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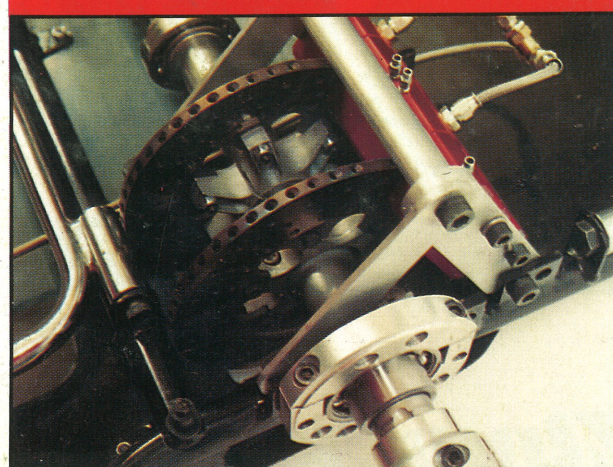
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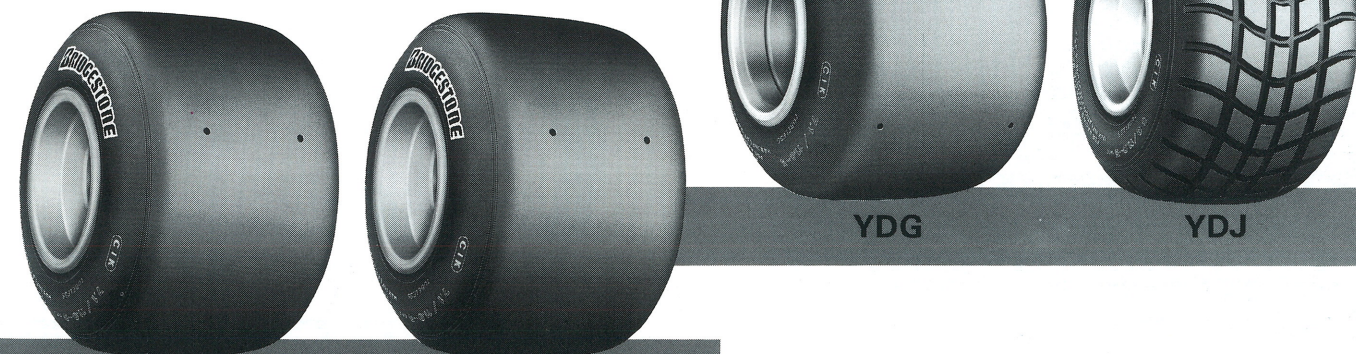
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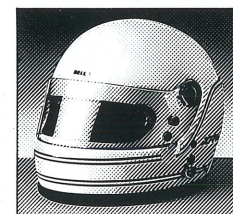
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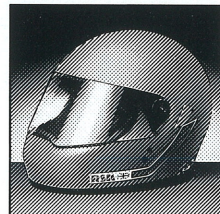
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WANTED — Stub axles and complete braking system. Any type or make for Zip GP 125. Telephone: 021 353 9092.

KART TRAILER, purpose built for any size kart, complete with tyre rack, tie down straps, lighting board, etc — £200 ono. Telephone: Farnham (0252) 313245 (after 6pm).

BANDIT KTM 250 National 1987. Full outfit with spares, clothing and engine — £2,100 ono. Will split. Will be sold to best offer by 21st October 1989. Telephone: Kendal (0539) 727822 (eves).

PAUL FOX 250 NATIONAL. 7th Short Circuit Champs, 3rd UK Cup, was 6th in Long Circuit Champs. Anderson '89 with Mark Webster tuned KTM engine. New pipe and carb, full body, brand new chassis and rebuilt engine. Immaculate condition. Will split if enough interest shown. All maintained regardless of cost — £3,000 ono. Numerous other parts, wheels, tyres, bodywork. Too many to mention. Telephone: (0773) 749670 (work), (0773) 749627 (home).

FORMULA 'E' '89 ZIP EAGLE (MAY)

Brand new condition—No accidents!
Complete with Ex Zip Team '88
Digital Sideload Rotax

Latest Merlins, Kelgate Centre Locks,
Extras include wheels, tyres, jets,
sprockets etc.

*Family commitments force sale
Around £3,850*

**Ring Trevor Alexander:
Home: 0661 23823
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WRIGHT CADET complete, ready to race. New 1988, excellent condition. Winner of several races 1989. Also available — spare engine, wheels, tyres and more. Available December, view at Sherington October 15th, November 19th, December 3rd. (Race No.12) Telephone: 029 671 2272 anytime.

FOR SALE — ZIP ROTAX 125, engine unused since Goff overhaul. Also spare engine, good working order. Long and Short Circuit trim, slicks, wets and many spares. To clear the 'ot £1,250 ono. Daytime telephone number — (0432) 265098; evenings — (0432) 271421.

COLIN FLETCHER'S

IMMACULATE 250 NATIONAL FOR SALE
Kelgate Bandit KTM. Winner Cadwell
Championship, UK Cup, 2nd Silverstone
Gp. Spare engine available. **£2,500**
Telephone:- **(0904) 421596**

125 NATIONAL outfit, Motiv chassis with 1989 Motiv spec Rotax — £1,200 including spares and tyres. Phone Tim (0467) 43337 or Adam on (0224) 832073.

