>1st</b> Martin Pluck	Lazer/TC Suzuki
	12m 50.69s
<b>2nd</b> Colin Fletcher	Zip/CJF KTM
<b>3rd</b> Mark Webster	Anderson/MWR
	KTM
<b>4th</b> Mark Allen	Dino/KMP Honda
<b>5th</b> Jamie Vale	Zip/Suzuki
<b>6th</b> Andy Martin	Zip Eagle/CKC
	Honda

**Fastest lap of the final:** Mark Allen 1m 15.46s 91.26 mph.

Four different chassis in the top four together with three different engines. The class gets better and better.

### Barrington Best

The first of the three heats for the 125 Nationals was fairly incident free and the result sheet showed 54 drivers finishing from a programme entry list of 63. Boyd Barrington was the name at the top with Brian Kennedy in second spot. That finishing order was repeated in the second heat giving Barrington pole for the ten lap final on Sunday. Ian Mason, Eammon Talbot, Malcolm Clark and Rob Johnson made up the top six first time out whilst Clark, Derek Wilson, Talbot and UK Cup winner Gary Ashurst did that in heat two.

The fastest lap during Saturday went to Malcolm Clark in a time of 1m 19.56 mph a speed of 86.56 mph and there was one more heat to come on Sunday.

Barrington was on the back row for this one but after five laps the CSK Rotax outfit crossed the line in seventh place! Eamon Talbot took the win from Graham Stephens, Steve Pridmore, Colin Mason, Wayne Bray and Andrew Sowerby.

The Final grid sheet was issued as bulletin No 62 and it showed Barrington on pole ... Brian Kennedy alongside ... Eammon Talbot next and Malcolm Clark completing row one.

Graham Stephens, Derek Wilson and Colin Mason were on row two ... Ian Mason, Kenton Owen, Gary Ashurst and Wayne Bray on three.

Defending title holder Graham Sykes was in the middle of row four and the very full grid promised an excellent race.

Just before 4 o'clock the lights changed to green and under a warm sun the field was away for the first hectic dash down to Copse. A lap scorer's nightmare was about to unfold ... Malcolm Clark had the edge as they exited the chicane to start lap two ... Barrington was next from Ian Mason, Brian Kennedy and Gary Ashurst.

During lap two Boyd Barrington quietly slipped into overdrive ... began to ease away and left the rest to argue over second place.

What a battle that turned out to be ... Kennedy spun into retirement at Becketts and after three laps Ian Mason had the edge over Graham Stephens, Gary Ashurst and Steve Pridmore. Wayne Bray was on the fringe of the second place scrap and it was getting rather tight! Barrington meanwhile was away into the distance and at the halfway stage he had put backmarkers between himself and the rest. Dust clouds appeared at Brooklands as the battle raged! Pridmore was there ... Malcolm Clark was in the thick of it as were the Mason brothers, Bray and Ashurst.



Malcolm Clark managed to bang on for second in 125 National in the wake of Barrington's dust after a frantic scrap with Bray and Johnson.

The end of lap seven and the lap charts showed Barrington well ahead ... Ashurst was next followed by Clark, Bray, Ian Mason, Wilson, Mark Thompson, Rob Johnson and the rest.

Then on lap eight ... disaster ... Ian Mason was seen cartwheeling down the circuit on the approach to Brooklands ... the outfit came to rest with Ian still in the driving seat and out cold. The emergency crews were swiftly on the scene and whilst the racing continued Ian was extricated from his kart to receive the necessary medical attention. Fortunately the later news was that he had not suffered any serious injuries but would be detained for observation.

At the completion of lap nine Barrington was streets ahead ... the battle for second was still going on and as they appeared in view for the last time it was Malcolm Clark who managed to take second spot from Wayne Bray. Rob Johnson was next up from Derek Wilson and Mark Thompson. Barrington had crossed the line for a fine win some 15 seconds clear of the rest whilst less than 3/10ths separated Clark and Bray. For Wayne Bray this was his first Grand Prix, made all the sweeter by that fighting third place.

The incident report sheet covering the final was quite full but apart from Ian Mason I understand the only other driver to sustain injury was Joanne Hurst. She required hospital treatment after an incident at Woodcote but was back at the circuit later ... her arm in a sling after some heavy bruising.

Boyd then was happy with his victory and after a terrific fight for second spot this is how the official result looked:

<b>1st</b> Boyd Barrington	Zip/CSK Rotax
	13m 28.18s
	85.21 mph
<b>2nd</b> Malcolm Clark	Zip/Rotax
<b>3rd</b> Wayne Bray	Stratos/Minarelli
<b>4th</b> Rob Johnson	Anderson/Minarelli
<b>5th</b> Derek Wilson	Stratos/Rotax
<b>6th</b> Mark Thompson	Stratos/Minarelli

Fastest lap for final went to Boyd Barrington with a time of 1m 19.3s, a speed of 86.16 mph.

### Simon Succeeds

Familiar names at the top of the 125 Open result sheets indicated that the men in form might just continue the winning habit. Alex Pettigrew won the first heat from Trevor Roberts and Stephen Sykes. Simon Cullen fresh from his UK Cup victory was in fourth spot ahead of Nigel Wigg and Raymond Johnston. Second time round and Cullen turned the wick up a bit to take the win and record fastest lap with a time of 1m 17.8s, a speed of 88.51 mph and 4/10ths of a second quicker than the time set by Pettigrew in heat one.

Richard Crump claimed second place from Roberts. Pettigrew was fourth with King and Webb filling the next two places.

The final heat on Sunday went to Cullen again ... his time wasn't as quick but nevertheless he had pole for the final. Roberts and Pettigrew were up there once more and it was former British Champ Stuart Ziemelis taking fourth spot with his Lazer. Michael Duke and Roy Maclean completed the top six and when the final grid sheet appeared it showed Pettigrew alongside poleman Cullen. Roberts was next and Stephen



Stuart Ziemelis, Lazer boss, lost a few places in 125 Open to finish seventh when the engine 'nipped'.



Sykes completed the front row.

Michael Duke, Stephen Webb and Raymond Johnston made up row two whilst King, Wigg, Maclean and Ziemelis made up row three.

Defending Champ Roy Patterson sat on row six . . . former title holder Stephen Coward was on the next row whilst Paul Malloy was back on row twelve.

It promised to be as good as the others if not better and at about 4.30 on Sunday afternoon the field blasted away from the lights with poleman Cullen getting away well.

They all safely got through Copse for the first time and after one lap Alex Pettigrew had the edge over Cullen. Brian King led the rest as Cullen tried to break away from Pettigrew.

The end of lap two and Cullen was in front but Pettigrew was not letting the Red Zero get away, the gap was barely a couple of lengths. By lap four Cullen and Pettigrew still had the first two places . . . King was next from Wigg and Webb. Ziemelis was running solo in sixth spot ahead of Barker, Coward and Mead.

At half distance the leading duo were together still and about to take backmarkers . . . Wigg led the next threesome and Ziemelis was a lonely sixth. Paul Malloy was running well from his lowly start position and as the race reached lap eight he was up to ninth spot and looking for improvement on that.

At this stage Cullen had eased away from Pettigrew but into lap nine and it had tightened up again as the latter tried all he knew to find a way through.

Sadly on the final lap it all went wrong for Bryan King after being in the thick of the battle for third spot and that put Wigg into third ahead of Webb.

Into the Chicane for the last time and Pettigrew threw everything into a last ditch effort . . . kerb clipping was the order of the day! . . . but Cullen held firm and crossed the line to take his second special plate of the season. Nigel Wigg had third from Stephen Webb with Trevor Roberts next up. Paul Malloy had put in an excellent drive to claim sixth ahead of Stuart Ziemelis.

<b>1st</b> Simon Cullen	Anderson/CSK Rotax 13m 9.34s 87.24 mph
<b>2nd</b> Alex Pettigrew	Anderson/CSK Rotax
<b>3rd</b> Nigel Wigg	Anderson/CSK Rotax
<b>4th</b> Stephen Webb	Spyda/Minarelli
<b>5th</b> Trevor Roberts	Zip/Rotax
<b>6th</b> Paul Malloy	Stratos/Minarelli

**Fastest lap of the final:** Simon Cullen 1m 17.93s, 88.37 mph.

Chris Stoney may not be racing 125s but just look at the first three, all CSK Rotax.

## Parrott Fashion

Timed practice had determined grid positions for the three split heats for the 250 Formula E entry, four races taking place on Saturday and the final two on Sunday.

Castleford Ace Chris Stoney picked up a couple of wins on Saturday with Phil Glencross and Eric Gassin taking a second and third place each.

Visiting drivers Pertti Kuusmanen, Perry Grondstra and Rainer Wimmer made up the top six first time out and they repeated that performance in the first half of heat two.

Tim Parrott claimed first spot from heat 1B whilst Martin Hines was on form to take second place from new Euro Champ Stefan Rindstroem. Bobo Westman, Roger Goff and Ian Shaw made up the top six.



A third 'GP' victory was in Hines' reach, until the gearbox seized one and a half laps from the end.

The last five lap heat on Saturday proved that Stefan Rindstroem is quite a capable driver . . . his Euro success was no flash in the pan . . . as he led home Martin Hines, Ian Shaw and Roger Goff. Westman and Jeff Champion took fifth and sixth spots.

The fastest racing lap on Saturday was recorded by Chris Stoney in a time of 1m 9.57s, a speed of 98.99 mph.

He went a little better than that on Sunday when in heat three . . . part one . . . he slammed in a 1m 9.34s . . . 99.31 mph . . . on his way to a fourth place finish. Perry Grondstra won that one from Eric Gassin and Phil Glencross, Kuusmanen and Wimmer continued their good form by getting in the top six once more. With the Repechage not required the final qualifying race on Sunday was won by Martin Hines from Stefan Rindstroem. Tim Parrott was third ahead of South African Niall Bernic whilst New Zealander Jeff Champion was fifth ahead of Aussie Barbara Hepworth.

So with qualifying over the final grid sheet had a somewhat familiar look . . . Chris Stoney had pole . . . Martin Hines was next . . . Stefan Rindstroem alongside and Tim Parrott completing the row.

Row two had Eric Gassin, Phil Glencross and Perry Grondstra . . . Pertti Kuusmanen, Bobo Westman, Roger Goff and Ian Shaw made up row three. Barbara Hepworth had gone well to qualify on row five with Torgje Kleppe alongside whilst Nigel Smith was really enjoying his return to Grand Prix racing with a seventh row place.

World Champion Poul Petersen was not having a very happy weekend . . . the PVP would start from row 15 with just four drivers behind. The final was due off at 5.10 pm but before that the grid assembled on the start line . . . last minute thoughts were collected . . . pics were taken and then they set off on the rolling lap before being unleashed for fifteen rapid tours of the National Circuit.

At the green Martin Hines got away well but by the time they reached Becketts for the first time Ian Shaw had edged his way to the front. Tim Woodcock, Ivan Fisher, John Gordon and William Batmalle got no further than the Shell Bridge . . . a coming together forcing them into an early spectating role.

Poul Petersen was the next to go . . . losing a wheel at Brooklands . . . but out of the Chicane for the start of lap two and Hines was in the lead. Shaw, Stoney, Glencross, Goff and Parrott were next through.

Lap three brought the retirement of Rindstroem and as the one third mark was reached the leading six to eight drivers were clear of the rest. Hines had the front spot and was easing away . . . Shaw was second, Glencross third from Gassin, Parrott, Grondstra, Stoney and Goff. Lap seven and Stoney was into the pits after being struck up the rear . . . rather unpleasant at these speeds . . . the bodywork was eased away from the tyre and he was on his way again but now out of touch with the front runners.

The eighth lap completed and Ian Shaw was

out . . . Hines was running well . . . pulling away from the rest in fine style. Parrott had second spot with Grondstra and Gassin breathing down his neck but the British Champ was hanging in there and defying allcomers.

Lap ten and Hines was in amongst the backmarkers . . . Grondstra had somehow found a way through and led Gassin from Parrott and Goff. Kuusmanen was next up with backmarkers separating him from Wimmer and Gray. Three laps to go and Grondstra was on the ragged edge as Parrott slipped through to reclaim second place. Gassin still had the edge over Goff and Kuusmanen was running well in next spot.

After 13 laps it all dramatically went wrong for the runaway leader Hines . . . the gearbox cried enough and he toured into the paddock area cruelly robbed of what looked like being a record third Grand Prix victory. The lead thus changed . . . but it was still a Brit in front . . . Parrott had held off the challenge from Grondstra and Gassin to lead over the line with the last lap board out.

1.913 miles to go and Tim Parrott stuck to his task in fine style . . . out of the chicane for the last dash to the flag and it was a jubilant British Champion who took the honours after a hard fought race.

Perry Grondstra held second from Eric Gassin and in his drive to a fine fourth spot, Roger Goff recorded the fastest lap of the final . . . and the weekend . . . with a time of 1m 9.1s, a speed of 99.66 mph.

Finn Pertti Kuusmanen took fifth spot ahead of Austrian Rainer Wimmer whilst Barbara Hepworth was delighted with her tenth place. At the end of 15 laps Tim Parrott had just 4/10ths of a second over Grondstra with similar gaps separating Gassin and Goff.

The incident report sheet was full with Brooklands once again accounting for a large number of retirements and the result sheet showed 23 classified finishers . . . five of those a lap down.

<b>1st</b> Tim Parrott	Anderson/Rotax 17m 38.64s 97.57 mph
<b>2nd</b> Perry Grondstra	Zip/Rotax
<b>3rd</b> Eric Gassin	Nissag/Rotax
<b>4th</b> Roger Goff	Zip/Rotax
<b>5th</b> Pertti Kuusmanen	Zip/Rotax
<b>6th</b> Rainer Wimmer	PVP/Rotax
<b>Fastest lap:</b> Roger Goff 1m 9.1s, 99.66 mph.	

So there you have it . . . my view of the Silverstone weekend. It may not be the same as yours but let's hope it's somewhere near.

At the end of it all we had five new GP plate holders . . . two of them now have GPO . . . I wonder which they will choose to run.

There will of course be many hard luck stories but despite the early problems with garages etc, the whole weekend did run quite smoothly. As I left the circuit on Monday Cathy Jaggs of Silverstone said she felt it had been the best Grand Prix ever. Let's hope the estimated 9,000 crowd were suitably impressed and that they will want to see kart racing action again.





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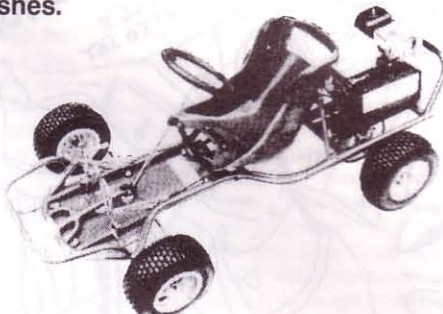
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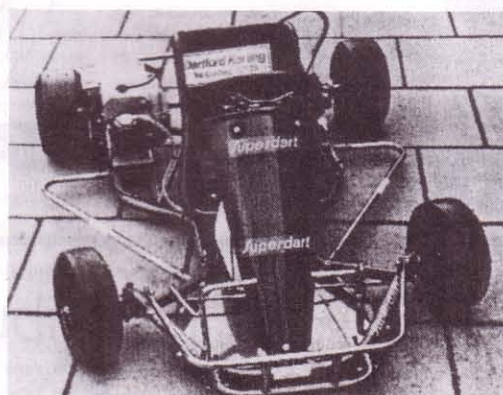


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# 125 CHALLENGE ROUND 6 SHENINGTON

The 1989 125 Challenge reached the halfway point with the running of round 6 at Shenvington on July 16th. With 48 drivers entered, including eight in the Open class a competitive meeting was in prospect. Split heats and a qualifier race would be required for the Nationals and with what can be considered as the cream of Short Circuit 125 drivers, which included numbers 2, 4, 5, 6, 7 and 8 in the Nats and 3 and 6 in the Open, it was going to be tough!

The good weather which this year's Challenge has enjoyed continued at this round with a dry track to greet the first heat. After one false start the heat got underway with Nick Whitehead leading the first 6 laps until Andy Fairless (Open) took over at the front to take the win. Nick Whitehead was 2nd (1st in the Nat class), Willy Grieve 3rd, Dennis Gale 4th, Mark Gellatly 5th and Mark Powell 6th.

The second heat had Steve Puddiphatt leading until lap 6 when he pulled off with engine problems, thus promoting Andy Griffiths into the lead, a lead he held until the end of the race. Kim Marks finished 2nd James Pontin (Open) 3rd, Graham Bull 4th, Alan Dell 5th and Bob Blight (Open) completed the top 6. One of the most significant incidents of the race involved usual front runner Graham Stephens who had charged through the field after being 11th on the first lap, only to spin on lap 7, when in 3rd, dropping out of the race and such is the competitiveness of the Challenge rounds this one mistake would mean instant relegation to the 'B' final.

The third heat got off to a close start with the leaders four abreast as they entered the chicane, Mark Gellatly bouncing into the lead and he stayed there to lead all 8 laps to the chequered flag. Nick Costins (Open) was a good 2nd, Andy Griffiths 3rd, Andy Fairless (Open) 4th, Steve Puddiphatt 5th and Kim Marks 6th.