STRATOS '89 chassis complete with side pods, nose cone, wing, 4 Brembo brakes and air-cooled discs, 1-piece rims. Ideal for 125 or 250 National. Not raced — £850. STRATOS 125 chassis, Brembo brakes, 1-piece rims — £450. One pair Rotax 250 JL exhausts, suit Bandit. Used once — £95. Telephone: Guernsey (0481) 44156.

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Edwards wheels, etc.
Best of everything.

£2,500

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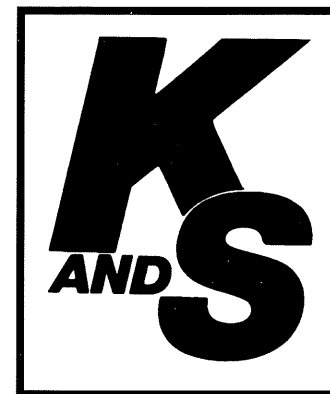
PETE MORGAN'S

1989 ZIP BANDIT
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Choice of 3 KTM's, spare Merlin pipes,
PMP exhausts and various spare
wheels. New and used tyres

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CLUB SCENE NEEDS YOUR PHOTOGRAPHS NOW GET SNAPPING.



FRONT COVER:

**Doug Bell, now
Junior Britain,
during the Border
TV 'Kartbeat' at
Rowrah last
month.**

*Inset:- Peter
MacLaren
(Pics: Iain Blair)*

MONTHLY

No. 126

Ed, Says!....

After Silverstone we all knew that the Formula E World Championship would go all the way down the line to Le Mans and that of the top three in with a chance — Tim Parrott, Martin Hines and Eric Gassin, it would take a brave man or a foolhardy one to wager on the outcome. Well, Tim pulled it off with fine wins in both Pre-Final and Final and deserves credit where credit is due for he drove well and is the just titleholder. Commiserations to those who did not succeed, there is however next year.

Mike Wilson clinched the title again, for the sixth time, at Valance last month and in doing so has topped Francois Goldstein's record of five victories whilst here at home Andrew O'Hara stitched up the 100 Super title at Wombwell. To a very amiable and likeable guy who has had many ups and downs during the past couple of seasons the No. 1 comes as a well deserved accolade, (I'll bet Jack never stopped jumping up and down all the way back!). Craig Caldwell was the victor in 100 National whilst Simon Redman ran out the winner and a storming drive.

The RAC MSA has just announced the appointment of Mr John Richard Quenby as the new Chief Executive of the MSA. He is 48 years old, married with two daughters and lives in Bedford. Currently he is Managing Director of Granada Overseas Holdings and is Chairman of their retail operating companies in France and Spain. Mr Quenby has had a lifelong interest in and enthusiasm for motor sport. His active involvement started in 1959 and has included owning and racing a Cooper Bristol sports car in club events, plus a spell as a mechanic with the late Bob Anderson' Formula One Lola team.

His business career took him to Australia from 1963 until his return to Britain in 1975. He has maintained his interest in motor sport through the specialist press. His other sporting interests include membership of the MCC and Middlesex CC and with the Bedford Rowing Club where he is both an umpire and coach.

The new Chief Executive will join the MSA at the end of October and is expected to assume responsibility for the day to day operations in the new year, following an appropriate induction programme.

Sir John Rodgers will remain as Executive Chairman, responsible for the policy and direction of the MSA and will continue as the UK National Representative at FISA and on the World Motor Sports Council, with the Chief Executive as his deputy.

Ed McCormick

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STRICTLY CLASSIFIED

*Next month's features include:- Valence Formula K-
Formula Super Hundred World Championships; Snetterton
Superkarts; RAC 100cc British Championships at
Langbaugh; Super One news plus the regular club
round-up and more. (These items correct at time of going
to press).*

Publication date:- Thursday 2nd November 1989.

Strictly Classified!



C.I.K. NEWS THE WAY AHEAD

1978 must be considered an important year for Karting as we know it today for it was in that year that the decision was taken to create two Groups.

Group 1 and Group 2. The reasoning was to provide a separation in what had become a large mass of drivers of varying talents and experience.

In Group 1 were the Formula Classes which were to be open to drivers of proven ability, while Group 2 would provide a platform on which the future stars could establish themselves. Further, with the greater freedom within the Regulations, Group 1 would provide a development ground an area for experimentation for the Manufacturers from which they could go forward to Homologate for Group 2 with greater confidence.

The next major step was in 1982 with the establishment of Formula-K and the 135cc Class. Here was a real stage on which the very top drivers could demonstrate their "star quality". The advent of this Class also marked the beginning of a very great improvement in the general image of Karting-Circuits, and track safety received greater consideration, the appearance of the drivers regarding the cleanliness of their overalls etc, and a general smartness and attention to detail and knowledge of the Regulations, the presentation of the Karts was more professional. Organizers respected the importance of the Championships and were ready to attend Seminars arranged to assist their Organisation, the presentation at the actual venue became more professional and a reasonable order was established with pre-arranged Paddock plans, the ongoing support from the CIK and the availability of the CIK results computer which provides a smart and standardised folio of all information and results from each Meeting. However, there can be little doubt that credit for much of the general improvement must go to the standard set by the CIK and by the manufacturers committed to this Class and to the drivers using their equipment.

All this brought about a World Championship in 1988 — the 25th Birthday year of the CIK — of such excellence that the President of the FIA and FISA, Mr Jean-Marie Balestre, the Founder-President of the CIK, who attended the event was able to say to his Executive "you should have been there, you should have seen it, this is truly like Formula 1".

Kind as these remarks were, they do not exaggerate the quality which Formula-K has generated.

However, one of the effects of creating such quality and success is that it attracts greedy eyes. In the case of Karting and Formula-K, these eyes belong to Team Managers from various classes in Motor Sport, particularly Formula 3 and even Formula 1. The result has been that Motor Sport's gain has been Karting's loss as many drivers from Formula-K have been tempted to move on to larger and more powerful machinery.

Since the formation of the Formula-K Class the principal concern, whether it be drivers or equipment, has been to maintain the highest standard of quality rather than aiming for quantity. But it is now clear that with the losses to other forms of Motor Sport, new efforts must be made to maintain Formula-K which is not only a superb pinnacle to which Karters may aspire but has also proved its essential value to Motor Sport in general.

Nothing can stand still or else it begins to slip backwards, in consequence, the time has come to take steps to safeguard his vitally important centre-piece of WORLD KARTING.

With this in mind, the following proposals, being made by the President of the CIK for 1990 and onwards, have been approved unanimously by the CIK Executive Committee at the meeting of the 18th September 1989 at Valence, as the means of encouraging a continuing flow of the top talent into the Formula-K.

The Formula-K 135cc will continue

QUALIFIED DRIVERS FOR 1990 (Obligation) FORMULA-K Division-1

1. All existing Superlicence holders 1989.
2. All drivers finishing in the 1st 6 of the World Championship for Formula-K AND Formula Super-Hundred in 1989 provided they are 20 years of age. (New Superlicence holders). These two categories *must* compete in Division 1.
3. Any A-Licence holder qualified for Division-2.

GROUP 1

FORMULA-A (formerly Formula Super-Hundred)	Engines: 100cc homologated CIK	Carburettor: Butterfly Ø 24mm max	Tyres: 5"	Licence: A-Licence CIK
FORMULA-K Division-1	135cc homologated CIK	free Ø 34mm max	5" or 6"	A-Superlicence CIK A-Licence CIK
Division-2	100cc homologated CIK	free Ø 32mm max	5" or 6"	A-Licence CIK

FORMULA-K Division-2

1. All A-Licence holders who scored points in one of the Continental Championships for Formula Super-Hundred in 1989.
2. All drivers who finished 7th-15th in the 1989 World Championship for Formula Super-Hundred plus those who finished in the first 6 if they are under 20 years of age.

FORMULA-A

All A-Licence holders who do not qualify for either FORMULA-K Division-1 or Division-2.

At the end of 1990, all FORMULA-K Division-1 and Division-2 drivers will become Superlicence drivers without any restrictions. (Within Group-1 events).

FOR 1991

Upgrading to FORMULA-K Division-1 is free for all FORMULA-K and Division-2 drivers.

Upgrading to FORMULA-K Division2: All drivers who have been classified in the first 12 in the World Championship Formula-A and the first 10 drivers from any of the Continental Championships for Formula-A.

The situation to be reviewed again at the end of 1991.

CHAMPIONSHIP REGULATIONS

FORMULA-K will be run in two divisions, Division-1 and Division-2 with material as specified above.

The two divisions will run at the same event and there will be separate classifications, awards and a Championship Title for each Division. However, should the total of inscriptions for the Continental Championship events in either division be less than 15, in the World Championship less than 20, in order to protect the validity of Championships, neither points nor a Championship Title will be awarded to that Division.

THE FORMAT FOR THE INDIVIDUAL CHAMPIONSHIP ROUNDS

1. Should the total of Division-1 drivers signing on for that Round be 15 or more, Division-1 will run as a separate event and there will be two qualifying Heats, a Pre Final and Final.
2. Should the total of Division-1 drivers signing on for that Round be less than 15 but the combined total of both Divisions be greater than 34, both Divisions will run together in the Qualifying Heats and the first 10 in each Division will qualify for the Final and the remainder will take part in a Repechage with the first 14 in that race filling the remaining 14 places in the Final.
3. Should the total of Division-1 drivers signing on for that Round be less than 15 and the total of both Divisions be 34 or less, the two Divisions will run together in the Qualifying Heats and there will be no Repechage.

Ernest C. Buser
Président of the CIK/FIA
The World Karting Federation

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CLUB SCENE

self pushed back into 12th place after some superb racing throughout the day. Also novice driver Edward Mayman who had driven so well had his race prematurely finish in the last lap. So as the race approached the finish it was Nik the winner dominating the race's entirety.

FINAL RESULTS

1st Nik Berriman, 2nd Chris Chater, 3rd Ryan Hensman.
Best Placed novices 7 Edward Holloway, 8 James Davies.

SENIOR BRITAIN

Again a full grid of full plated Britains were entered. There was a heat win each for Chris Winter, Frank Hallworth who has recently transferred from the 100 National Class and David Turnbull. So Chris having a 1, 2 and a 3 took Pole position for the final. Roger Davies also had himself a very good set of heat results giving him 2nd row for the final. Rod Chapman also did well and was alongside Roger on the final Grid. There were several drivers who had two good heats but then had a no finish to handicap them. Such drivers were Paul Browning, Jim Morris and Ian King. Of the rest Paul Key and Richard Chandler both had a good set of heat results. So as is usual this race could be anyones.

HEAT RESULTS

Heat 1: 1st Chris Winter, 2nd Roger Davies, 3rd David Turnbull.