Graham Stephens made no mistakes in the last heat of the day, leading every lap and apart from a "sideways moment" in the chicane on lap 3, he looked extremely comfortable. James Pontin (Open) finished 2nd, Nick Whitehead 3rd, Steve Piggins 4th, Mark Powell 5th and Alan Whichello (Open) completed the first 6.

The first final of the day was 125 National 'B' and, starting a few seconds in front, the 125 Open final. James Pontin (pole), Andy Fairless, Cliff Baston and Bob Blight made up the Open front row with Phil Wilson, Dave Bromfield, Robert Richards and Graham Stephens making up the front row of the Nationals.

After one false start when Bob Blight suddenly shot forward the grid lined up again giving Mark Goulding, who had people frantically working on his kart, time to join in.

At the green light James Pontin and Bob Blight both got away side by side as Alan Whichello and Graham Stephens both made slow starts. James Pontin led after the first lap from Andy Fairless, Tim Greenhill, Cliff Baston, Graham Stephens (recovering well after his poor start), Phil Wilson and the rest with front row starter Bob Blight coming through in 16th and last place having spun in the chicane and getting out and starting his kart himself. James Pontin continued to lead the next few laps but he had Andy Fairless closing on him and sure enough at half distance (lap 5) Andy was into the lead. Graham Stephens had reached 3rd place by this time but the next lap was the last we saw of him, out with engine problems. Lap 8 and leading Open Challenge point scorer Bob Blight was out with a flat rear tyre. After 10 high speed laps it was Andy Fairless

taking his third win of the year putting in a fine drive. James Pontin was 2nd, Alan Whichello 3rd, Tim Greenhill 4th, Cliff Baston 5th and Nick Costins 6th. In the National class Steve Puddiphatt drove well to qualify for the 'A' final (and finished 3rd overall) and he was joined by Steve Piggins, Peter Rowlands and Paul Brameld. Just missing the 'cut' were Malcolm Stewart, Jon Scully and Dave Bromfield.

On a hot, sunny afternoon the last final of the day rolled out onto the Shenvington circuit, that final being the 125 National Challenge 'A' final. Numbers 8, 7, 4 and 20 were on the front row, these numbers belonging to Nick Whitehead, Andy Griffiths, Mark Gellatly and Kim Marks. The second row contained Willy Gieves, Dennis Gale and Mark Powell with the third row having Toby Sinclair, Alan Dell, Lorraine Wilson and Tony Young.

At the first attempt at a start a few drivers were creeping forwards so the grid was sent round again. This time they were off, with both Kim Marks and Mark Powell making good starts and at the end of a very hectic lap it was Mark Powell leading, just!! from Mark Gellatly, Willy Grieve, Dennis Gale, Andy Griffiths, Nick Whitehead, Andrew Sowerby (from the rear of the grid!!) etc etc, a talented group of drivers indeed.

Lap 2 and leader Mark Powell had pulled out a 0.5 sec lead on his pursuers who went through in the same order. Further back Richard Cornick spun himself out of the race.

Any thoughts that leader Mark Powell would pull away from the rest were quickly dispelled as on lap 3 Mark Gellatly was closing on him and by the next lap was inches behind in 2nd and the first 7 were all nose to tail and every single one of the 7 looked as though they were capable of winning. This leading group had pulled out a gap to Toby Sinclair, Alan Dell, Kim Marks, Maggie Dell, Lorraine Wilson, Steve Harris and the rest, and a big group were battling in mid field an intense a battle as the leaders'.

Lap 5 and Mark Gellatly was having a look down the inside of the leader but still Mark Powell hung on and on the next lap (half distance) the two leading drivers were side by side but still it was Mark Powell leading at the end of the lap and the leading 7 were as close as ever!!

Suddenly on the next lap we had a new leader, that leader being Mark Gellatly and after one more lap (lap 8) he had managed to pull out about three kart lengths, the biggest lead of the race so far!! Things behind were far from settled with Nick Whitehead for example, 4th on lap 7, 3rd on lap 8 and back to 6th on lap 9, then disappearing altogether, a great shame after a fine drive.

Lap 9 and Willy Grieve in 3rd was alongside 2nd place driver Mark Powell but the next lap Willy was down in 6th place and it was Dennis Gale's turn to be 3rd, but the next lap he was 6th!! with Andrew Sowerby now 3rd!!

And so after 12 exciting and brilliant to watch laps it was Mark Gellatly who joined the elite of 125 drivers who have won a Challenge round by winning round 6 in what can be described as the best race of the year so far. The struggle behind continued to the chequered flag with Mark Powell just hanging on to 2nd, Andy Griffiths a fine 3rd, Andrew Sowerby 4th, Willy Grieve 5th, Dennis Gale 6th, then came a gap to Toby Sinclair in 7th, Kim Marks 8th, Alan Dell 9th and the top ten completed by Maggie Dell.

As everyone packed up at the end of the day we could look back on the fact we had witnessed

a classic motor race and as one of the leading drivers said "that's the hardest race I have ever been in and that includes the British Championships". Well done to all the drivers who took part.

## 125 CHATTER

Mark Powell broke the 125 Nat lap record in the final leaving it at 44.63 secs.

Bob Blight in the Open class has had 5 second places, a puncture in the final spoiling his 100% finishing record.

Andrew Sowerby started on row 5 in the 'B' final and finished 2nd, then started off the rear of the 'A' and came through to finish 4th. An excellent drive.

Question — What have Chris Stoney, Mark Powell, Graham Stephens and Mark Gellatly in common? Answer — They are the only drivers to have won a 125 Challenge round in the National class.

Ian & Babs

## POINTS AFTER ROUND 6 AT SHENINGTON

NATIONALS		
1st	Mark Powell	270
2nd	Mark Gellatly	196
3rd	Andy Griffiths	152
4th	Graham Stephens	150
5th	Malcolm Weaver	132
6th	Steve Puddiphatt	128
7th	Alan Dell	126
8th	Dennis Gale	118 =
8th	Nick Whitehead	118 =
8th	Andy Sowerby	118 =
11th	Willy Grieve	112
12th	Maggie Dell	109
13th	Jon Sully	88
14th	Toby Sinclair	87
15th	Dave Scott	84
16th	Wayne Bray	76
17th	Bob Bagley	74
18th	Graham McCarthy	71
19th	Mark Haswell	65
20th	Dave Backshaw	64
21st	Dave Bromfield	56 =
21st	Steve Harris	56 =
23rd	Steve Cowell	55
24th	Richard Bennett	54(N)
25th	Peter Rowlands	51

## OPENS

1st	Bob Blight	225
2nd	Andy Fairless	150
3rd	James Pontin	145
4th	Alan Whichello	140
5th	John Turner	124
6th	Nick Costins	82
7th	Malcolm Stewart	42

The next round is at Three Sisters on August 27th and 28th.

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



## CLAY PIGEON

**Heat 1** — 1st Peter Clark, 2nd Paul Rivett, 3rd Gavin Brewer.

**Heat 2** — 1st Peter Clark, 2nd Paul Rivett, 3rd Marcus Bazley.

**Heat 3** — 1st Peter Clark, 2nd Gavin Brewer, 3rd Marcus Bazley.

**Final:** Not surprisingly it was Clark and Rivett on the front row and from the green light these two shot away to open up a gap between themselves and a group consisting of Catt, Brewer and Bazley. With Lane and Penn continuing the private duel they had indulged in all day the race provided three separate and equally interested competitions — at the front, middle and back. At the back Lane was being pushed throughout by Penn who seemed to have the edge on the corners but lost it on the straight.

Eventually on lap seven Penn did manage to get in front by following a tighter line at the hairpin. There was close stuff in the middle. A bit too close when Bazley ran up the back of Brewer and lost himself some time and still left him behind Brewer at the flag. Meanwhile the two up front were displaying some fine driving skills. It was bumper to bumper all the way and although Rivett had the grip to go inside at the hairpin to draw level, Clark always managed to pull away on the short straight to get a better line round inside bend.

<b>1st</b> Peter Clark	DAP/Comer
<b>2nd</b> Paul Rivett	Allkart/Comer
<b>3rd</b> Gavin Brewer	DAP/Comer

## CHASEWATER GRAND PRIX

A decent grid of Cadets. In the heats it was a good win for Ben Purkis in the 1st and Tom King in the 2nd heat. There were other notable drives from Jonathan Roden and Chris Eaton both attaining a 2nd and a 4th. For the final Pole went to Ben and Chris had 2nd place on the final grid. A quick mention about tiny Glynn Williams who did extremely well in the heats and was third in the final but excluded for underweight, even though he has half a church roof on his kart to attempt to bring him up to weight. Also, James Kendrick as a novice achieved a good 3rd in the first heat against some very competent drivers.

**Heat 1** — 1st Ben Purkis, 2nd Jonathan Roden, 3rd James Kendrick.

**Heat 2** — 1st Tom King, 2nd Chris Eaton, 3rd Ben Purkis.

**Final:** At the start Ben used his pole position to good advantage and took the early lead from Chris in 2nd place and Jonathan in 3rd. In the front it was a close race between the two leaders driving nose to tail. In the 3rd lap Jonathan found himself relegated to the rear of the field



Ben Purkis, winner Chasewater 'GP' (pic: Andy Stratford).

## CADET COLUMN



Blackebushe memories — Ricky Elliot in action (Pic: David Ford).

together with Philip Charles. This allowed Glynn and James to take up 3rd and 4th respectively. At this point Simon Rodgers was beginning to push himself from the back through the field with Dean Haddon in tow. In the 7th lap a good piece of driving got Chris the lead from Ben. This he managed to maintain until the 11th lap when Ben reclaimed the premier position. Halfway through the race the two leaders had started to open up a lead over the rest of the field and in fact continued the cat and mouse style of racing for much of the rest of the race. The rest of the field seemed to have their places set with very little changing of positions. The leaders towards the end lapping the back markers and Ben was just edging a lead over Chris. However the chequered flag was taken by Ben with Chris in 2nd challenging every inch of the way.

<b>1st</b> Ben Purkis
<b>2nd</b> Chris Eaton
<b>3rd</b> Simon Rodgers

## PEMBREY

Lee Maund was the only non-restricted driver in the field and his experience showed. But that's not to take any marks for effort away from the others. Pip Clode had a good afternoon, mixing it with Shennington's David Hinds. In the third heat, Clode even searched for a way around Maund, but lost ground in the process. Jonathan

Nicholson was never out of the first three, with Richard Francis continuing to improve.

**Heat 1** — 1st Lee Maund, 2nd Richard Francis, 3rd Jonathan Nicholson.

**Heat 2** — 1st Lee Maund, 2nd Jonathan Nicholson, 3rd Richard Francis.

**Heat 3** — 1st Lee Maund, 2nd Pip Clode, 3rd Jonathan Nicholson.

As the lights turned green, Maund, Francis and Clode broke away almost immediately. These three remained fairly well tied together, up until the final lap. Nicholson missed his line on the last lap and paid the penalty of spinning, which cost him precious time and a place. Clode meanwhile, was trying everything to pass Maund, and very nearly made it, Maund clinging on at the flag by half a kart's length.

Hinds had been trailing at the back for several laps, watching Francis' every move. Eventually he dived for the inside line into Pit Bend and almost pulled it off, but ran wide on exiting.

<b>1st</b> Lee Maund	Wright/Comer
<b>2nd</b> Pip Clode	Allkart/Comer
<b>3rd</b> Richard Francis	Zip/Comer



Cumbria's latest 'hotsboe' — Stacey Fell.

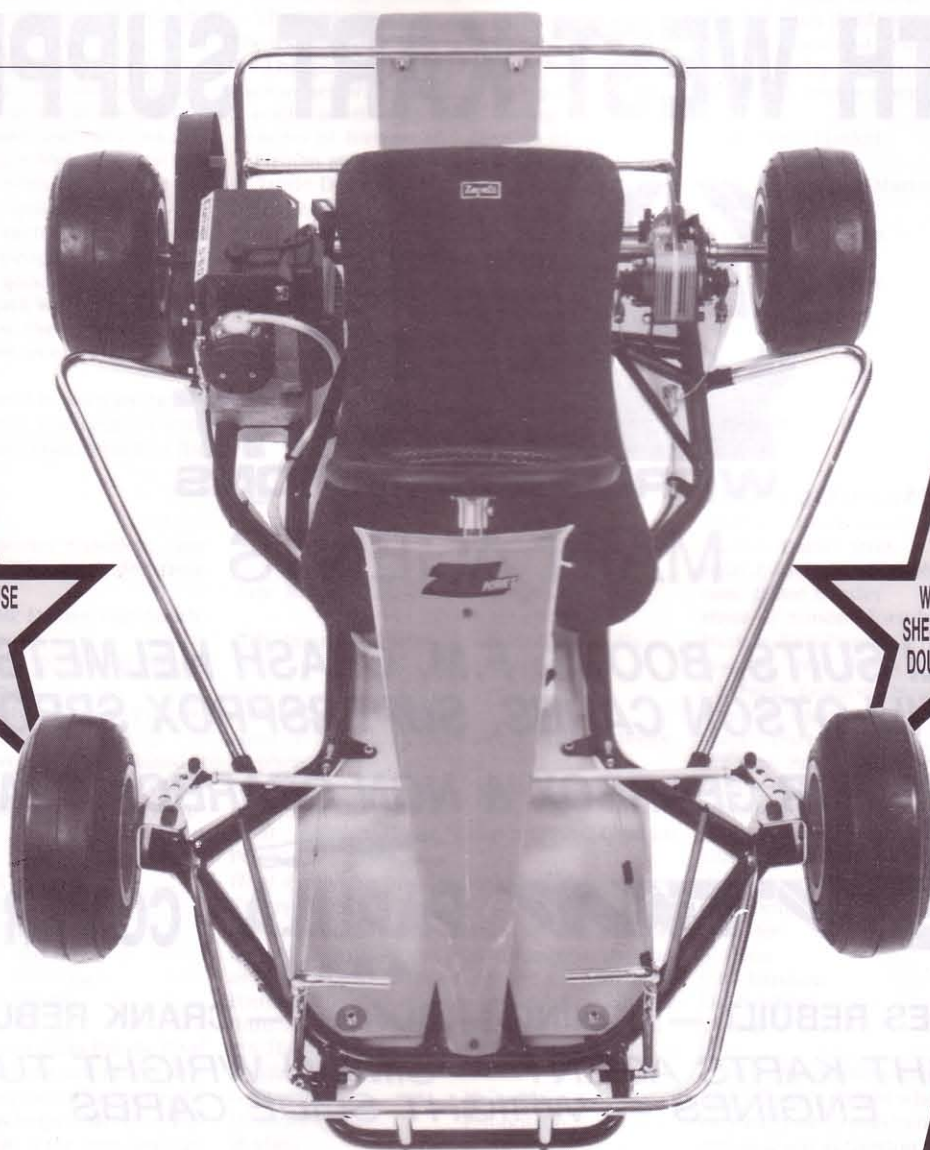


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# Shenington Super One

## Round 4

### 29/30 July 1989

Practice commenced at 11 am and although the organisers had said they would be running 15 minute sessions it actually followed the usual format with not even a lunch break. Saturday was dry so a few Supers and Juniors were getting under the lap record set at last year's Super One. A very few Juniors were under 41 seconds, the record being 41.28s.

The forecast was for rain during the night but it had not passed as the day was spoilt by repeated heavy showers. As usual there was a rush to scrutineer wet chassis and carry out axle changes before the racing which was run in a most exemplary fashion with not a single red flag. Pat Connolly was quick to thank the organisers at the end for such a super well run meeting and quite a few people in high places thought Sheni would be a good venue for a 1990 International meet. The track will be lengthened in the Autumn ready for the February 25th meeting. There will also be an extra meeting on December 3rd this year.

A colour system operated to allocate Junior Pushers to a specific corner, and coupled with the use of official observers contributed to the smooth running.

#### Junior Britain

**Heat 1:** Ralph Firman, Stuart Capstick, Guy Smith, Nick Smith (Mark Blair excluded from 3rd, oversize restrictor).

**Heat 2:** Jamie Spence, Jamie Davies, Guy Smith, Graeme Melville.

**Heat 3:** Nick Lamb, Steve Warburton, Stuart Freegard, Richard Westbrook.

**Heat 4:** Jamie Davies, Matthew Davies, Richard Westbrook, Dominic Harlow.

**B Final:** Jamie Spence soon pulled out a massive lead with Mark Blair passing Nathan Ferriday and Chris Horner for second as Natalie Whaley slipped back.