Heat 2: 1st Frank Hallworth, 2nd Paul Browning, 3rd Chris Winter.

Heat 3: 1st David Turnbull, 2nd Chris Winter, 3rd Paul Key.

FINAL

From the start it was David Turnbull and Roger Davies who took the early lead in front of Chris Winter, not having the best of starts. Following them there was a steady stream of equally distanced Britains. Race positions in the front were maintained until lap 4, when David lost 4 places, allowing Roger to become the new race leader ahead of Chris and Frank Hallworth, who looks very settled in his new class. A little further behind in a bunch was Rod Chapman, Paul Browning, Paul Key, Richard Chandler and Andy Collins. The next lap saw a very determined Chris, slip passed Roger to become the new race leader and further down the field Ian King made up two places by getting passed Paul Key and Andy Collins. The continuation of the race saw no changes in the front positions but the leaders did begin to forge a lead. All of the drivers today raced well but the winners had just that little extra and the chequered flag was taken by Chris just ahead of Roger and Frank all three driving faultlessly throughout the day.

SENIOR BRITAIN RESTRICTED

As with the full plates each heat had a different winner. Wins were had by Simon Rose, Simon Shanahan and Branson Poyner. Paul Shuck had three good heat results as did Andy Hartwell. It was to be the two Simon's who took up the front row positions for the Final.

HEAT RESULTS

Heat 1: 1st Simon Rose, 2nd Simon Shanahan, 3rd Paul Shuck.

Heat 2: 1st Simon Shanahan, 2nd Paul Shuck, 3rd Andy Hartwell.

Heat 3: 1st Branson Poyner, 2nd Simon Shanahan, 3rd Andy Day.

FINAL

An excellent start by Simon Rose put him into the lead just ahead of Simon Shanahan, Paul was tucked in 3rd with Andy Hartwell in 4th. The drivers held their positions for the majority of the race. It was in the 8th lap that Simon Shanahan got passed Simon Rose to take up the lead. On the last but one lap a coming too resulted in Andy Hartwell being relegated to the rear of the race and Branson Poyner took up 3rd place, Michael Jones did well to continue. As they approached the Finish the two Simons were safe, Branson retired just before the end leaving 3rd place to go to David Holtom.

FINAL RESULTS

1st Simon Shanahan, 2nd Simon Rose, 3rd David Holtom.

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WHERE AND WHEN

13th-15th OCTOBER

Parma (I) — CIK Trophy/GP of Nations — Formula K-Formula Super Hundred/Formula K Constructors Trophy

15th OCTOBER

Felton — (7 miles from Morpeth on A1 Northumberland) — Border Champs
Nuthampstead — (1½ miles east of Barkway, off Cambridge-Ware road, Herts)
Boyndie — (3 miles west of Banff Grampian, Scotland)
Crail — (9 miles southeast of St Andrews, Fife, Scotland)
Plymouth — (Riverside Raceway, Ernesettle Lane, Plymouth)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon) — 125 and 210 Challenges final rounds
Bovington — (2 Counties Kart Club on Army base, Bovington, Dorset)
Buckmore Park — (Maidstone road, Chatham, Kent, just off M2 junction 3) — Playscape Pro-Kart series
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads)

22nd OCTOBER

Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde)
Blackbushe — (Via Cricket Hill (Off A30) and Vigo Lane, Yately, Surrey)
Pembrey — (Welsh Motorsports Centre, Pembrey, 8 miles from Llanelli, on A484, Dyfed, South Wales) — RAC Long Circuit Championships final round
Three Sisters — (Three Sisters Recreation Area, Brynn Road, Ashton-in-Makerfield, Lancs) — RAC Cadet Series final round
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, junction 3)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads) — 125 Challenge

28th-29th OCTOBER

Shenington — (8 miles from Banbury, off A422 Banbury. Shotford Road, Oxon).

29th OCTOBER

Dunkeswell — (5 miles from Honiton, Devon)
Jurby — (Jurby Airfield, Isle of Man)
Golspie — (Little Ferry, Golspie, Sutherland, North of Scotland)
Pembrey — (Welsh Motorsports Centre, 8 miles from Llanelli, on A484, Dyfed, South Wales)
Langbaurch — (South of River Tees, Middlesbrough, Cleveland)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

5th NOVEMBER

Carnaby — (2 miles west of Bridlington, North Humberside)
Little Rissington — (RAF base south of Stow-on-the-Wold, Glos)
Clay Pigeon — (Midway Dorchester and Yeovil on A37, Dorset)
Rye House — (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts)
Felton — (7 miles from Morpeth on A1, Northumberland) — Northeast Area Championships
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde)

12th NOVEMBER

Birmingham — (Chasewater Wheels, Wheels Adventure Park, Addersley Road South, Saltley, Birmingham B8 1AD)
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)

WILSON WORLD CHAMPION FOR RECORD 6TH TIME!

The 1989 CIK 135 Formula K World Championship at Valence was won by Mike Wilson (Kali/Komet/Dunlop) after a race long duel with 1986 Junior World Champion Fabrizio De Simone (Birel/Komet/Bridgestone). An early challenge from local favourite Emmanuele Colard faded and Marc Goosens produced a gritty drive for third.

The very well supported 100cc Super Cento World Championship was won by Gert Munkholm (PCR/Merlin Atomik/Bridgestone). The Dane, 1988 European Supercento Champion, was delighted to avenge his controversial 'punting off' in the Intercontinental A European title race last year at Valence. The Championship also marks the first major victory for the Atomik motor, although Rotax undoubtedly still hold sway, a fighting second place taken by Orsini (Birel/Rotax) and third by Mike Hezemans (Birel/Rotax).