P J Davies	R Firman
R Westbrook	G Hession
N Dudfield	N Lamb
B Lintern	A MacKay
S Freegard	G Melville
N Smith	G Smith

Most drivers changed onto slicks for the final as the sun was shining and the track nearly dry. Just as they were about to push off a very light shower came over and this helped Melville, Firman and Ferriday to slide off at the very first corner, all rejoining but Ferriday finding himself with a bent axle, his Dad making frantic gestures for him to continue, but Nathan gave up the struggle on lap 4. Jamie Davies led off the line, soon to be passed by Richard Westbrook, then Nick Lamb on wets came through to lead. Others on wets doing well in the conditions were Nick Smith (Gillard), up to fourth, and Jamie Spence to a best of fifth (from the B Final!) until slipping back then pulling into the pits on lap 16. Dominic Harlow and Matthew Davies slid straight on braking for the chicane, missing it out completely, but unpenalised due to their lowly final positions.

Brad Lintern showed some skill making up places in the damp conditions whilst on slicks to lead by lap 7 as Nick Lamb's tyres went off (he finished 15th), and Nick Smith with wrong

gearing dropping back to an eventual 12th. The order at the halfway point was Lintern, J Davies, Westbrook, Dudfield (who used his head in the damp but now powering back up), Guy Smith, Spence, Gareth Hession, James Matthews, Nick Smith, Darren Manning and Ralph Firman.

The leaders were now circulating in 41.5s as Davies slipped by Lintern to take the lead at Stratford hairpin and Dudfield realised he could make up another place, doing so on lap 23. So ended a really good race, never boring, with many changes of fortune and displays of skill.

Firman stays at the top of the points league as Jamie Davies jumps up to second, followed by James Matthews and Alan MacKay fourth as previous incumbent Capstick had retired on lap 4.

1st Jamie Davies	Wright/Parilla
	Yeovil
2nd Brad Lintern	Wright/Parilla
	Purley
3rd Nick Dudfield	Wright/SWRD
	Parilla
	Stratford-upon-Avon
4th Richard Westbrook	Wright/Parilla
	Maidstone
5th Guy Smith	Gillard/Parilla
	Hull
6th Ralph Firman	Wright/Parilla
	Attleborough
7th James Matthews	Boxer/KS Parilla
	Sheffield

#### Senior Britain

**Heat 1:** Steve Cook-Martin, Martin Verity, Stephen Quinn, Andy Cox.

**Heat 2:** Steve Hazlett, Mark Beddall, Mark Fothergill, Gary Frost.

**Heat 3:** Simon Court, Darren Gibbs, Graham Pettit, Nick Kelly.

**Heat 4:** Michael Mills, Richard Beecroft, Darren Kinsey, Tony McCarthy.

**B Final:** Nick Kelly was second into the first corner but soon took the lead through to the flag as Robert Ivey slipped back to fifth. Mark Fothergill was soon up to second, Ivan Turner third and Robin Chuter last on the A grid.

P S Hazlett	S Cook-Martin
D Gibbs	A Cox
G Pettit	M Beddall
M Verity	P Ibbotson
M Mills	D Kinsey
S Quinn	R Beecroft

All runners were now on slicks as Steve Hazlett rushed off into the lead on his Thomson & Chappell Knight Parilla. Only Steven Cook-Martin could challenge, getting by for all of four laps, harrying him again for a while before settling for second place. The pace was nearly a second slower than Gary Chapman's record of 41.5s. A titanic battle was being waged behind between Graham Pettit, Andy Cox (until he spun back, finishing thirteenth) and Martin Verity. As Verity worked through to third Darren Gibbs on his Allkart joined into the tail of this train so at halfway the order was: Hazlett, Cook-Martin, Verity, Pettit, Gibbs, Beddall, Paul Ibbotson, Simon Court (now CL-Dino mounted but for how long?), Michael Mills and Andrew Clark.

Darren Gibbs now had caught and passed Verity entering the chicane and towards the end challenging Cook-Martin's second place but Cook-Martin held onto his place whilst Mills had more success passing Pettit on the last lap for his sixth place. In the points table this promoted Hazlett from third to top pushing Ibbotson into second place and demoting Simon Court who retired on lap 14. Pettit and Verity followed in third and fourth places.

1st Steve Hazlett	Knight/Parilla
	Doncaster
2nd Steve Cook-Martin	Colt/Parilla
	Lancashire
3rd Darren Gibbs	Allkart/Parilla
	Basildon
4th Martin Verity	Wright/Parilla
	Staines
5th Mark Beddall	TKM/TKM
	Brierley Hill
6th Michael Mills	Jeta/JM DAP
	Workshop
7th Graham Pettit	Hutless/Parilla
	Hatfield

#### 100 National

**Heat 1:** Oliver Gavin, Andrew George, Jamie Hunter, Daniel Stilp.

**Heat 2:** Ricky Flynn, Bobby Game, Graham Gannon, Jamie Beasley.

**Heat 3:** Simon Horrobin, Rob Schirle, Jamie Hunter, Neil Hann.

**Heat 4:** Neil Hann, Andrew George, Craig Caldwell, Gordon Duncan.

**Heat 5:** Ricky Flynn, Jeanette Peek, Russell Maple, Darren Maple.

**B Final:** Paul Evans started off in the lead and held it until almost the last corner when Paul Ozanne got through, whilst behind David Button was excluded as underweight from third allowing Michael West and Vince Martin to join the main grid.

P R Flynn	A George
J Hunter	O Gavin
N Hann	S Horrobin
S Richardson	G Duncan
D Franchitti	R Schirle
D Stilp	J Peek

All the action in this race took place well behind Ricky Flynn's Wright who pulled out a good lead very early on to finish some five seconds ahead. Action it was as Gordon Duncan and Dario Franchitti jointly parked at the side long enough to lift one kart off the other, Jeanette Peek, up from ninth and challenging Simon Richardson's fifth had a coming together which left Richardson in the chicane tyre wall and Peek missing out the chicane altogether. Oliver Gavin succeeded Andrew George in second as the latter pulled into the pits, Rob Schirle went off rejoining well down and Bobby Game slipped back from sixth to thirteenth as the engine played up.

The halfway order was therefore Flynn, Gavin, Neil Hann (who dropped back in the latter half), Peek, Paul Ozanne (a marvellous drive from the B Final), Daniel Stilp, Russell Maple and Paul Evans (following Ozanne up from the back) then Martin Moore and Graham Jones. Jeanette Peek continued to climb on her Sprint, undaunted by her earlier coming together, and reached second by lap 16.



Richard Yorke succeeded in passing Russell Maple for seventh on the last lap, the pair followed by Martin Moore. Beasley has been pushed down to third place in the table behind Flynn and Peek, with Franchitti keeping fourth despite his poor result. Official results were delayed a little whilst the CofC rechecked the ASRs to see if a mandatory penalty applied to missing the chicane. As it was discretionary, the observer said no advantage was gained, Jeanette Peek was relieved to keep her place.

1st Ricky Flynn	Wright/Rotax Cheshunt
2nd Jeanette Peek	Sprint/Rotax Bath
3rd Oliver Gavin	Sprint/Rotax Bedford
4th Paul Ozanne	Dino/Rotax Guernsey
5th Neil Hann	Wright/Rotax Somerset
6th Paul Evans	PCR/Rotax Wokingham
7th Richard Yorke	PCR/Rotax Bromley
8th Russell Maple	Wright/Rotax Tiverton

### 100 Super

Timed Practice: Conditions started damp, dried out a bit, then finished very wet, giving a variation based on the weather rather than just ability.

1 Steve Brogan	45.13
2 Darrell Beasley	45.47
3 Andrew O'Hara	45.75
4 Biff Harris	45.82
5 Gary Moynihan	45.91
6 Kerry Thorpe	46.05
7 Gary Chapman	46.11
8 Stephen Day	46.12
9 Richard Weatherley	46.34
10 Steve Tillett	46.37

**Heat 1:** Steve Brogan, Gary Moynihan, Darrell Beasley, Andrew O'Hara.

**Heat 2:** Steve Brogan, Gary Moynihan, Biff Harris, Stephen Day.

**Pre-Final:** Yet another win for Steve Brogan with Darrell Beasley second most of the way until first Moynihan, then Richard Weatherley took the place. Unfortunately Weatherley was 1.5lbs underweight so excluded leaving Moynihan second, from Beasley, Gary Chapman, Steve Tillett and David Cuff. Behind them came Dominic Connelly, Biff Harris and Paul Henderson.

**Final:** As Gary Moynihan set off for an untroubled flag to flag victory Gary Chapman spun out from fifth place at Cafe knocking Biff Harris to the extent of breaking Harris's rear axle. Chapman rejoined some way down to set some staggering times unrecorded by the official timekeeper who did get a new record by Moynihan of 39.03, the only one broken. All eyes were on second place, inhabited first by Steve Brogan, then Darrell Beasley from lap 2 to 7, then Brogan for a couple of laps until he made a mistake allowing Beasley then a fast climbing David Cuff into the spot. Weatherley was another moving up through the field now in ninth place as Cotterill pulled out with no silencing — a shame since he also had come up from the back to seventh.

At halfway the order was Moynihan, Cuff, Beasley, Steve Brogan, Dominic Connelly, Steve Tillett, Jeremy Cotterill, Paul Henderson, Richard Weatherley (from the back) and Andrew O'Hara with Chapman in last place but just in contact and about to make up places to finish an incredible ninth. Connelly and Brogan scraped throughout with Connelly just getting the third place three laps from the end,

Beasley having dropped clear with Weatherley now up to sixth, then Henderson and Charlie Brown passing Andrew O'Hara on the last tour. It just wasn't Richard Weatherley's day as he had made an error writing down his chassis number resulting in yet another exclusion.

None of this made any changes at the top in Supers, the order remaining Moynihan, Brogan, Connelly and Harris.

1st Gary Moynihan	Wright/Rotax Sussex
2nd David Cuff	Kali/Rotax Northwood
3rd Dominic Connelly	Wright/Rotax Leeds
4th Steve Brogan	Sprint/Rotax Basildon
5th Darrell Beasley	Sprint/Rotax Reading

Graham Smith & Lesley Allen

## Carrick Road Races

**At Carrickfergus on 26th July** A massive crowd turned out to watch one of the few road races left in Ireland, the excellent July weather no doubt aiding their decision. The five class event which was organised by the Ulster Karting Club consisted of a six lap heat and an eight lap final.

### 100 NATIONAL

The favourite for the evening's racing was Roger Drumm who stormed off with first place in the heat, putting him on pole for the final.

From the off, Drumm immediately took a commanding lead with newcomer Eamonn Marnell and Clive McCartney in battle for second. After four laps Drumm was a good three hundred yards ahead, a lead which he held all the way to the finish. The real race was between Marnell and McCartney and in the closing stages McCartney was right up on Marnell's bumper. Coming out of the chicane on the straight it looked like McCartney had the edge, however at the flag Marnell took second by only a few feet.

### 125 P&R

The heat saw a terrific race between Noel Strain and Jim Cairns, with Strain finishing ahead to hold pole for the final.

Once the flag dropped both Strain and Cairns were together in the charge for the hairpin, neither giving any room to the other. With Strain on the inside line, Cairns locked his brakes letting Mark Taggart through into second. Robert McMullan also got past and took third, this time a position he intended holding onto after having thrown third away in the heat on the final lap. Cairns, who was by now left with fourth place made a determined move in the second lap which took him back to second. Although Strain tried to pull away, Cairns was getting closer lap by lap leaving Taggart further behind. As the last lap board went out, Cairns was right up behind Strain once again, but once again the hairpin caught him out as he locked up once more leaving Strain to go through to take the flag. Taggart finished second some 100 yards behind with McMullan in third.

### 250 National

Although Drew Telford won the heat by a comfortable margin to put him on pole for the final, he was under intense pressure from John Feeny and Ken Smith at the start of the final. As clouds of blue smoke went up from wheels locking on entry into the hairpin, Telford's slight margin gave him a few yards lead going onto the back straight. Alan Clarke was also showing promise and at the end of the lap had taken third and was putting Feeny under pressure. In the fourth lap, Clarke almost threw the race away as the hairpin caused him a few anxious moments letting Feeny pull a full yards more on him. The momentary lock up also let Smith gain ground on Clarke, however Clarke soon started to pull away to challenge for second once more. Up front Telford was holding a comfortable lead

which he held to the flag despite Feeny's final fling in the closing stages. Clarke held onto third with Smith fourth.

### 125 Open

The East-West transport team were out in force at Carrick and with no Dukes men to challenge them it looked like a tough evening's racing between Brian Kennedy and Brian King. In the heat King took the flag by only half a kart length from Kennedy putting him on pole for the final.

As the drivers went out on their rolling lap, the light rain which started put a few anxious looks onto some drivers' faces as they were all on slick tyres. From the drop of the flag King took a marginal lead. At the end of the laps however, sparks could be seen coming from King's floor tray and as he slowed up somewhat Kennedy took the lead with Darren Maguire close behind. King didn't give up though and kept going at a steady pace, a decision which paid off when the leader Kennedy got it all wrong at the chicane in the fourth, allowing King to regain the lead just slightly ahead of Maguire. Kennedy was lucky to keep third place, however the rain which was getting steadier didn't cause him to slow up one bit. In the third last lap Kennedy was right on the slowing Maguire's bumper and in the next lap he made a determined effort to take second. King was ahead still and in the last lap Kennedy pulled him right in. With the flag in sight, King realised that Kennedy was right behind. With sparks flying the two made a dash for the line and after a meeting of the 'judges' Kennedy was declared winner by a nose cone from King with Maguire some distance back in third.

### Formula 'E'

Having won the heat by a long way, Ivan Fisher was on pole for the final which took part in a thunderstorm.

As the flag dropped, everybody was sideways, however Fisher took the early lead with Joe McCullough challenging. By the end of the lap Fisher had a commanding lead. Although McCullough looked like he was making a challenge as the race went on, he had to retire when his machine went out one cylinder — with newcomer Paul Maguire some way behind. Fisher went on to win by a good 100 yards.

### Thanks

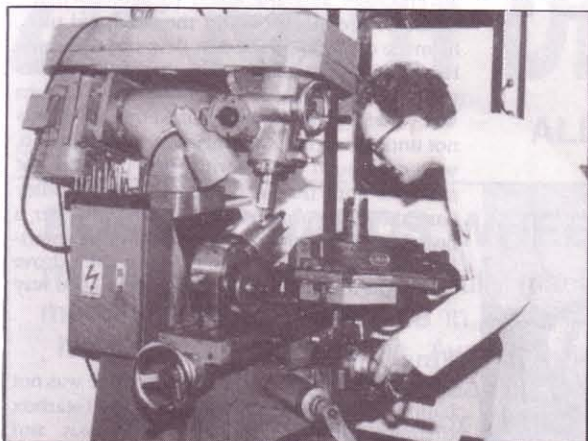
The Ulster Karting Club would like to thank everyone that helped with the organising of the race. Special thanks go to the BMRMC, the Police, St Johns Ambulance Brigade, the Carrickfergus Borough Council and last but not least the drivers for an excellent night's racing.

John Belshaw

**Contributors are reminded that copy for inclusion in the magazine must reach the Editorial Office not later than the 12th of each month.**



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# Hesketh Super Challenge



Another large grid for the Hesketh Super Challenge.

The Hesketh Superkart drivers gather at Fulbeck for the second time in the series. Ian Woodcock was considered a strong contender after his second place in the Gearbox Championship and his good results in the Hesketh Super Challenge. No doubt this deserved success has helped him to obtain a works assisted drive in the Ex Bernie Roberts Zip Eagle. Bernie having had to retire because of business pressure. This quiet unassuming driver will be missed but perhaps it won't be too long before he's back in his leathers.

The spirit of the Challenge was demonstrated by Martin Wall the Yamaha exponent who gave up tickets for the Formula 1 Grand Prix to drive in the Challenge and then Fussy and Wall, the two leaders of the Yamaha section, could be seen sorting their mechanical problems out together.

## Heat 1

Studley on pole got the jump at the start, but perhaps his weight allowed Cryer and Kennings to squeeze by on the run up to the first corner. Kennings passed a lethargic Cryer coming out of the pit complex, this seemed to stoke Cryer up who then mounted a race long challenge which was close but unsuccessful. These two pulled away from the rest of the field. Lap 2 and Woodcock from a fifth row start was up to sixth chasing a group of three karts, Studley, Pedelty and Green, running in that order. Lap 3 Woodcock was past these three who continued their nose to bumper tussle for the entire race. On lap 6 Studley was passed by Pedelty and Green but the three cornered battle continued to the end. Hems after his recent improvement had mechanical problems. Martin Wall with his Yamaha suffered likewise. At the flag it was Kennings, Cryer, Woodcock, Pedelty, Green and Studley.

## Heat 2

Durance on his Kobra made good use of his front row start only to have his brakes lock, this allowed Kennings and Cryer to slip by on the hairpin. Cryer determined to reverse his first heat position with Kennings close only to have his rear disc-carrier disintegrate, this caused a big off at the bottom hairpin after which he circulated slowly to the end. Durance with his brake problems continuing found himself perched on

top of the shale heap in the chicane, with engine running but the wheels not in contact with the ground. Unable to rock himself free he unhappily retired.

Lap 3 Studley had climbed three places to take second spot but was being put under pressure by Woodcock who had driven hard to claw his way through the entire field after a disastrous start. One more lap and he was second, some drive! Hems and Green had a race long war with Green putting heavy but clean pressure on Hems who to his credit resisted to the end. Over the line it was Kennings, Woodcock, Studley and Budd who drove consistently well and kept out of trouble, followed by Hems and Green.

## Heat 3

Hems on pole made it first into the hairpin followed by Green, Cryer, Budd and Woodcock. Cryer struggled round the outside of Green in the hairpin and hit the front when he passed

Hems down the straight. For two laps Green held off Woodcock, the two of them closing on Hems. Going into the chicane Woody became adventurous and attempted to get down the inside of the other two on the left hand turn, he made contact and the dust flew, out of it came Hems, Woody and Green in that order. Meanwhile Budd was holding Studley who in turn was resisting the advances of Kennings, it was not until lap 5 that Kennings overtook this duo, who continued their stern tussle, this was not resolved until the very last lap when Studley passed by. The order over the line was Cryer, a fast closing Woodcock, Green who had smartly nipped by Hems on lap 6, Hems then drove very tight to keep Kennings behind all the way to the finish and sixth was Studley.

## Final

Kennings had pole position although he was not happy with his kart's handling. At the Gearbox Championship he twisted his chassis and straightened it later but he was not 100 per cent suited with the result. Durance who had suffered brake problems during the heats hoped he had sorted the problem. In the search for more grip Cryer changed to narrow fronts, Woodcock changed to wide fronts, everyone looking for that few more mph and some achieved the opposite result. From the lights Kennings made it first into the bend with Cryer in close company. Woodcock had problems due partly to the bigger fronts he fitted which on occasions ran on the underside of his nose cone. This problem dropped him from a front row start to second from last after the first bend. After one lap the order up front was Kennings, Cryer, Studley, Green, Hems and Budd. Green went missing on lap 3 and everyone else held station except Woodcock who dropped with his problem to the very back. Nevertheless competition was close. Stratford held off Durance until the very last lap when Durance found a way through, further forward Hems and Budd were having a real go. Budd nipped past on lap 8 and Hems passed him back on lap 9. Up front Kennings was under pressure from Cryer up to lap 5 when his front bumper broke and wonder of wonders his kart handled much better. From this point he pulled away from Cryer who could not respond. So plenty was happening. At the fall of the flag it was Kennings, Cryer, Studley pleased with his improved reliability, Hems and Budd.



Bob Kennings is congratulated by Cryer (2nd) and Studley (3rd) (Pic: Hilary 'Bailey' Stratford).



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## Bovington

SUNDAY, JULY 16th

Weather hot and sunny. A reasonable entry considering that play just up the road had an extra meeting, which no doubt took some drivers away.

Four cadets only. Heat wins for Louise Colin (2) and Peter Clark.

**Final 12 laps.** Louise took an immediate lead from Ross Stoner. Ross made it alongside a couple of times but his motor hesitated each time out of infield bend. With 2 laps to go he was lining up to overtake when 3rd placed Amy Hadley spun — Louise went through and Ross didn't — for Louise it was a case of bye-bye Ross.

Only five Juniors. All on DAP Chassis/DAP Motors. Heats: Jamie Paten (2), Marc Craddock (1).

Jamie on pole shot into an immediate lead which he stretched lap after lap until by the end of 20 he was almost the length of the straight ahead.

Craddock was second but spins on laps 3 and 4 put Jason Freeman way back in 5th. The only real excitement was the battle for 3rd between Simon Oliver and Paul Freeman. For nine laps Paul held on but slid wide on one corner and Simon was through. At the finish they were only a couple of laps apart.

### SENIOR BRITAIN (Div. II)

Heat wins for Allan Varney, Kevin King and Neil Tozer. At the lights Steve Horlock took the lead. Hanging on for 7 laps before being passed by Tozer. Four more laps and Varney found a way past. Now it was King's turn to have a go. It took Kevin 6 laps but he managed it. Tozer meanwhile had built up a commanding lead. At the line King just failed to snatch 2nd from Varney.

### SENIOR BRITAIN (Div. I)

Some needle in the heats from the front runners. One or two being spoken to by CoC Alan Bryant.

**Heats:** Malcolm Green, Will Collinson, Stuart Baker from the lights. Baker on pole straight into the lead, Collinson glued to his bumper then Green and Mike Horder whilst positions didn't change, the jockeying and weaving were a joy to behold, an excellent race.

### NATIONAL (Div. II)

**Heats:** Richard Dunn (2) Michael Ashcroft (1). Mike Sutcliffe was disqualified for underweight after finishing 2nd in the 1 then 2 dismal heats and the purchase of a new carb saw him on the back for the grid for the final.

From the lights Dunn took command with Ashcroft never more than 1½ seconds behind but never actually getting close enough to challenge. Sutcliffe was 6th on the first and 3rd by 5th. But that was as far as he could climb. Newcomer (1st race meeting) Wesley Stewart managed a creditable 4th.

### 100 NATIONAL (Div. I)

Heat wins for Ron Shone/Chris Lord/Lee Loder.

From the lights Loder, Shone and Nick Clarke (having a spinning day?). End of lap 1 Clark went for the inside of Shone only to have the door slammed firmly shut and once again the Rotax runner was last. Almost a lap behind.

Loder continued to circulate like clockwork with a 50 yard gap to shone. However Clark's progress was meteoric with two laps to go he was third and closing fast. But it was not to be

any higher, finishing just behind Ron with Loder that elusive 50 yards further way and his championship lead cut to three points.

Altogether another good meeting although the heat got to one or two drivers and CoC Alan Bryant was kept busy talking to them.

Next meeting September 17th followed by October 15th.

Brian Clark

1st Louise Colin	Lazer
2nd Ross Stoner	Dart
3rd Amy Hadley	Allkart

1st Jamie Paten	DAP/DAP
2nd Marc Craddock	DAP/DAP
3rd Simon Oliver	DAP/DAP

### SENIOR BRITAIN (Div. II)

1st Neil Tozer	DAP/DAP
2nd Allan Varney	DAP/DAP
3rd Kevin King	Wright/Parilla

### SENIOR BRITAIN (Div. I)

1st Stewart Baker	DAP/DAP
2nd Will Collinson	DAP/DAP
3rd Malcolm Green	Gillard/Parilla

### 100 NATIONAL (Div. II)

1st Richard Dunn	DAP/DAP
2nd Michael Ashcroft	Superdart/Parilla
3rd Mike Sutcliffe	Gillard/DAP

### 100 NATIONAL (Div. I)

1st Lee Loder	DAP/DAP
2nd Ron Shone	DAP/DAP
3rd Nick Clark	DAP/Rotax

## Clay Pigeon

SUNDAY, JULY 16th

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

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

### CLAY CHAT

Fifth round of the Club championship and with a reasonable entry, fine weather and good clean racing, a most enjoyable day in the sunshine of the Dorset Downs. In general it was pleasing to note how few drivers left the track at this meeting when compared with the departure rate at the more highly charged national level — there must be a message here somewhere. Members will see lots of improvements being made to the track, all of which are to benefit both drivers and attendants. The intention is to complete the circuit fencing all the way round to abide fully to RAC regulations and also to lay additional hard surfaces in the pits and surrounding areas. As always a dedicated few are spending a lot of their time on this work and we are most grateful for the efforts on our behalf.

### JUNIOR BRITAIN

**Heat 1:** 1st Jamie Davies, 2nd Benedict McLoughlin, 3rd Jamie Wood.

**Heat 2:** 1st Jamie Davies, 2nd Jamie Wood, 3rd Lee Saunders.

**Heat 3:** 1st Jamie Davies, 2nd Jamie Wood, 3rd Lee Saunders.

**Final:** With eleven runners the track was never going to be overcrowded though the successes in the heats did not repeat themselves in the final. As expected Davies went away well while behind him, on lap one, we saw Brown pirouette on inside bend, Wood slow down then stop with engine problems and Lane coast to a parking area with a broken chain. The race settled with Davies in a comfortable lead and a super scrap for second place between McLoughlin, Saunders and Cox. Further back novices Holloway and Folds were evenly matched and provided some good spectacle. It all seemed to happen on lap twelve when Davies went into the pits, Saunders took the lead from McLoughlin and who was then beaten into second place by Cox.

### GEARBOX

In the heats the 125 honours were shared between Sparrow, Coleman and Pimm while Sydenham led the 250s with Hall and Leitner close behind. By lap two of the final Leitner led the field and Thomas was trying so hard to make up lost ground that his cross country at the end of the straight raised enough dust to plug the hole in the ozone layer. The race settled into some hot duels, though by lap ten the heat took its toll to leave Sparrow sitting on a perch at Billy's, Pimm out with mechanical problems and Thomas coming to a halt. Leitner spun coming out of the hairpin but got back to chase Sydenham, while Ayers moved into third place by turning inside Hall. Only four of them left at the end — but great stuff to watch.

**250 Class:** 1st Paul Sydenham, Dino/Rotax.  
**125 Class:** 1st Colin Ayers, Allkart/—.

### 100 BRITAIN

In the heats Cleal, Clark, Marsh and Moore all took the chequered flag with McCormick, Page, Roberts and Mills filling the secondary places. Novice Phillips did well to finish the B final and was followed through to the A by Treliving, Lane and Percy. Once again, after a perfect demonstration of how a rolling lap should be paced, the final saw Cleal first out of the hairpin with Page and Roberts next in line. The front two were most evenly matched and kept the spectators on their toes with the lead changing back and forth during the longer turn at Billy's until lap four when Page did get in front and defied Cleal's efforts to regain first place. Further back Clarke was edging his way up from eighth place, though not without a degree of difficulty due to some enthusiastic driving going on for fourth place between some evenly matched drivers. Further back there were some noticeable scraps between Goss and Hann, which Hann eventually won because of better grip on inside bend, and an entertaining confrontation with Sheahan up the back of Prickett but getting no further. By lap ten Page had a comfortable cushion up front and with Marsh taking third place from McCormick following Clarke's retirement, we were treated to some new and well deserved faces in the trophy line up.

### 100 NATIONAL

**Heat 1:** 1st Lee Rennison, 2nd Cliff White, 3rd Russell Hicks.

**Heat 2:** 1st Neil Hann, 2nd Lee Rennison, 3rd Cliff White.

**Heat 3:** 1st Lee Rennison, 2nd Cliff White, 3rd Neil Hann.

**Final:** It was White who exited Billy's first, though this lead was short lived when Rennison took over at inside bend. Hann went into second place at the end of the straight and the stage was then set for the customary duel between Hann and Rennison. They did stay bumper



to bumper for thirty three seconds when a mix up at the hairpin as Hann tried to overtake on the inside ended up with them both in the layby. This left White in a comfortable first place with his only challenge being in the shape of Hicks who subsequently left the track at Billy's on lap eight. With things now a bit processional up front focus attentioned on some good scraps in the midfield and in particular the conflict between Monville, Nash, Fry and Lake provided some entertaining viewing. White took the flag with relative ease with Barrett and Chard-Maple following for well deserved places resulting from steady driving.

## JUNIOR BRITAIN

1st Lee Saunders Gillard/Parilla  
2nd Jason Cox Sprint/Arrow  
3rd Ben McLoughlin DAP/DAP

## 100 BRITAIN

1st Richard Page dino/IBM Arrow  
2nd Anthony Cleal Dino/Parilla  
3rd Richard Marsh Boxer/Parilla

## 100 NATIONAL

1st Cliff White DAP/Rotax  
2nd Simon Barrett Wright/Parilla  
3rd Keith Chard-Maple ART/DAP  
Vic Sirett

## Pembrey

### CARDIFF KART CLUB

**Membership Secretary:** Mrs V Williams, Dog Hill Farm, St Nicholas, Near Cardiff. 0222 593397.

**Entries Secretary:** Mrs D Kilgour, 266 Coed-y-Gores, Llanderyn, Cardiff. 0222 733348.

With only two 'out-of-towners' competing this month, the June meeting of the Cardiff Kart Club became very much a Club event. Even without any visitors, the grids were quite full, which bodes well for the future.

The weather stayed fine although overcast and the standard of competition high, even in the smaller grids.

### 250 NATIONAL/INTERNATIONAL

Maladies in practice kept Mark Thomas away from the start line, leaving only three drivers to put on a spectacle. And this they accomplished in fine style.

Derek set the early pace in heat one, by out-dragging Dave Griffiths into Pit Bend, only to be passed by the latter on the Main Straight, next time round. Wheten wasn't to be denied however, as he drove around the outside of Griffiths on lap two. Simon Joseph kept a respectable distance with his air-cooled Yamaha twin. Engine problems beset Wheten thereafter.

**Heat 1:** 1st Derek Wheten (Nat), 2nd Dave Griffiths (Nat), 3rd Simon Joseph (Int).  
**Heats 2 & 3:** 1st Dave Griffiths, 2nd Simon Joseph.

In the final Wheten and Griffiths plunged headlong into Pit Bend for the first time, the former spinning in a cloud of tyre smoke. Joseph latched onto Griffiths' rear bumper and there he stayed. Meanwhile Wheten gradually caught up only to suffer a recurrence of earlier problems, and retired. In the end it was Griffiths by twenty or so yards from Joseph, who had had one of his most promising performances for some time.

### JUNIOR BRITAIN

The Welsh Champion missed the second heat altogether, but dominated the first and third.

Jonathan Downer benefited from Julian Thomas' absence and added a first place to his second and third, just to make the set. Other good performances came from Paul Jewiss, Shaun Fulford and Andrew Price. Stuart Westwood worked hard for his third spot in the second heat. He and Nicholas Passmore gave no quarter, all round the 700 yards. Eventually, Westwood took charge at Pit Bend and went on to climb from seventh to third in the five laps remaining.

**Heat 1:** 1st Julian Thomas, 2nd Paul Jewiss, 3rd Jonathan Downer.

**Heat 2:** 1st Jonathan Downer, 2nd Shaun Fulford, 3rd Stuart Westwood.

**Heat 3:** 1st Julian Thomas, 2nd Jonathan Downer, 3rd Paul Jewiss.

From a lowly starting position, Julian Thomas set about his task of catching the leaders. His progress was somewhat meteoric, despite a frantic pace being set by pole man, Downer. After passing Price, Fulford and Jewiss all on the same lap, Thomas found himself in second place and chasing. He trailed Downer for several laps waiting for his opportunity, and took it by powering past on the main straight. Although there were no serious challenges, Downer remained firmly in contact with the leader, hoping to cash in on any minor error.

### 125 NATIONAL/P&R/210 NATIONAL

A reasonable grid of 125s lined up for the afternoon, comprising seven Nationals and a P&R. Lone 210, Clive Jones also turned out with the 125s, but not really anything like a match. Godfrey Kirby made a clean sweep of the heats, working like a demon in the third heat from the back of the grid. Clive Hawkins was a distant second. Also running strongly was Reece Tom Jones, with namesake and travelling companion Roland Jones keeping the competition alive. A coming together in heat two of Brent Hill and Myles Kirby successfully eliminated the latter from the third heat, and the former from the rest of the day's racing.

**Heat 1:** 1st Godfrey Kirby, 2nd Clive Hawkins, 3rd Roland Jones.

**Heat 2:** 1st Godfrey Kirby, 2nd Clive Hawkins, 3rd Reece Tom Jones.

**Heat 3:** 1st Godfrey Kirby, 2nd Reece Tom Jones, 3rd Roy John (125 P&R).

A seemingly rejuvenated Clive Hawkins, threw himself into Pit Bend for the first circuit in the final, and in to the lead. Reece Tom Jones followed leaving pole man Godfrey Kirby to fend off fourth place driver Roland Jones. But Kirby very quickly got to grips with his task powering past R T Jones and Hawkins on consecutive main straights. He then dominated proceedings by creating a substantial cushion, and driving to the line. Hawkins' Rotax was obviously in some kind of distress and came home in second place, despite a sterling drive by R Jones and a grandstand finish in third spot by inches.

### 100 NATIONAL/SENIOR BRITAIN

With only four Nationals and six Brits, the classes were combined. Martin Phillips upset the bookies by winning the first heat in a flag to flag victory, leaving Stephen Narberth, just a kart length behind. The positions were reversed in the second and Tony Melding separated them in the last heat. Britain class leader, Mike Mitchell had a good time in the heats, scoring maximum points in the class and a third and two fourths overall. Engine problems overtook Martin Baker in the second race and he retired to the pits, not to be seen again until the final, whereas fellow Britain, Richard Phelps held a consistent class second place with Matthew Jones, comfortable in third.

### 100 NATIONAL

**Heat 1:** 1st Martin Phillips, 2nd Stephen Narberth, 3rd Tom O'Brien.

**Heat 2:** 1st Stephen Narberth, 2nd Martin Phillips, 3rd Tony Melding.

**Heat 3:** 1st Stephen Narberth, 2nd Tony Melding, 3rd Martin Phillips.

### SENIOR BRITAIN

**Heat 1:** 1st Mike Mitchell, 2nd Richard Phelps, 3rd Martin Baker.

**Heats 2 & 3:** 1st Mike Mitchell, 2nd Richard Phelps, 3rd Matthew Jones.

In the final, Stephen Narberth opened an immediate lead, and that was the last the opposition saw of him. Tony Melding though, hung grimly to Martin Phillips making the latter earn his second place the hard way. Leading Britain, Mike Mitchell, nibbled away at Tom O'Brien for a large proportion of the race, before the former created a breathing space between them. After displacing Matthew Jones, Martin Baker set about Richard Phelps, these two circulating together until the end. The unfortunate Rupert Brown had a fairly undistinguished day wrecked when he spun at Kidwelly Bend, and was unsuccessful in attempting a restart on the third lap.