Memory Lane

1979

Kart and Superkart was launched in January of '79 . . . 50p per copy . . . edited by Chris Lambden and with columns by John Pudney and Chris Merlin.

Chris Merlin based his following Top Ten on 1978 performances:

1. Dave Buttigieg
2. Martin Hines
3. Paul Elmore
4. Steve Styrin
5. Rob Kerkhoven
6. Reg Gange
7. Malcolm Turner
8. John Morrell
9. Nigel Smith
10. Rae Davis

The Zip Shadow 250 was available at £510 complete with die cast wheels and Bridgestone tyres.

A Clubbie at Chasewater in April produced a win for Bob Kennings in 250 International . . . ten years on and he is still doing it!

The name of John Herbert featured regularly in Junior National results.

Dane, Poul Petersen won the 250 European Championship, taking the title at Mondello Park.

Terry Fullerton won the Champions Cup at Jesolo and a 10 man team from South Africa was

visiting this country with events taking place at Cadwell and Three Sisters.

The Long Circuit Championships went to Steve Styrin (250); Paul Molloy (125); John Sellars (250 Nats) and John Newton (210). Short Circuit honours went to Rob Kerkhoven (250); Joe McBride (250 N) whilst Mark Allen won both 125 and 210 titles.

A tie break decided the Non Gearbox World Title . . . Peter Koene taking the honours from a certain Mr da Silva . . . Ayrton Senna as we know him now.

A fourth place at the final round of the Kart and Superkart Championship held at Kimbolton was enough to give Mark Treadwell overall victory.

Robert Langford took over as Kart Executive at the RAC.

Thruxton was on the long circuit karting calendar and the March event was won by Martin Hines from Rob Kerkhoven.

1984

Kart and Superkart reported a win for Terry Fullerton in the '83 Hong Kong Grand Prix.

The BRSCC Series at Brands ended with Richard Dean taking overall honours with Nigel Smith taking the win on the day.

Chris Merlin placed his Top Ten in this order

-
Martin Hines
Brian Heery
Steve Styrin
Reg Gange
Rob Kerkhoven
Nigel Smith
Roger Goff
Richard Arnold
Donovan Collier
Derek Price

Phil Glencross teamed up with Alan Cheetham and Derek Rodgers to form the three man Leaside Tyres Team in 250 National.

Derek Rodgers was to administer the self financing 250 National Drivers Championship.

Brian Heery visited South Africa and won the first round of the CIK World Series with Paul O'Shea finishing sixth.

Long Circuits visited in '84 included Cadwell . . . Snetterton . . . Mallory Donington and Oulton Park.

It was rumoured that Dave Buttigieg was to make a comeback . . . on a Dino.

Kurt Luby won the February Cadwell on a Minarelli . . . the subject of much controversy at the time! It was to become eligible from November 1st.

Reg Gange won the European Championship at the Nurburgring.

Brian Heery took the World Cup at Donington.

Felton hosted the RAC 100 Championships with the honours going to Patrick Walsh (100 Britain); Gary Moynihan (100 Nat) and Piers Hunnisett (100 Inter).

The RAC Junior Championships were won by Bobby Game (Booster), Nicky Hart (Britain), Emily Newman (National) and Francis Stewart (Inter).

Gearbox British Champions were . . . Long Circuit . . . George Bett (210), Kurt Luby (125), Derek Rodgers (250 Nats) and Martin Hines (250 E). Short Circuit . . . George Bett (210); John Atherton (250 Nats) and Roger Goff (125 and 250 E).

Grand Prix wins went to George Bett (210), Keith Glendenning (125), Mike Doble (250 Nats), Martin Hines (250 E) and Steve Gill (Non Champs).

HAPPY OCTOBER BIRTHDAYS TO THE FOLLOWING

Rowland Tompkins
Phillip Swift
Ian Penn
Gary Cordner
Rob Johnson
Andrew Sowerby
Martin Aspland
Michael Stephenson
Leo Wollerich
Andy Hatton
Bill Shippides
Rod Stallan
Barry Fortnam
John Reid
Bruce Moore

And to anyone else too shy to disclose their date of birth . . . if it's your birthday in October . . . have a happy one.

**Contributors are reminded that
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Editorial Office not later than
the 12th of each month.***

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CLUB SCENE

rington when he too pulled out leaving Durance to take the flag from Pointer who pushed Grocott down to third position.

JUNIOR BRITAIN

Lee Skelton and Stuart Sadders won the heats and dominated the final from the start. Dove led the group consisting of Jest, Barnes, Thirske and Wright battling for the places. Sadders outbraked Skelton to lead but Skelton was back in front by the halfway stage and ran out the winner by four lengths. Dove and Jest were locked in battle, changing places regularly until finally Jest came home in third spot.

100 UK GOLD CUP

Local driver Bill Tully led out the final but he was headed by series leader and Scottish Champion Mark Bruce as they completed one lap. Bruce was off the pace and was soon overtaken by Tully and then Smith. Tully pulled out a big lead and another man with local knowledge, Iain Bell, took up the chase followed by Smith, Richardson and Guest. At the close Tully won from Bell and Smith with Guest just holding off Bruce in a dash for the line.