### JUNIOR BRITAIN

1st Julian Thomas Wright/Parilla  
2nd Jonathan Downer Wright/Parilla/DAP  
3rd Andrew Price Zip/PCR/Parilla  
4th Shaun Fulford Superdart/Parilla

### 100 NATIONAL

1st Stephen Narberth Ninja/Rotax  
2nd Martin Phillips Wright/BG Rotax

### 125 NATIONAL

1st Godfrey Kirby Zip/Rotax  
2nd Clive Hawkins Zip/Rotax  
3rd Roland Jones Zip/Rotax

### 210 NATIONAL

1st Clive Jones Zip/Villiers

### 250 NATIONAL

1st Dave Griffiths Zip Bandit/KTM

### 125 P&R

1st Roy John Zip/Yamaha

### 250 INTERNATIONAL

1st Simon Joseph Zip/Yamaha

### SENIOR BRITAIN

1st Mike Mitchell Hutless/Mirelli/  
Dino  
2nd Richard Phelps Gillard/PCR/Arrow

### BEST RESTRICTED

1st Jamie Garcia Junior Britain  
Keith Rann

## Three Sisters

SUNDAY, JULY 23rd

It could well have been the South of France, not a cloud in the sky, temperatures in the 90's and the vast expanse of flesh on show varying from white to glorious brown through shades of painful pink. Such is life at Wigan where the sellers of wet tyres must have long since gone bankrupt and where the ice cream man must have the hardest job. Obviously the news of such delights had spread and the pits were plen-



tiously filled as was the grass bank up the straight which housed hundreds of spectators. I doubt any would have gone home disappointed as the racing throughout the day was superb with terrific scraps throughout and almost a complete absence of bad driving which has crept in recently. I did like the touch when Clerk of Course, Jack Squires, impounded a helmet which a disgruntled driver had put in the kart seat — at 90 mph only to release it later when the scrutineer had declared it OK and to see the same driver come off in the same spot a race later and place it in the seat as though it was made of glass!

## CADETS

Three different heat winners in the shape of Dean Haddon, Chris Eaton and Claire Bogan with Wesley Crankshaw the only other to grab a top spot. In the final Bogan grabbed the lead and along with Haddon and Eaton pulled well clear of the chasing bunch. Lap three and novice Stevie Reynolds appeared from nowhere to displace Eaton and Haddon got the better of Bogan round by the pits. From then on the front pair chopped and changed places, both thundering up the straight heads bowed, hands on carbs with the leader obliged to go into corners tight and the chaser able to take the wider, quicker line, thus exiting quicker. Behind Eaton was having a similar battle with Reynolds who was driving well beyond what one might expect of black plates! On the last lap the young lady dived up Haddon's inside at lunar and as they charged onto the straight side by side it was the ex champion who had it by inches with Eaton beating Reynolds by a similar margin. The crowd produced a large round of applause for Clare Schofield who motored home last after making a trip to the hospital following a spectacular crash earlier in the day. Well done young lady — glad to see it didn't put you off.

## JUNIOR BRITAIN

British Champion Graeme Melville stamped out a message to all those who might have designs on his title — forget it — as he won all three heats at will, whilst Martin Hill, Neil Walker and John Mee provided his nearest opposition. In the final Mee got the better start but Melville was quickly through taking Walker with him followed by Ellie Bogan and Tony Bullock. A spectacular seize by the start and finish by Bullock caused some frightening moments but thankfully they all managed to miss him and the field dropped into a procession save for the two young ladies involved where Ellie Bogan was battling to hold off Hill and where Valerie Lord kept gaining places round the tight bits only to lose them each time up the straight (and laying the blame on her overworked mechanic — me!). At the flag an easy win for Melville followed by Walker and with a huge gap back to Mee, Bogan, Hill and Edward Halloway.

## SENIOR BRITAIN

Three heat wins and pole position for David Hodkin with challenges from Jonathan Turnbull, Jon Barlow, Mark Walker, Steven Wild and Graham Walker from this, the biggest grid of the day. In the final Hodkin shot off never to be seen again chased by Wild, Turnbull, Barlow, Walker (6) and Michael Goodacre. With the exception of Graham Walker disappearing and Mark Walker creeping up into 5th, that's how they stayed to the flag with Hodkin winning by a large margin.

## 100 NATIONAL

As always a good sized grid of Nationals with all the usual faces at the front. Two heat wins

for Mike Barnard and the other to Steven Read and the other top spots to Graham McCarthy, Michael Butler, Eric Rimmer and Stewart Rawsterne (who will be glad I've cracked the spelling at last). In the final Barnard led them away but as they came round for the first tour it was Read ahead of Frank Crankshaw, Barnard, Rawsterne and Nick Pentith. Next time round Barnard demonstrated the power of the Rotax as he flew by the pair up the straight but his joy was short lived as Tony Jones cleared the fence at lunar in a spectacular fashion booking a trip to the local casualty ward and collecting a broken arm in the process. From the restart Read once again led Crankshaw and Barnard away but once again the latter was quickly up to 2nd and McCarthy through behind him, this brought about a three way scrap at the front with Barnard quicker up the straight and Read quicker round the infield and McCarthy waiting for any mistake. Places chopped and changed each lap and when Read squeezed through half a gap at the pit exit on the last lap it was enough to ensure victory by inches from Barnard, McCarthy, Rimmer, Rawsterne and Crankshaw.

## 125 NATIONAL & P&R

A smaller than usual 125 entry saw the Nationals and P&Rs combined for a change and for another change Andy Fairless didn't clean up the heats. He did collect one but Martin Hemmens and Nick Costin took the others. Paul Hyde and Dave Culley led the P&R charge. In the final Dave Gilson got the lead but Fairless got an absolute flyer to get into 2nd spot, then his arm went up and he toured back to the pits. Gilson was under terrific pressure from Costin who finally squeezed through at the kink on the straight leaving a huge gap back to Tim Plant, Martin Stretch and Paul Hyde enjoying their own terrific scrap. By the flag little had changed with Costin clear of Gilson and a huge gap back to Stretch and Hemmens with three more Nationals next in the form of Plant, Hargreaves and Salinger ahead of P&R winner Paul Hyde.

## 250 NATIONALS & 210 NATIONALS

Three different heat winners in the shape of Kevin Thornton, Ray Hyde and Chris Clarke with Brent Prince, Gareth Rowland and Kevin Routh also in the frame. Ray Hyde shot into the lead in the final followed by Thornton, Routh, Chris Thomas and the Villiers of Tony Suthers. Hyde began to pull away until he ignored the left hander into lunar and took to circulating the model aeroplane circle much to the amazement and amusement of the startline crew and I thought it inappropriate to ask him why. Thornton inherited the lead but was being pushed hard by Lough whilst the race took its usual toll of these apparently unreliable outfits. Suthers was making a nonsense of his black plates and likewise of most of the 250s as he cruised effortlessly round in 4th overall on the lone Villiers. On the penultimate lap Routh and Thornton locked wheels at the kink, went over the hill together, but it was the former who emerged from the pit bend in front and hung on to the flag. The rest were well spaced out led by Thomas, Suthers, Paul Morris and Mark Chapman.

Brian Lord

## RESULTS

### CADETS

1st	Claire Bogan	Allkart/Comer
2nd	Dean Haddon	Allkart/Comer
3rd	Chris Eaton	Ecosse/Comer

### JUNIOR BRITAIN

1st	Graeme Melville	Wright/Parilla
2nd	Neil Walker	Boxer/Parilla
3rd	John Mee	Jeta/DAP

### SENIOR BRITAIN

1st	Dave Hodkin	Gillard/Parilla
2nd	Steven Wild	Fullerton/Parilla
3rd	Jonathan Turnbull	Dino/Dino

### 100 NATIONAL

1st	Steven Read	Allkart/Parilla
2nd	Mike Barnard	Kali/Rotax
3rd	Graham McCarthy	Anglo/TKM

### 125 NATIONAL

1st	Tim Plant	Motiv/Rotax
2nd	Ian Hargreaves	Zip/Rotax
3rd	Kurt Salinger	Zip/Rotax

### 125 OPEN

1st	Nick Costin	Zip/Rotax
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### 210 NATIONAL

1st	Tony Suthers	Stratos/Villiers
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### 125 P&R

1st	Paul Hyde	Fastrak/TM
2nd	Trevor Read	Zip/Yamaha
3rd	Chris Hough	Sprint/Yamaha

### 250 NATIONAL

1st	Kevin Routh	Anderson/KTM
2nd	Kevin Thornton	Anderson/KTM
3rd	Chris Thomas	Zip/Yamaha

## Tilbury

### SUNDAY, JULY 9th

Sunday 9th July was the annual Pairs meeting at Tilbury where a Junior driver was paired up with a Senior so at the end of the day if they had both done quite well, they had the chance to win another trophy. All Cadets who finished this month received a trophy donated by Dartford Karting/Supertune.

### 150kg HEAVYWEIGHTS

Heat 1: 1st T Rampling, 2nd S Eldridge, 3rd P Leonard.

Heat 2: 1st T Rampling, 2nd P Leonard, 3rd S Eldridge.

Heat 3: 1st T Rampling, 2nd S Eldridge, 3rd P Leonard.

Final: As you can see by the heat results Rampling deservedly had Pole, with Eldridge and Leonard taking up the next two positions. A rather uneventful final with Rampling holding onto his lead but with Eldridge crawling all over him at every possible chance but without any success. Leonard in 3rd place unsuccessfully tried to improve his position. These were the finishing positions with the three leaders each driving a good defending race. First two restricted drivers across the line were S Rumble and M Clarke.

### JUNIOR BRITAIN AND RESTRICTED

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

Heat 2: 1st L Harris, 2nd N Melen, 3rd M Pierce.

Heat 3: 1st L Harris, 2nd A Armiger, 3rd N Stower.

Final: Harris was first away from pole on the lights followed by Pierce, Melen and Walter. By lap 4 Pierce and Walter had dropped back a



# CLUB SCENE

couple of places while Melen went 2nd and Rampling 3rd. Harris had made the most of the battle behind him and had already managed to build up a lead from Melen, Rampling, Stower and Pierce. Lap 7 and Melen has the misfortune of ending his race with mechanical trouble promoting Rampling to 2nd, Stower 3rd and Walter 4th. It was too late though for anyone to catch Harris who romped home after 10 laps virtually uncatchable. First two restricted drivers home were Wright and Fuller.

## SENIOR BRITAIN RESTRICTED

Heat 1:

Heat 2: 1st S Relf, 2nd A Walten, 3rd D Tickle.

Heat 3: 1st M Harrison, 2nd C Banks, 3rd N Wykes.

Final: Brown was on pole with Harrison alongside and Piper and Relf in the row behind. A clean start on the green light with Brown keeping in front followed by Harrison and Relf who beat Piper off the mark. On lap 2 Relf nudged Harrison gently to go 2nd. On every bend Piper is on Harrison's tail. Brown is by now well out of the battle with a comfortable lead. On lap 8 Piper is finally able to get past Harrison although he really did have to work at it. These were the finishing positions.

## CADETS

Heat 1: 1st D Battistini, 2nd D Panrucker, 3rd J Howard.

Heat 2: 1st D Panrucker, 2nd D Battistini, 3rd J Howard.

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

Final: Apologies to all Cadets as I was not able to do a report on your race. It's very hard to report and watch your own son have his first race (well done Mark). I will try my best next month unless I have any offers from anyone to take over!

However, I do know that Dean Panrucker had a great race leading from start to finish with a battle for the next two places being fought by Chaz Perfett, Dillon Battistini and Jay Howard. Dillon dramatically clinching 2nd from Chaz on the last lap. First restricted driver across the line was Thomas Sisley.

## 100 NATIONAL RESTRICTED

Heat 1: 1st A Smith, 2nd G Georgiou, 3rd A Brown.

Heat 2: 1st S Hart, 2nd I Hughs, 3rd I James.

Heat 3: 1st J Higson, 2nd No. 66, 3rd No. 37.

Final: Unfortunately for Smith, we lost him immediately when he started in pole for the final, giving Hughs front place with Hart and No. 66 right behind. By lap 3 Hughs was already increasing his lead while Hart, No. 66 and Constantinou battle behind. Halfway through and Hughs was sitting comfortably out front. Second man Hart was also pulling away from the rest of the bunch. On lap 7 No. 66 was under pressure from Constantinou whose worrying eventually paid off when 66 spun leaving Constantinou to take his 3rd place. These were their finishing places.

## 100 NATIONAL

Heat 1: 1st K Smith, 2nd T Horncastle, 3rd J Callow.

Heat 2: 1st J Callow, 2nd K Smith, 3rd T Horncastle.

Heat 3: 1st T Horncastle, 2nd J Callow, 3rd K Smith.

Final: With a considerable shortage of National drivers due to the Super 1 Series. Smith got the better start from Horncastle although Callow was very close behind. On lap 2 Callow passes Horncastle on the straight to go into 2nd. Smith

was pulling away and looking uncatchable. Horncastle's engine just wasn't on song for this race when on lap 9 Johnson who was in 4th also passed him to take 3rd.

## SENIOR BRITAIN

Heat 1: 1st R Wright, 2nd M Goodwin, 3rd S Chandler.

Heat 2: 1st P Wells, 2nd J Herbert, 3rd C Murrell.

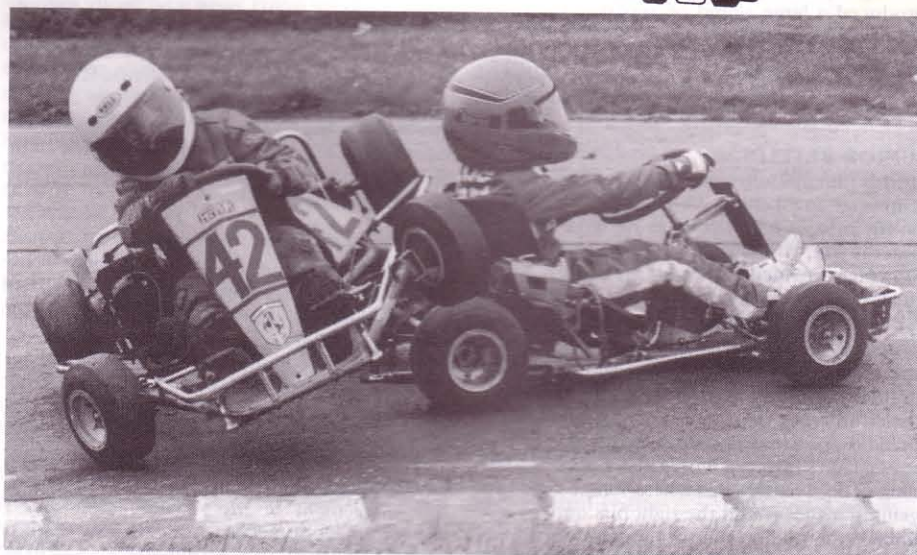
Heat 3: 1st P Wells, 2nd J Herbert, 3rd P Ferguson.

Final: Herbert had pole with Goodwin alongside, Wells and Davis behind. By the first hairpin Wells was past Goodwin into 2nd. Melen was also coming through the pack into 4th. By the end of lap 2 Melen was into 3rd then into 2nd when Herbert's race ended at the bottom of the track. Two laps later and it was also the end of Melen when I noticed a wheel rolling around in the middle of the circuit. With all these incidents happening behind him, Wells was able to once again increase his lead on the rest of the field. Goodwin was having a battle against Ferguson for 2nd place with the latter eventually coming out in front, 4th place was taken by Davidson.

## FOOTNOTE

Congratulations to LKC member Paul Chandler who's recently become a father of a baby boy. On a more serious note, a get well soon message must go out to LKC member Chris Mills who since this race meeting has had a bad accident and is only just out of hospital.

Report by: Penelope Pitstop  
Photographs: Vic Parrott



## Chasewater

SUNDAY, JUNE 25th

This was the Annual Bill Mitchell Memorial Meeting that 'Chase' holds to remember Bill Mitchell who was one of those special people who give up a lot of their time to help organise Race Meetings. Bill was Chief Scrutineer for a good many years not only at our club but also at other local clubs. The day was blessed with brilliant sunshine from the word go. Only a small entry of just over 70 but what an absolute pleasure to be back at our original home circuit. The old atmosphere was still there and the day was

totally trouble free giving rise to the most enjoyable meeting I and many others have attended this year. After the day's racing it was drinks and a Buffet all round before the prize giving to end a very successful meeting.

## CADETS

In the heats it was three clear wins for young Dean Haddon who on present form appeared to be the favourite to win the final. There was also an excellent drive from Simon Rogers who had two close 2nds and a 6th. Two novice drivers Jonathan Roden and Philip Charles both had very respectable heat placings and earned themselves 4th and 3rd places respectively on the final grid.

Heat 1: 1st Dean Haddon, 2nd Simon Rodgers, 3rd Tom King.

Heat 2: 1st Dean Haddon, 2nd Simon Rodgers,



3rd Philip Charles.

**Heat 3:** 1st Dean Haddon, 2nd Philip Charles, 3rd Matthew Brown

**Final:** Dean had the honour of Pole position and Simon was by his side. At the start Dean was quick to take the early lead but Simon was not going to let him have an easy time and kept Dean firmly in his sights. Philip had just the edge over Jonathan took up 3rd place. The first four drivers held their positions up until the midway point in the race where Simon overtook Dean to become the new leader. Simon edged his way into the lead. Dean was still in touch until the 15th lap where his engine failed and he was forced to retire. This meant that Simon could increase his lead over the new 2nd place man Philip, who was having his best race so far this season. Jonathan was driving well in the 3rd place with Matthew Brown also driving well in 4th spot. At the chequered flag it was a good win for a delighted and very polite young man Simon Rodgers. Well done.

## JUNIOR BRITAIN

Quite respectable numbers considering a lot of the usual entrants were missing due to summer exams. However in the heats we watched some very close racing as can only be produced at Chasewater, these young drivers showing that they can indeed drive and not just push their foot to the floor.

In the heats Nik (6 foot) Berriman had two good wins but an 11th place in the 3rd heat gave him a 4th place for the final grid. The heat went to Paul Reynolds who goes like smoke around Chase and had got to be in the running for the final. The most consistently good drive of the day was had by Paul Kennings who although he didn't have a win gained Pole for the final. Peter Budd and Lee Charlton were both constantly on the shoulders of the leaders in all of the heats and both drove well in the heats to get high placings. The best performance by a novice was off Paul Howes getting good enough heat results to put him in the 3rd place on the final grid.

**Heat 1:** 1st Nik Berriman, 2nd Peter Budd, 3rd Ryan Hensman.

**Heat 2:** 1st Nik Berriman, 2nd Paul Kennings, 3rd Lee Charlton.

**Heat 3:** 1st Paul Reynolds, 2nd Paul Howes, 3rd Paul Kennings.

**Final:** The start of the final produced a breath-taking dash for the best position after the first bend. However they were all safely round a flying start by Nik put him in the lead just ahead of Paul Kennings, Peter Budd, Paul Reynolds and Paul Howes. For the first third of the race the upper positions were held by the leading drivers. Nik was opening up a lead and Paul Reynolds managed to acquire 2nd place off Paul Kennings, who a lap later was forced to retire. Paul Howes was on the tail of Peter and his persistence paid off when in the 14th lap he overtook Peter to take up 3rd place. A little further back down the field there was a steady first drive by Edward Watts who had got himself into 6th position, just behind the winner of the last meeting Lee Charlton in 5th. The race approached its final stages with Nik still looking comfortable in the lead and although Paul Reynolds and Paul Howes had extremely good drives they could not be this meeting's winner. Another fine win for Nik Berriman.

## SENIOR BRITAIN & 100 UK

The heats gave two wins for Mark Lawson and the other win went to Lee Brookes in his first race off Novice plates showing he has great potential now he was starting off the front. Chris Winter was as usual attaining high placed results. Kevin Newman had a bit of a job settling down

after his holiday but still managed to get a third in the one heat. Craig Barnhurst made a welcome return after quite a long period of absence. Lee Jones was again driving with his usual enthusiasm. Apparently this being his last race but I hope he will try and see the season out before he takes up his driving lessons. After a good third in the first heat Roger Davies unfortunately failed to finish a race and Ivan Perkins having average heat results was to produce a good result in the final.

Of the 100 UK's both drivers John King and Kevin Corbett both successfully completed all three heats. John had the better results and got himself 6th position on the Final grid.

**Heat 1:** 1st Mark Lawson, 2nd Chris Winter, 3rd Roger Davies.

**Heat 2:** 1st Lee Brookes, 2nd Lee Jones, 3rd Kevin Newman.

**Heat 3:** 1st Mark Lawson, 2nd Chris Winter, 3rd Lee Brookes.

**Final:** At the start Mark took the lead from his pole position. Chris was in 2nd and Lee Brookes was a very close 3rd. John King in his UK had a good start and got himself up into 4th. At this point Ivan is in last place. In the 2nd lap John found himself relegated down the field but it was still Mark out in front with Lee Brookes a really close 3rd. By the 4th lap Lee overtakes Chris and the other Lee (Jones) has moved up nicely into 4th spot. The 6th lap sees poor Craig Barnhurst lose the track for a short period leaving him a lot of ground to make up. It is at this point both Kevin Newman and Ivan Perkins are slowly moving up through the field. Mid race all seems to be going well for Mark when in the 13th lap he retires. This allowed Lee Brookes to take up the lead and Chris was now in 2nd. Lee Jones also has problems and loses about four places. However as the race reaches its final stages Lee Brookes looks secure in the front although Chris is not going to give up until the flag is in sight. Try as he might, this win and a highly commendable one at that belongs to Lee Brookes and after starting well down the field determined drives by Kevin Newman and Ivan Perkins achieved 3rd and 4th places respectively.

## 100 NATIONALS

In this class there were two good wins by Alexis Peake in his usual A1 form. However, he was not sporting the wonderful Bermudas we all saw last meeting. He apparently had burnt his little pins. Never mind Alexis. Alan Edwards was again consistent, attaining third place in all of the heats. Paul Hensman also had good heats and got himself on the 2nd row for the final. But I think the outstanding performance of the day was by yet another driver in his first race off novice plates Mark Bird. In the heats he had two good 2nds not far behind Alexis and a win where he was way out in front. Mark has previously had good results in past meetings and now he is going off the front of the grid is presenting himself as a new force in this class. Of the novice drivers Paul Flood who is going to be another driver to watch when he upgrades, finished in the upper half of the field and Alan Richards after a no finish attained very good results as well.

**Heat 1:** 1st Alexis Peake, 2nd Mark Bird, 3rd Alan Edwards.

**Heat 2:** 1st Mark Bird, 2nd Paul Hensman, 3rd Alan Edwards.

**Heat 3:** 1st Alexis Peake, 2nd Mark Bird, 3rd Alan Edwards.

**Final:** Mark having pole position had a sound start and got himself up into the lead at the start. Alan also had a good start and was up into 2nd

place just in front of Alexis and novice Alan Richards. Mark managed to create quite a good early lead which he sustained until the 7th lap when Alexis got past with quite a bit of graft to take the lead. The two Alans were in 3rd and 4th with Paul back in 5th. Further back in the field Terry Haddon and Roger Davies who had bad heats were doing a little better in the final and were going steady. Back in the front Alexis is now beginning to pull away slightly from Mark in 2nd but these two are well ahead of the rest of the field. Towards the end of the race the experience of Paul sneaks himself past Alan Richards who has had a very good meeting to take 4th place. At the chequered flag Alexis was the winner ahead of Mark.

## 125 NATIONALS, OPEN AND P&R

**Nationals:** Steve had two wins and a second overall which gave him pole for the final. David Williams had a bad day. I guess he may have wished he had stopped in bed as his kart just didn't want to play the game today.

**Open:** Dave Spriggs a lonely open driver, was racing well and achieved good overall heat results having a win and two seconds.

**P&R's:** Three in this class, Alan Ford being the only driver not on novice plates. Andrew Holmes had quite a nasty incident at the start of one of the heats but was all right for the finals. He did in fact just after his accident delight the spectators and officials with his interpretation of that classic dance the 'Pogo'. Seriously though Andrew, we're glad you were OK.

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

**Heat 2:** 1st Steve Cowell, 2nd Dave Spriggs, 3rd Alan Ford (P&R).

**Heat 3:** 1st Steve Cowell, 2nd Dave Spriggs, 3rd Warren Harvey (P&R).

**Final:** Although Steve Cowell took pole position after the first lap it was Dave Spriggs who was leading ahead of Steve and two of the P&R's Alan and Andrew lying in 3rd and 4th respectively. As the race got under way Dave and Steve were having quite a good race between themselves. Warren Harvey who joined the race late was a lap down and could only really hope for a finish. However nearing the end of the race in fact in lap 17 Steve after a lot of work and patience got past Dave and took up the lead. Steve hung on to the lead until the end and took the chequered flag.

## 210 NATIONALS

A decent grid of Villiers men with the return of a few familiar faces after a short absence. In the heats it was three good wins for Mick Sifleet who deserves a bit of luck this season. His brother Lionel unfortunately had the opposite effect on the results not being able to finish a race, although when he was going, he was pretty quick. Stuart Warsop compensated a no finish with two good seconds. Rob Peters had a second and two thirds and was winging about an old war wound and a drop in power (I'll second that). Nice to see the British Champs mechanic Simon Green having a go in his first race. After getting a good 5th in the 1st heat he then had two no finishes. Bill Hilton was his usual steady form although he did have a no finish. Novice driver Chris Long had a much improved drive which was reflected in his results.

**Heat 1:** 1st Mick Sifleet, 2nd Stuart Warsop, 3rd Rob Peters.

**Heat 2:** 1st Mick Sifleet, 2nd Rob Peters, 3rd Chris Long.

**Heat 3:** 1st Mick Sifleet, 2nd Stuart Warsop, 3rd Rob Peters.

**Final:** Although Mick was on pole, Stuart had a good start which put him into the early lead



# CLUB SCENE

ahead of Mick and Rob. Lionel having the last grid placing had his customary flyer of a start and got up into 4th place after the first lap. By the 6th lap Lionel had moved up into 2nd place in front of Mick and Rob and was in pursuit of Stuart. However this was to be short lived as bad luck again forced Lionel into early retirement, just after he had taken the lead. So Stuart regained the lead with Mick and Rob still in 2nd and 3rd. Bill, Chris and Simon were a way back behind the leaders but still going well. For the remainder of the race Stuart commanded the lead and Mick was just out of reach after such impressive heats. But a well deserved win for one of the nicest drivers in the class Stuart Warsop.

## 250 NATIONALS

Only two entered in this class so they were racing in with the Internationals. Kevin Mason as usual was in flying form and was the better of the two, the other entrant being Mark Tanner still on his novice plates but improving all the time. In the final it was a good win for Kevin who was competitive enough to keep in touch with the Internationals.

## 250 INTERNATIONAL

It was interesting in the first heat to see Richard Budd actually beat Bob Kennings. However he was unable to repeat the result again, Bob winning the next two heats and indeed the final. The return of Neville Robinson after an accident at Three Sisters, unfortunately was not going to be all he hoped. Neville was unable to finish a race today. Also was the return of Paul Pedelty in his second time out after considerable injury out on the long circuit. Paul did well and shared alternate 3rd and 4th places with regular driver Rob Lowe. However in the final it was Paul who was just ahead in 3rd.

## CADETS

- 1st Simon Roders
- 2nd Philip Charles
- 3rd Jonathan Roden

## JUNIOR BRITAIN

- 1st Nik Berriman
- 2nd Paul Reynolds
- 3rd Paul Howes

## SENIOR BRITAIN & 100 UK

- 1st Lee Brookes
- 2nd Chris Winter
- 3rd Kevin Newman

## 100 UK

- 1st Kevin Corbett
- 2nd John King

## 100 NATIONALS

- 1st Alexis Peake
- 2nd Mark Bird
- 3rd Alan Edwards

## 125 CLASSES

- 1st Steve Cowell (N)
- 2nd Dave Spriggs (O)
- 3rd Alan Ford (P&R)

## 210 NATIONALS

- 1st Stuart Warsop
- 2nd Mick Sifleet
- 3rd Rob Peters

## 250 NATIONALS

- 1st Kevin Mason
- 2nd Mark Tanner

## 250 INTERNATIONAL

- 1st Bob Kennings

2nd Richard Budd

3rd Paul Pedelty

**Driver of the Day:** Mark Bird (100 Nationals)

**Best Novice:** Jonathan Roden (Cadets)

## Langbaurgh

SUNDAY, JULY 30th

Our journey north to Langbaurgh's July meeting for the Mark III to try her luck at this circuit for the first time was not without incident, a late night, high speed blow out on the trailer, very early morning rise to take on board scrutineering for the near 200 entry and heavy rain for the first time in months. However it turned out to be well worth it (despite someone dismembering little daughter's kart in the final!) as the quality of the driving and the excitement of the battles in every final provided what must surely be one of Langbaurgh's finest meetings so far. Fortunately someone had warned those up above and the rain quickly disappeared to be replaced with glorious sunshine once more.

## CADETS

Such was the size and quality of the Cadet entry for the early part of the meeting I was labouring under the understanding that it was one of the Cadet Championship rounds and was all set for dismembering a few motors. However this proved unnecessary anyway as there was little to choose between the leading outfits. Matthew Shaw won heat one and Justin Wilson heat two with Mark Rotherham, Mark Nadolski and Daniel Gibson their nearest challengers. In the final Shaw got the drop and quickly pulled away from Wilson, Nadolski and Daniel Gibson their nearest challengers. In the final Shaw got the drop and quickly pulled away from Wilson, Nadolski, Dickie Wilson and Daniel Goode. By lap 3 Wilson was on Shaw's bumper and for the next 7 laps these two were engaged in a terrific scrap. On the last lap Wilson went right round Shaw's outside in the South Bank hairpin and as the pair hustled at the line side by side they encountered a backmarker providing a truly grandstand finish with Wilson getting the verdict by the narrowest of margins. The order behind had remained unchanged with Nadolski heading D Wilson, Goode, Lee Lewis, Gibson and Paul Jones. One has to mention Stacey Fell, not in the placings, but resplendent in her bright pink overalls — a matching kart next?

## JUNIOR BRITAIN

Both heats were convincingly won by Glen Chamberlain but the next few places were fiercely contested, finally being taken by Steven Crawford, Paul Lee and Nicholas Hemmings. In the final Chamberlain literally took off leaving the rest to sort out the minor places. First time into the infield and it was karts everywhere with all except my daughter able to restart but the field already strung out, Gary Broughton quickly elevated himself to second but soon was touring with engine problems leaving Crawford to plough a lonely furrow in second followed by Lee, Paul Giles, Richard Blackburn and Lee Jones. Towards the end Chamberlain cannoned off the back of a tailender in the chicane and was lucky to avoid going off altogether and as Crawford kept the charge going the gap between them visibly narrowed but at the flag Chamberlain had it with the order behind unchanged.

## SENIOR BRITAIN

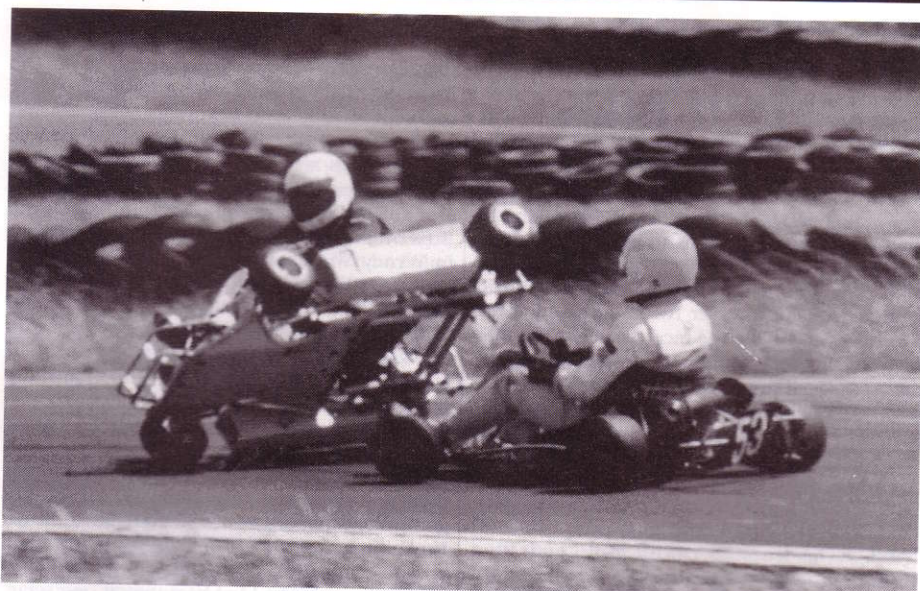
The two heat wins and seconds were shared between Antony McHugh and Anthony Cleal (amazingly all the way from Somerset — and I thought I got home late!). The thirds went to Chris Rankin and Simon Upton. In the final half the grid shot off whilst the other remained on station but they regidged quickly down the back straight and were away next time with Cleal getting the lead and Andrew Unsworth diving into second ahead of McHugh, Chas Royston, Tony Capaldie and Scott Armstrong. McHugh subjected Unsworth to a great deal of pressure before forcing him wide at the South Bank hairpin taking Royston with him on lap four. A couple of laps later Unsworth packed off Royston to regain third as McHugh set about catching Cleal. Despite closing the gap the Kippax youngster couldn't reduce it enough and Cleal won by some three seconds from McHugh with the rest all strung out led by Unsworth, Royston, Scott Armstrong and Rankin.