210 GOLD CUP

British short circuit champion Haigh dominated the proceedings by winning both heats and the final with ease. Lipman led the chase in the early stages but came under pressure from Holloway and Pinny. These three swopped places until finally Pinney took the initiative and came home second well back from the distant Haigh.

100 NATIONAL

Winners of the heats were Chenery and Merry. Chenery made the most of his pole position and built up a commanding lead as the rest argued over second place. Powell held second but was deposed by Vignali who was briefly succeeded by Duff. Merry moved through the field like a schythe and took second from Duff as Vignali pulled out of the race. With Chenery and Merry now clear at the front eyes were on Jarman who was moving steadily forward and took third on the last lap from Duff with Powell surprisingly back in fifth place.

Duncan Taylor

Results

100 BRITAIN

1st Gary Munro	Gillard/Parilla
2nd Sean Pitts	Anderson/Parilla
3rd Darren Kinsey	Gillard/TKM
4th David Storey	Jetta/Parilla
5th Rupert March	Wright/Parilla

100 BRITAIN RESTRICTED

1st John Everett	DAP/DAP
2nd Justin Kinsey	Gillard/TKM
3rd Andrew Boss	Jetta/DAP
4th David Shrimpton	Anderson/PCR
5th Tracie Bates	Sprint/Parilla

100 UK

1st Richard Scrutton

125W/C

1st Colin Poole	Zip/TM
2nd Mike Reynolds	Zip/TKM

125 A/C

1st Gary Thexton	Anderson/Rotax
2nd Steve Thexton	" "

250 INTERNATIONAL

1st Dave Durance	Kobra/Rotax
2nd Paul Allen	Zip/Rotax

250 NATIONAL

1st Mark Pointer	Kobra/Suzuki
2nd Phil Grocott	EDR/Suzuki

JUNIOR BRITAIN

1st Lee Skelton	Gillard/Parilla
2nd Stuart Sadders	Wright/Parilla
3rd Terence Dove	Wright/Parilla
4th Julian Barnes	—
Restricted:-	
Mathew Wright	Wright/Parilla.

210 NATIONAL

1st John Haigh	
2nd Jeremy Pinney	Aero/Ellison
3rd Peter Lipman	
Restricted:-	
Andrew Ayres	Zip.

100 NATIONAL

1st Gordon Chenery	Wright/Rotax
2nd Steve Merry	Gillard/Rotax
3rd Phillip Jarman	Wright/Rotax
4th Howard Duff	Wright/Rotax
Restricted:-	
Danny Hilliard	Sprint/Parilla
5th Tony Edney	Wright/Rotax
Restricted:-	
Malcolm Appleby	DAP/TKM

Marsall of the day
Ian Moore

Chasewater

SUNDAY, SEPTEMBER 10th

General Enquiries: Mrs E Peters 021 353 9582.
Race Enquiries: Mrs H Stratford 021 353 9092.

Again in excess of 130 entrants turned up at the Circuit. This meeting was to host the 9th Round of the tremendously popular 125 Challenge organised by Ian and Barbara Hunter who are in fact Chasewater members themselves. Although entrants for this round were a little lower than we anticipated they were still in respectable numbers for both the National and Open Classes.

The other groups were all good numbers in fact the Senior Britains were more than a full grid and had to be split.

The days weather started out fine but then torrents of rain descended for the practice sessions only and dry conditions prevailed for the rest of the day.

CADETS

This was the second half of the Castrol Challenge for the Cadets who are to be this years recipients of the Challenge Shield.

A full grid of Cadets saw the competition for this class becoming tougher. Although Ben Purkis had two wins his 8th position in the other heat put him on 2nd place of the Final grid with Wesley Jones having an excellent days racing on pole. Simon Hallworth and Stu Wilson both being consistent throughout the heats gained themselves the 2nd row placings. Other good drives were had by Tom King, John Oakley, Robert King and David Hinds. Current Club leader Dean Haddon has been off form the last few meetings but at this meeting we saw a big improvement giving him better and more consistent results.

The best drives from the novices were seen from Adam Jones and James Kendrick.

HEAT RESULTS

Heat 1: 1st Ben Purkis, 2nd Wesley Jones, 3rd Simon Hallworth.
Heat 2: 1st Wesley Jones, 2nd Stu Wilson, 3rd Dean Haddon.
Heat 3: 1st Ben Purkis, 2nd Philip Charles, 3rd Simon Hallworth.

FINAL

At the start it was Ben who took up the lead from Stu Wilson with Wesley Jones back in 3rd just fronting Dean. These positions were maintained until the 3rd lap when an unlucky Wesley was relegated down the field to 11th place. This meant that Simon Hallworth moved up to 4th with Robert King close behind in 5th. Things were fairly settled for the next few laps but then in the 5th lap Dean was overtaken by Simon who now was in 3rd. The next lap again saw Dean lose further places when Tom King and John Oakley both went past. Back in the lead Ben looked fairly comfortable just ahead of Stu who had driven extremely well in this Final as had Simon who had been so consistent all day. As the chequered flag lowered it was yet another win for Ben who seems to be virtually unbeatable at Wheels.

FINAL RESULTS

1st Ben Purkis, 2nd Stu Wilson, 3rd Simon Hallworth.
Best Placed novices 12 James Kendrick, 13 Adam Jones.