## SENIOR BRITAIN NOVICES

Such was the size of the Britain entry that the Novices ran separately. The heats went to Ken Taylor and Graeme Fawcett with placings for Rob Sinden and Malcolm Gray. The final was led by Fawcett, who opened up a fair lead until needlessly spinning on lap four. Sinden took over at the front with Taylor on his heels and Julian Porter in a comfortable third. Fawcett climbed slowly through the field to finish 6th but it was Taylor who pipped Sinden on the line for the win, the latter no doubt furious with his act of choking the motor and backing off before he took the flag.







## 100 UK SUPER GOLD

Presumably the Super Gold and 125 Challenge rounds will be covered separately so just an outline from me here. Three men dominated the UK heats taking the top places between them. Wins went to Peter Dearden and Mick Houghton with Mark Bruce, the Scottish Champion having a second and third. In the final Houghton led throughout but the pressure from the next seven or eight was intense, in fact after 12 laps there was little between first and last. Second, third, fourth and fifth changed constantly between Dearden, Guest, Bill Tully and Bruce but finally they finished in that order despite a desperate bid down the grass by Guest who failed to collect second and the starter by inches.

## 210 SUPER GOLD

A disappointing entry here but still some very quick lads around. British Champion John Haigh led each heat but seemed to slow towards the end allowing Des Davidson to clinch them both. If it's true, as the PA announced, that Des bought his first engine when Villiers introduced them it's not surprising that he should have it well sorted by now! Tom Earl and Antony Whymark took the other heat places. The final followed the same pattern with Haigh leading comfortably until he pulled off allowing Davidson to win by the proverbial mile from Paul Kellett, who hadn't finished a heat, and Whymark.

## 100 NATIONAL

Heat wins for Barrie Hill and Chris Clarke with placings for Roy Dickson, Jonathon Hughes and Ian Williams. In the final there were so many rolling laps the field must have been tired before they started and when they did Dickson was lucky to get away with a flyer from the outside with Hughes also across the line before poleman Clarke. At the end of the first tour Dickson led Hughes, Clarke, Andrew Stanton, Hill, Michael White, Don Ashbridge and Williams. Next time round and Williams had whistled up to second as Hughes and Hill started a race long battle for third. At the half way point Mark Windle tangled with White with the latter catapulted from his kart headfirst into the tyres, fortunately they weren't damaged and he escaped with just a bad head whilst his kart fared even better!! Towards the end Williams closed right up to Dickson but couldn't find a way through leaving the final order Dickson, Williams, Hill, Clarke, Hughes and Phil Burton. Calvin Player, the Superkart chief, came home a very creditable 6th overall to collect the 1st place in the Club's National

Class (which excludes Rotax engines) with Andy Waugh collecting 2nd a place further back.

## 125 CHALLENGE

I did see Ian Hunter speaking into his tape recorder so I'm sure he will have reported this round elsewhere, so suffice to say that the heats went to Nick Whitehead and Andy Fairless with Mark Powell and Andy Sowerby also in the frame. The final became a demonstration from Fairless chased by Sowerby till he was displaced by Bob Blight who disappeared in a tangle with Powell leaving Nick Costin to join the fray at the front. However he also tangled and spun out leaving the only battle between Willy Grieve and Whitehead for third. At the flag it was Fairless, Sowerby, Grieve, Whitehead and Dave Scott.

## 250 & 125 CLUB GEARBOX

Last race of the day but the fair size crowd still packed against the pit fence. Andy Martin had won both heats by at least two proverbial miles with the others playing just a supporting role. In the final Tony Orton got the best start but Martin passed him into the first bend making him look as though he was on half throttle and just simply disappeared into the blue yonder. Orton settled into second chased by Mike Johnson, Malcolm Brewis and Malcolm Campbell. Lap three and the unexpected happened as Martin ground to a standstill and Paul Eaton powered by to take the lead which he held very comfortably to the end. The rest of the field strung out into somewhat of a procession with only Bill Clarke's battle with Orton to liven the proceedings. At the flag it was Eaton, Paul Henderson, Johnson, Brewis, Campbell, Orton, Clarke and David Wilkinson the only remaining runner.

## TEESTALK

\* Many thanks to our sponsor, John Gibson, of John Gibson Lifting Gear for backing this meeting and making the absolutely excellent array of trophies possible.

\* Club membership has rocketed past the 300 mark and with entries constantly climbing people have realised what a fabulous place Langbaugh really is. For those who haven't visited us yet you'd better make it soon or you'll be in the minority!!

\* Club T shirts and sweat shirts are now available from Neil Chamberlain at Cleveland Karting at £3.50 and £7.50 respectively.

## RESULTS

### CADET

1st Justin Wilson	Jeta/Comer
2nd Matthew Shaw	Jeta/Comer
3rd Mark Nadolski	Allkart/Comer

### NOVICE

1st Jordan Jackson	Zip/Comer
2nd David Tucker	Gillard/Comer
3rd Steven Coates	Jeta/Comer

### JUNIOR BRITAIN

1st Glen Chamberlain	Boxer/Parilla
2nd Steve Crawford	Wright/Parilla
3rd Paul Lee	Gillard/Parilla

### NOVICE

1st Malcolm Hill	Allkart/PCR
2nd Oliver Hutchinson	Wright/Parilla
3rd Calvin Jackson	Wright/TKM

### SENIOR BRITAIN

1st Anthony Cleal	Dino/Parilla
2nd Antony McHugh	Boxer/Parilla
3rd Andrew Unsworth	TKM/EME

### NOVICE

1st Ken Taylor	Jeta/Parilla
2nd Rob Sinden	Swiss
3rd Julian Porter	Hutless/Parilla
	DAP/Parilla

### 100 NATIONAL — PREMIER

1st Roy Dickson	Sprint/Rotax
2nd Ian Williams	Wright/Rotax
3rd Chris Clarke	Boxer/Rotax

### NOVICE

1st Calvin Player	DAP/Rotax
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### 100 NATIONAL

1st Andrew Waugh	Wright/Parilla
2nd Tim Metcalfe	Zip/Rotax
3rd Roy Stevenson	Wright/Rotax

### 100 UK

1st Mick Houghton	Zip/TKM
2nd Peter Dearden	Boxer/TKM
3rd Richard Guest	Wright/TKM

### 210 SUPER GOLD

1st Paul Kellett	Stratos/Villiers
2nd Mick Sifleet	ERD/Invader

### 210 CLUBMAN

1st Des Davidson	Zip/EDD Villiers
2nd Antony Whymark	Lazer/ERN Villiers

### 125 CHALLENGE (OPEN)

1st Andy Fairless	Allkart/TM
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### (NATIONAL)

1st Andy Sowerby	Anderson/Rotax
2nd Willy Grieve	Zip/Rotax
3rd Nick Whitehead	Anderson/Rotax

### 125 NATIONAL (CLUB)

1st Bill Henderson	Stratos/Minerelli
2nd Mike Johnson	Zip/Rotax

### 250 NATIONAL

1st Paul Eaton	Laser/Yamaha
2nd Michael Brewis	Stratos/Maico

### DRIVER OF THE DAY AWARD

Glen Chamberlain (Junior Britain)

Brian Lord



## Larkhall

SUNDAY, AUGUST 6th

### SEVENTH ROUND OF CLUB CHAMPIONSHIPS

There were groans from the pits that it was going to be a wet race as the dark clouds surrounded us. They proved to be right, although it was mixed throughout the day with some dry spells. Anyway on to the racing. It was a very small race for Larkhall with only 44 competing.

#### JUNIOR CADETS

Heat 1: 1st C Butler-Henderson, 2nd P MacLaren, 3rd H Christofferson.

Heat 2: 1st H Christofferson, 2nd P MacLaren, 3rd C Butler-Henderson.

Heat 3: 1st Hans Christofferson, 2nd C Butler-Henderson, 3rd Peter MacLaren.

Final: Yet another pole went to Hans Christofferson with C Butler-Henderson alongside. Just behind them was Peter MacLaren in 3rd and A Kirkcaldy in 4th on the grid. A flag to flag victory for Hans Christofferson who was closely pursued all race by Peter MacLaren who took second and C Butler-Henderson who skilfully hung on to his third place despite a mechanical problem.

#### JUNIOR BRITAIN

Heat 1: 1st J Nelson, 2nd L Coulthard, 3rd J Eastwood.

Heat 2: 1st M Simpson, 2nd S Wilson, 3rd S Laird.

Heat 3: 1st J Eastwood, 2nd M Simpson, 3rd S Laird.

Final: On pole was M Simpson with J Eastwood alongside. Row 2 consisted of S Laird on 3rd and John Nelson on fourth. A very good start by John Nelson who managed to take an early lead from Simpson and Laird. John Nelson improved every lap on his impressive lead and left the others to fight for the remaining places. Behind Nelson in hot pursuit were Simpson and Laird also two quick drivers. Laird finally getting the better of Simpson to take second and hold on to it. Towards the end of the race the positions remained the same with Nelson taking the flag from Laird, Simpson and Wilson.

#### GEARBOX

Heat 1: 1st J Harvie (125 Nat), 2nd J Bell (210 Nat).

Heat 2: 1st J Harvie (125 Nat), 2nd J Bell (210 Nat).

Heat 3: 1st D King (125 Nat), 2nd J Harvie (125 Nat).

Final: With a very small entry of three gearbox pole went to Jerry Harvie (125 Nat) with D King (125 Nat) alongside and behind them was the remaining driver J Bell (210 Nat). The positions remained the same throughout the race. Harvie took first followed by King and Bell. The senior drivers were only too glad to see this race end as they wanted to get their final started before the rain.

#### SENIOR BRITAIN

Heat 1: 1st M Walker, 2nd C Rankin, 3rd D McDonald.

Heat 2: 1st M Andrews, 2nd J Yeomans, 3rd C McCorquodale.

Heat 3: 1st C Rankin, 2nd S Phillips, 3rd C McCorquodale.

Final: Pole position went to Chris Rankin with Colin McCorquodale alongside. On row two

there was McDonald and Yeomans with Phillips and Andrews on row three. On the lights Rankin managed to hold the lead with McDonald up to second and Phillips third. The next lap the positions changed again with Chris still leading and Phillips and McCorquodale taking a tight line into the loop which put McDonald back to fourth with Yeomans holding fifth. The positions remained like this, the front five racing in a very close train until lap 3 when the red flags came out to stop the race as there had been a collision coming out of the loop with the ambulance taking driver No 22 to hospital for a check over. Finally the race was restarted. The race was now close at the front with Yeomans taking the lead from Rankin. Yeomans increased on his lead as Rankin and McCorquodale battled for 2nd. McCorquodale went missing on lap 12 with engine trouble which put Byers and Andrews in 3rd and 4th. At the end of the 20 laps Yeomans took a well deserved win with Rankin second, Byers third and Andrews fourth.

#### CADETS

1st Hans Christofferson All Kart/Comer  
2nd Peter MacLaren Zip/Comer

#### JUNIOR BRITAIN

1st John Nelson Wright/EME  
2nd Stephen Laird Gillard/White Parilla  
3rd M Simpson Wright/Parilla  
4th S Wilson Gillard/Parilla

#### 125 NATIONAL

1st J Harvie Wright/Rotax

#### 100 BRITAIN

1st Jason Yeomans Wright/PCR  
2nd Chris Rankin Gillard/Parilla  
3rd Robert Byers Dino/PCR  
4th Mike Andrews Wright/TKM  
5th P Ribbeck Wright/Parilla

efforts paid off and he was up another place.

Wood still led from Broughton, from the impressive Bell, proving just how valuable Cadet experience can be to a young driver. Darren Wandless was next, chased by Hemmingborough and Kennings, with David Wandless having taken a few scalps since the opening tour to hold seventh. And so it remained to the flag, as the Boxer marque achieved another Junior victory in Verney Wood's capable hands.

#### 125 NATIONAL

Heat 1: 1st Arthur Thompson (250), 2nd Colin Kay (250), 3rd Tony Keale (250).

Heat 2: 1st Tony Keele (250), 2nd Colin Kay (250), 3rd Phil Growcott (250).

Heat 3: 1st Arthur Thompson (250), 2nd Colin Kay (250), 3rd Tony Keele (250).

Top 125's in the three heats were Philip Eaves with one sixth and an eighth, with the other going to novice Andrew Bishop with fifth. However, in the 250's, the Thompson/Kay/Keale combo had looked impressive, particularly Thompson who had led heat two at one stage, before dropping to the rear.

At the start Club champ Keele made full use of his front row spot to snatch the lead, but Thompson's presence in second, as they crossed the line at the end of lap one, looked ominous for Keele. Kay chased in third, from Growcott, 125 novice Bishop, 125 Eaves and Geeson.

By the end of lap two though, it was Thompson in first and barring a mistake or mechanical problem, it was hard to see him losing the lead. Kay was pressuring Keele, finding a way into second on lap five. Growcott was still fourth, from Bishop and Paybody.

Onto the last lap and with no change in the race order, Thompson was the winner, his Zip/Yamaha proving just a little too quick for the others. Novice Bishop was fifth on his 125 Phoenix/Rotax, having driven like anything but a novice.

#### CADET B

Heat 1: 1st Philip Morton, 2nd Jamie Wright, 3rd Mark Hynes.

Heat 2: 1st Mark Hynes, 2nd Kevin Hall, 3rd Philip Morton.

Heat 3: 1st Kevin Hall, 2nd Mark Hynes, 3rd Philip Morton.

Fifteen laps for this little lot and with three different heat winners, this promised to be quite a race.

Hynes led the opening stages, pursued by Morton, Hall, Wright, Chris Eaton and Robert Cue. One lap later Hall was second and by lap three was into striking distance for the lead, which he took convincingly on lap four. This left Hynes back in second, ahead of Morton, Wright and Eaton.

As the laps reeled away one by one, the only positional changes occurred downfield. Up front Jeta led Allkart, Wright and Ecosse, Hall leading the pack all the way to the flag. Hynes had to be content with second, with Morton in third and... bad news time, as Morton was excluded. After having driven so well all day, Philip suffered the ultimate disappointment, although at the time of writing I know not why? This left Wright in third, ahead of Eaton's Ecosse, with Robert Cue and Chris Morton rounding off the top six.

#### CADET A

Heat 1: 1st Jensen Button, 2nd Daniel Wheldon, 3rd Daniel Yeomans.

Heat 2: 1st Daniel Yeomans, 2nd James Mills, 3rd Clair Bogan.

## Fulbeck

SUNDAY, JULY 16th

A well supported meeting, incorporating the Hesketh Super Challenge for the "Bigger" gearbox lads and Round 5 of the RACMSA Cadet Series, together with a well supported round of 100 UK contestants. Other grids for Junior and Senior Britain, 125, 210 and 250 National, meant 24 heats to sort out the eight finals, which were all achieved without problems and delays.

#### JUNIOR BRITAIN

Heat 1: 1st Verney Wood, 2nd Darren Wandless, 3rd Gary Broughton.

Heat 2: 1st Verney Wood, 2nd Gary Broughton, 3rd Nick Hemmingborough.

Heat 3: 1st Gary Broughton, 2nd Doug Bell, 3rd Nick Hemmingborough.

Broughton's consistency gave him pole, but since changing to a Boxer chassis, Wood has looked very quick. No money on this one.

An excellent start from Wood, to lead the opening lap, ahead of Broughton, former Cadet ace Bell, Hemmingborough, Kennings and Wandless (Darren). Into lap two and no change amongst the first four, but Wandless had moved ahead of Kennings, to give fourth placed Hemmingborough a hard time. Nick clung gamely to fourth until half distance, when Wandless'



**Heat 3:** 1st Jenson Button, 2nd Anthony Davidson, 3rd Daniel Wheldon.

Another cracker on the cards, as Button forged ahead at the lights, sweeping through the curves and along the straights to lead No 1 Wheldon, Wilson, Davidson, Butler-Henderson and Bailey. Around lap two and Wheldon out-manoeuvred Button to slip into the lead, to reverse the cards on Jenson following their first heat dice.

Wheldon held sway out front for three laps, until disaster struck on lap five, when he failed to appear at the finish line. This allowed Button to take up the honours once again, Wilson now second, from Davidson and Butler-Henderson, who was under pressure from Bailey, who nipped by into fourth next time round.

At this halfway point Davidson finally bettered Wilson for second, as he took up the pursuit of Button. Bailey meanwhile, having passed Butler-Henderson, had found he could not get rid of him, Charles pressing hard, snatching fourth on lap 13. Bailey, however, was not going to be outdone, fighting back strongly to re-pass B-H on the fifteenth and final lap.

Button came out the winner, with Davidson producing the goods when needed to finish second. And third? Initially that of Justin Wilson, until he became another exclusion statistic. Bailey's last lap assault on B-H therefore gave him third, with Charles in fourth, last year's promising novice Gavin Pell a well placed fifth and James Mills sixth.