JUNIOR BRITAIN

Again a full grid of Juniors lined up today. Although Nik Berriman didn't have a win in the heats his consistently high results gave him Pole for the final. Each heat produced a different winner, Peter Budd, Jaime Garcia and Chris Chater who was celebrating a Birthday. Ryan Hensman was flying as has become customary just lately. Adam Wilcox had his best set of results to date which deservedly gave him 4th place on the Final grid. Quiet Jonathon Philips was well in touch and a second row place on the Final, which gave him a good opportunity to be well placed in the end. Paul Kennings also had good heat results although a little down on what he is used to. With about a third of the drivers on novice plates the best performances in the heats were seen from Gavin Jones, Edward Holloway and Richard (Cryptic Note) Brunning.

HEAT RESULTS

Heat 1: 1st Peter Budd, 2nd Jaime Garcia, 3rd Nik Berriman.
Heat 2: 1st Jaime Garcia, 2nd Ryan Hensman, 3rd Chris Chater.
Heat 3: 1st Chris Chater, 2nd Nik Berriman, 3rd Adam Wilcox.

FINAL

By the end of the 1st lap Nik had used Pole position to the best advantage and was in the lead just in front of Chris Chater who had an excellent start from the 3rd row. Following next were Adam Wilcox, Ryan Hensman and Jaime Garcia. Poor Jonathan Philips had a disastrous 1st lap and was well down the field in 16th place leaving himself an awful lot of work to do. In the mid field headed by Paul Kennings with Peter Budd just on his heels, the two best placed novices Edward Holloway and Edward Mayman were only a little way behind. As the race progressed there was little change in the race order of positions excepting the leading 5 opened up a gap over the next group of drivers. However as the race entered its Penultimate lap disaster struck for 3rd placed Adam Wilcox and he found

carried out the trophy presentations. All four were given special memento cups by Chairman Bill Bicknell.

100 SENIOR BRITAIN

Heat winners were Darren Kinsey (2) and Darren Gibbs.

Gibbs led out the final with Kinsey alongside. After one lap Gibbs led with Rainbird next from Kinsey, Munro, Pettit and Wilde. Gibbs was setting a cracking pace as the chasing pack tussled for second spot. Munro had looked quick all day and emerged as the main challenger, but Gibbs had grabbed a ten length lead which he was determined to maintain. Kinsey was now third and Rainbird was losing touch, his recent change in allegiance from Zip to Allkart hasn't yet had the desired effect. Pettit moved up to fourth but with no further changes the race was won by Gibbs, who is at the moment dominating this class.

100 UK & 100 BRITAIN RESTRICTED

Ten drivers contested the restricted class along with 4 UK drivers. Heat winners were Roger White (3) in Britain and ex 100 National driver Bill Tully dominating the UK's.

Tully drove an excellent race from the front, beating the more powerful Britain outfits with his experience and was an easy winner. Roger White had a poor start but soon showed his class and took up the chase to come home a comfortable second, thus winning the Britain class.

125

Winner of all the heats was Gary Thexton (A/C).

Gary Thexton got away first from the line with Duly, Thexton S. And Gage in hot pursuit making sure that Thexton G. did not repeat his heat monopoly. Duly used his extra power from his water cooled outfit and some astute slipstreaming to pass on the straight on the second lap. The race became a three cornered fight as Steve Thexton was dropped leaving brother Gary to fend of the attentions of Gage. With a third of the race still to run Gage outmanouvered Thexton and moved up to second. Duly ran out a good winner in a race where quality made up for lack of quantity. Greenhill took the restricted trophy using the new British TKM engine, surely the first British gearbox engine seen at Kim since the Villiers started it all 30 years ago.

250 & 210

Paul Allen won two heats and Nick Paybody took the third. Paul Darrington was disqualified after winning for excess noise, as was Gary Lloyd. John Mobbs won in the 210 group.

Allen was first off the line but was closely shadowed through Stow by Lloyd and Darrington. Darrington's challenge ended on lap five when he pulled off leaving Phil Grocott third from Andy Grocott. Lloyd kept up the chase on Allen but at the flag it was Allen the winner by ten lengths from Lloyd, Grocott and Grocott. Good to see Darren Wenn back in Karting, after years of studying, to take the restricted trophy.

Mobbs was leading the 210 group but pulled off leaving Woodward to collect the trophy.

JUNIOR BRITAIN

This group was dominated by three drivers who each won a heat, Gareth Hession, Matthew Davies and Jamie Spence; Hession getting his after a photo finish with Spence in an opening heat which had both drivers spoken to by the Clerk of Course.

Hession and Spence led out the final with Davies and Skelton making up the second row. Spence was first into Stow with Hession, Skelton

and Davies in line astern. The two leaders set such a hot pace that by the time Davies had seen off Skelton to take third on the second lap he was ten lengths adrift. Hession stuck like glue to the rear bumper of Spence for lap after lap and dived out of the slipstream with two laps left to lead. As they started the last lap Spence used the same move to retake front spot; Hession tried to recover at Kim but found his manouevre blocked and had to settle for second as Spence won the dash for the line. Davies was on the pace but had to be content with third as he could not recover lost ground.

100 NATIONAL

Heat winners were Daniel Stilp, Phillip Jarman and Oliver Gavin. In the final Stilp was on pole with Gregory alongside.

Stilp led from the off with Gregory holding off the challenge from Gavin and Duff with Edney and Jarman still in contact. While Gavin was looking for a way past Gregory, Stilp built up a commanding lead which effectively sealed the result of the race, Gavin slipped past on lap three at Stow but although he cut down Stilps' lead to 1 second he could not get on terms; with these two clear of the field the only interest was the tussle between Duff and Gregory, this was won by Duff by just one length.