## 250 INTERNATIONAL

**Heat 1:** 1st Bob Kennings, 2nd Trevor Cryer, 3rd Ian Woodcock.

**Heat 2:** 1st Bob Kennings, 2nd Ian Woodcock, 3rd Paul Studley.

**Heat 3:** 1st Trevor Cryer, 2nd Ian Woodcock, 3rd Malcolm Green.

A good turn-out with a number of big names on hand, unfortunately Mr Kennings is a bit gone in this class and I have yet to see him lose at Fulbeck. Cryer and Woodcock though are highly capable and one day just might beat him!

Green light, Kennings leads, ten laps, Kennings wins. Ditto for Cryer in second and Studley in third. After his impressive show in the heats, it all went wrong for Woodcock as he trailed by the pits in eighth, deposing Durance briefly for seventh on lap two, before calling it a day next time round. A sad loss.

With the first three tucked up to the flag, Malcolm Green briefly held fourth until retirement on lap four, Budd taking over whilst he also tried to keep Hemms at bay. With two laps to go Hemms was through into fourth, only for Budd to drop Hemms back to fifth as they started the last lap.

The BKMS Rotax powered Phoenix therefore gave Kennings the victory, with only five other drivers remaining on the same lap, as Cryer took second, from Studley, Budd, Hemms and Durance.

## SENIOR BRITAIN

**Heat 1:** 1st Steve Hazlett, 2nd Antony McHugh, 3rd Nigel Gibson.

**Heat 2:** 1st Steve Hazlett, 2nd Antony McHugh, 3rd Jim Rainbird.

**Heat 3:** 1st Steve Hazlett, 2nd Paul Wildsmith, 3rd No. 22.

Front row to Hazlett and McHugh, with Hazlett doing the business from pole to secure the lead. Rainbird got the jump on McHugh for the first lap to take second, as No 22 held fourth briefly before retiring on lap two. Wildsmith was fifth chased by Gibson and Green.

Unfortunately the race amongst the leaders became quite processional. Fulbeck holds passing places aplenty, but today's race failed to

produce. Having lost sixth place to Lenders shortly after the start, Green gave gallant chase until the seventh lap, when an excursion at the chicane saw his demise.

Not too surprisingly and with no disrespect to the others, Hazlett romped home the winner, having led every lap from the heats, bar six in heat three, when he started from grid 17, and of course the whole of the final. McHugh gets better each time out, taking a worthy runner-up spot on this occasion, ahead of Rainbird, Wildsmith, Gibson and Lenders.

## 100 UK

**Heat 1:** 1st Richard Guest, 2nd Mrk Bruce, 3rd Gary Longbottom.

**Heat 2:** 1st Mike Pritchard, 2nd Bill Tully, 3rd Gary Longbottom.

**Heat 3:** 1st Neil Richardson, 2nd Les Etheridge, 3rd Michael Houghton.

A strong grid of fifteen drivers out for the final, led by Longbottom from the start lights, until the Colt of former National driver, Tully, took over at the front. S plate Bruce was third, from Smith, Guest and Richardson.

Slowly but surely, Neil Smith in fourth was winding up the wick, getting the better of Bruce by lap six and then hauling himself past Longbottom for second one lap later. Impressive stuff. Richardson and Guest were still motoring nicely on the edge of the top six, as Houghton one place further back fell into the clutches of Ian Bell.

Last of all surprisingly, was Pritchard, who after taking a lights to flag victory in the second heat, was unable to make any impression in the final, circulating with Etheridge, another quick driver, dejectedly at the rear.

Tully was first to the chequered flag, the quick Smith next ahead of Longbottom in third. Completing the top six were Bruce, Richardson and Guest.

## 210 NATIONAL

**Heat 1:** 1st Nigel Puddiphatt, 2nd John Haigh, 3rd Glen Clark.

**Heat 2:** 1st John Haigh, 2nd Nigel Puddiphatt, 3rd Glen Clark.

**Heat 3:** 1st John Haigh, 2nd Glen Clark, 3rd Ernie Winn.

Congratulations to Glen Clark, whose Stratos led the opening lap, until No 1 pilot Haigh found his feet and hammered by into the lead on lap two. Puddiphatt held third, shadowed by Scrimshaw, Firth, Payne, Johnson, Walsop and Bateman in the Clack Plant Hire entered Dino.

Lap four witnessed Puddiphatt lose three places, first to Scrimshaw and then to Payne and Johnson, both of whom also passed Scrimshaw on the same lap. One lap later and Payne's day was over, a missed chicane destroying any hopes of a high placing. Johnson thus took over in third to pursue Clark and leader Haigh. Puddiphatt re-passed Scrimshaw on lap seven and stayed ahead for one lap, before Scrimshaw powered past once again with one lap to go.

Meanwhile Andy Hunt was coming into the picture, from tenth at the start, to sixth by the beginning of the last lap at Firth's expense. So down to the line and British Champion Haigh took victory, clear of Clark in second. Third was Johnson, from Scrimshaw, Walsop and Hunt, with last unslapped runner and first novice Steve Pearce thirteenth.

## RESULTS

### JUNIOR BRITAIN

**1st** Verney Wood  
**2nd** Gary Broughton  
**3rd** Doug Bell

Boxer/Parilla  
Gillard/Parilla  
Zip/Parilla

## 250 NATIONAL

**1st** Arthur Thompson Zip/Yamaha  
**2nd** Colin Kay Phoenix/Yamaha  
**3rd** Tony Keele Anderson/Suzuki

## 125 NATIONAL

**1st** Andrew Bishop Phoenix/Rotax

## CADET B

**1st** Kevin Hall Jeta/Comer  
**2nd** Mark Hynes Allkart/Comer  
**3rd** James Wright Wright/Comer

## CADET A

**1st** Jenson Button Gillard/Comer  
**2nd** Anthony Davidson Allkart/Comer  
**3rd** Daniel Bailey Allkart/Comer

## 250 INTERNATIONAL

**1st** Bob Kennings Phoenix/BKMS Rotax  
**2nd** Trevor Cryer Zip/Rotax  
**3rd** Paul Studley Anderson/Rotax

## SENIOR BRITAIN

**1st** Steve Hazlett Knight/Parilla  
**2nd** Anthony McHugh Boxer/Parilla  
**3rd** Jim Rainbird Zip/DAP

## 100 UK

**1st** Bill Tully Colt/TKM  
**2nd** Neil Smith Superdart/TKM  
**3rd** Gary Longbottom Gillard/TKM

## 210 NATIONAL

**1st** John Haigh Anderson/Quantum  
**2nd** Glen Clark Stratos/Villiers  
**3rd** Brian Johnson Aero/Villiers

# Kimbolton

## SUNDAY, AUGUST 13th

The newly completed resurfaced track was a little bit slippery for Saturday practice. But for those who mastered the conditions the smoothness of the new surface was soon giving suggestions that lap records could be set on race day. The necessity to resurface at this stage has probably delayed the prospect of an extension, but this avenue is still being pursued and sketches of likely configurations were on view in race control.

Following a warm Saturday practice race day started bright and the wet weather delayed until late evening giving us a chance to see if new records would be set. With the probability of a change in Comp Secretary next year, organisation was slow and methodical, whilst we trained someone we hope will take on the post. Special thanks to Darren Gibbs who gave valuable assistance in the morning.

## 100 BRITAIN

Heat winners were Darren Gibbs (3), Paul Perry, Jason Lane and Iain Collins. The 'B' final was led throughout by Nick Soothill with Stuart Petts moving through the field to take second.

Gibbs led out the final and, as in the heats, disappeared into the distance for an easy win. Perry held second spot initially but was under pressure and was relegated to fifth on lap three by Munro, Rainbird and Reeks. March moved steadily up the field and by lap ten was fourth ahead of Reeks. On the last lap Herbert outranked Reeks to take fifth and the last trophy position.



## 100 UK & 100 BRITAIN RESTRICTED

A field of 13 drivers contested the restricted class along with five UK drivers. Heat winners were John Everett, Ian Rooke and Roger White with Iain Bell dominating the UKs.

White led from Rooke but they both span out on lap 6 leaving Everitt in front from Bell, the first of the UKs. Smith had moved nicely into third at this point but was relegated to fifth as the Britain outfits of Budgell and Rooke passed on the straight. Rooke had recovered from his early demise and homed in on Budgell to take second in his class.

## 125

Trophies were presented for both liquid and air cooled classes. Heat winners were Malcolm Stewart and Nick Costin (liquid) and Gary Thexton (air). In the third heat Costin set a new lap record and all eyes were on him for the final.

Thexton led from the start from Stewart with Costin starting badly in third, holding off Steve Thexton and Laurence. Costin got his act together and challenged Stewart for second; Thexton in the meantime was disappearing rapidly in the distance. The dual for second continued to intrigue the spectators and Stewart hung on grimly, fending off each attempt to pass. Thexton ran out an easy winner while Costin made a last desperate dive for the line but Stewart slammed the door shut to complete a fine race. Steve Thexton came in a lone fourth with Lawrence next to collect the third place air cooled trophy.

## CADETS

Charles Butler-Henderson won two heats with Kevin Hall taking the third.

CBH went into the lead immediately in the final and extended his lead throughout to take an easy win. Goff held second from a group comprising Wood, Bailey, Sexton and Hall while Tom Coupland and brother Judd led the rest. On lap five Bailey dived inside Goff at Kim to go second; Goff was soon down to fourth as he gave Hall too much room approaching Kim. Hall slipstreamed Bailey and completed a fine manoeuvre with only two laps left. With one corner remaining Bailey left his braking too late and was first in the dash to the line to take second spot from Hall, Goff, Wood and Sexton.

## 250

Shaun McLaughlin had looked very quick in practice on Saturday and produced two good heat wins with No 25 taking the third. Colin Breeze was quick on his National outfit but was sidelined in the first heat due to an incident at the Willows.

McLaughlin zipped into the lead at the start harried by Allen, No 25 and Breeze. Breeze moved into third as they rounded Stow on the fourth occasion but could not match the speed of the twins on the straight and had to be content with shadowing Allen throughout. McLaughlin took the chequered flag ahead of Allen and in the process set a new lap record, beating the one set earlier by Costin. Breeze comfortably won the National class.

## JUNIOR BRITAIN

With a full Saturday's testing behind him Gareth Hession was set up to produce quick laps and convincingly won all the heats.

Hession proceeded to demolish the opposition in the final, winning by half a lap. The race for second place was an excellent contest between Horner and Skelton. Skelton squeezed past at the half distance but disappeared on two wheels into the field at Kim as he was put under heavy pressure. With the demise of Skelton

Horner ran out the race an easy second from Jest and Dove.

## 250 NATIONAL

John Mobbs with two wins and a second took pole position in the final, Alan Jones won the other heat.

Mobbs got to the front at the first corner and dominated the race to run out a comfortable winner. Allen held second but was relegated firstly by Whittamore and then by Holloway, these two taking the trophies behind Mobbs.

## 100 NATIONAL

We were pleased to welcome a number of drivers from the RAF to this event to contest a round of their championship. Heat winners were Richard Gregory, Gordon Chenery and Gary Powell.

Chenery led out the final grid in pole position and led after one lap from Powell, Sowter, Gregory Duff and McLeod. Gregory moved into third and by lap five Duff had taken fourth from Sowter. As the race approached the halfway stage Powell outmanoeuvred Chenery and took his lead. Powell ran out an easy winner with Cheery, Gregory, Duff and Jarman completing the trophy winners.

Duncan Taylor

## 100 BRITAIN

1st	Darron Gibbs	Allkart/Parilla
2nd	Gary Munro	Gillard/Parilla
3rd	Jim Rainbird	Zip/PCR
4th	Rupert March	Wright/Parilla
5th	Jan Herbert	Gillard/Parilla

## 100 BRITAIN RESTRICTED

1st	John Everett	DAP/DAP
2nd	Ian Rooke	Zip/TKM
3rd	Martin Budgell	Wright/Parilla
4th	Jeff Robins	DAP/DAP
5th	Roger White	Sprint/Parilla

## 100 UK

	Iain Bell	Wright/TKM
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## 125 OPEN

1st	Malcolm Stewart	Lazer/Rotax
2nd	Nick Costin	Zip/Rotax

## 125 NATIONAL

1st	Gary Thexton	Anderson/Rotax
2nd	Steve Thexton	Anderson/Rotax
3rd	Steve Laurence	Dino/Rotax

## CADETS

1st	C Butler-Henderson	Wright
2nd	Daniel Bailey	Allkart
3rd	Kevin Hall	DAP
4th	Darren Goff	Zip
5th	Oliver Wood	Allkart
6th	Lars Sexton	Zip

Restricted: Ricky Elliot

## 250 INTERNATIONAL

1st	Shaun McLaughlin	Zip/Rotax
2nd	Paul Allen	—/Rotax

## 250 NATIONAL

1st	Colin Breeze	Anderson/Suzuki
2nd	Phil Grocott	EDR/Suzuki

Restricted:- Adrian Ball Zip/—

## JUNIOR BRITAIN

1st	Gareth Hession	Wright/Parilla
2nd	Christopher Horner	—/—
3rd	Nick Jest	Allkart/Parilla
4th	Terence Dove	Sprint/Parilla

5th	Stuart Sagers	Wright/Parilla
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Restricted: Daniel Taylor Wright/Parilla

## 210 NATIONAL

1st	John Mobbs	Aero/MSPE
2nd	Colin Whitamore	Lazer/Invader
3rd	Brian Holloway	Lazer/Villiers

Restricted: Nick Voice Dino/Villiers

## 100 NATIONAL

1st	Gary Powell	Wright/Rotax
2nd	Gordon Chenery	Wright/Rotax
3rd	Richard Gregory	Wright/Rotax
4th	Howard Duff	Wright/Rotax
5th	Philip Jarman	Wright/Rotax

Restricted: Robin Rudderham

# Chasewater

SUNDAY, AUGUST 13th

**CHASEWATER WHEELS AT BIRMINGHAM**  
Again over a hundred entrants at this meeting. A dry sunny day with a few showery periods in a couple of the finals, which give the drivers a bit of a dilemma in choice of tyres. As soon as the rain stops the track dries out so quickly it is difficult to know which is the best option to take. The day's racing went well. For many of the drivers it has been a very busy summer as the Club has been organising two meetings each month. However with the last meeting at Chasewater for this season on 28th August 1989, the pace will be a little more calm for those in pursuit of the Driver of the Year Awards.

## CADETS

1st	Jonathan Roden
2nd	James Billington
3rd	Chris Eaton

## JUNIOR BRITAIN

1st	Ryan Hensman
2nd	Louis Osbourne
3rd	Chris Chater

## SENIOR BRITAIN AND 100 UK

1st	Chris Winter
2nd	Mark Lawson
3rd	Richard Few
4th	Craig Dollery

## 100 NATIONALS

1st	Terry Haddon
2nd	Alan Richards
3rd	Mark Bird

## 125 NATIONALS AND P&R

1st	Mike France
2nd	Mark Evans
3rd	Ian Ashworth
4th	Andrew Holmes (P&R)

## 210 NATIONALS

1st	Roger Gregory
2nd	David Bailey
3rd	Rob Peters

## 250 NATIONAL AND INTERNATIONAL Internationals

1st	Bob Kennings
2nd	Richard Budd
3rd	Neil Bagley

## Nationals

1st	Robin Hildick
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## NEWS 1989

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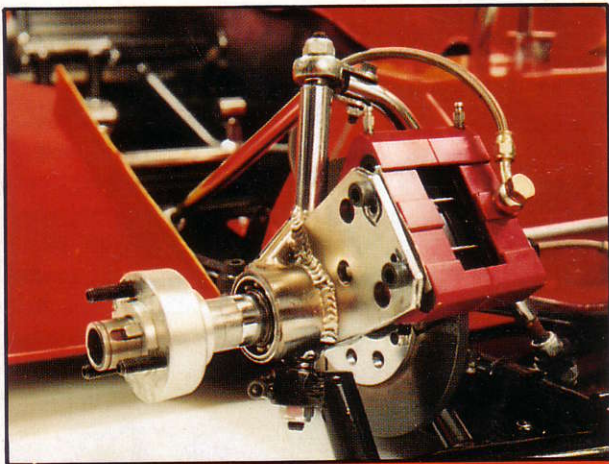


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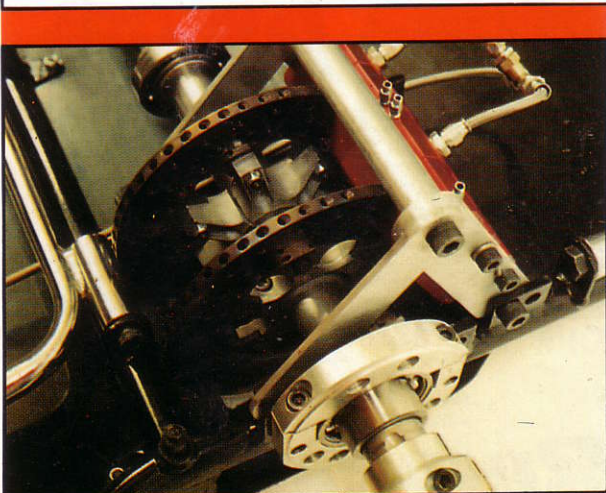
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