Duncan Taylor

100 BRITAIN

1st	Darron Gibbs	Allkart/Parilla
2nd	Gary Munro	Gillard/Parilla
3rd	Darren Kinsey	Gillard/TKM
4th	Graham Pettitt	Wright/Parilla
5th	Jim Rainbird	Allkart/DAP

100 BRITAIN RESTRICTED

1st	Roger White	Sprint/Parilla
2nd	Mike Richards	Sprint/Parilla
3rd	Tracie Bates	Sprint/Parilla
4th	Vince Pilla	Wright/Parilla
5th	Vince Collarusue	TKM/Parilla

100 UK

1st	Bill Tully	—/—
2nd	Neil Smith	S'Dart

125

1st	John Dully	Lazer/Rotax W/C
2nd	Lee Gage	Spyda/Rotax W/C
3rd	Gary Thexton	Anderson/Rotax
4th	Steve Thexton	Anderson/Rotax
5th	Tim Greenhill (R)	Lazer/TKM

Restricted:-

Mark Shackell	Lazer/Minerelli
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JUNIOR BRITAIN

1st	Jamie Spence	Wright/Parilla
2nd	Gareth Hession	Wright/Parilla
3rd	Mathew Davies	Sprint/—
4th	Terence Dove	Sprint/Parilla
5th	Justin Coe	DAP/TKM

Restricted:-

Julian Barnes	—/—
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210 NATIONAL

1st	Tim Woodward	Barlotti/Villiers
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100 NATIONAL

1st	Daniel Stilp	Wright/Rotax
2nd	Oliver Gavin	Sprint/Rotax
3rd	Howard Duff	Wright/Rotax
4th	Richard Gregory	Wright/Rotax
5th	Tony Edney	Wright/Rotax

Restricted:-

Malcolm Appleby	DAP/KTM
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Marshall of the day:-

Ian Moore

SUNDAY, SEPTEMBER 10th

A very late addition to the programme of events were the 100 UK and 210 National Gold Cup round which was switched from another venue. With the shortage of officials due to the Junior British finals in Yorkshire it was a very busy, but in the end, rewarding day for the available crew. After the long hot summer the strong cold winds came as a shock, but at least it was dry.

100 SENIOR BRITAIN

With four different heat winners it was Gary Munro who emerged as pole man with Jan Herbert alongside. Munro led from the start and Herbert was soon swallowed up by Reeks and Pitts but was back in second two laps later. Herbert was forced wide at Stow as Pitts and Storey went past and then dropped to fifth as Kinsey strove to catch the leaders from a mid position start: completing a fine drive into third on lap ten. Munro had driven clear of all the action and won comfortably from Pitts with Kinsey very close behind in third.

100 BRITAIN RESTRICTED

Winner of both heats was John Everett, but Armstrong led the final in the early stages harried by Everett, Boss and Manger. Justin Kinsey joined the leading group and worked his way smartly into third place behind Armstrong who had been passed by the flying Everett. On lap six Kinsey outraked Armstrong at Stow and one lap later Armstrong went wide at the Willows and Boss, Shrimpton and Tracie Bates were past before he could recover. With no more changes up front Everett ran out an easy winner.

125

Nick Costin broke his own lap record in the heats and led the final from Barrington, Poole and S Thexton. Poole powered past Barrington on the straight and pursued Costin with some purpose. Costin came close to his lap record but was more intent on giving Poole no room to attack up the inside. Thexton G moved up to third after a slow start while Thexton S headed Reynolds and Bishop. On lap eleven Costins' hand went in the air at the Willows as his engine died, this incident spoiling an enthralling race, Barrington pulled out also two laps later. Poole who had just managed to avoid the rear of Costins' outfit went on to win from Gary and Steve Thexton.

250's

Paul Darrington and Shaun McLaughlin won one heat each but Mark Ash took pole with two good finishes.

Durance made the best start and led from Darrington and McLaughlin at the end of the first lap. Darrington powered past taking McLaughlin with him as Durance was relegated to third. Allan was also in contention while Ash came under pressure from Grocott. McLaughlin took the lead on lap six but this was shortlived as he pulled up into the pits. The gremlins then struck Dar-

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**ENGINEERING SERVICES (BEDFORD) LTD
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A WORTHY WINNER

RAC Junior Britain British Championship — Wombwell 9th-10th September 1989

Tale by Mike Hayden

Cold and windy it might have been but the threatening prospect of rain did not materialise. Although the fine drizzle early in practice had the 43 Juniors circulating warily . . .

Heat 1: 1st Jamie Spence, 2nd Graeme Melville, 3rd Jamie Davies.

Heat 2: 1st Richard Westbrook, 2nd Nicholas Lamb, 3rd Nick Fleming.

Heat 3: 1st James Matthews, 2nd Jamie Davies, 3rd Stewart Capstick.

Heat 4: 1st Gareth Hession, 2nd Matthew Davies, 3rd Josh Cobb.

Heat 5: 1st Nicholas Dudfield, 2nd Jamie Spence, 3rd Nicholas Smith.

Heat 6: 1st Mark Blair, 2nd Brad Lintern, 3rd Nick Fleming.

'B' Final

A rapid Matthew Davies on pole and Malkin on two. Firman and Lintern were on grids three and four, ahead of Patten and Manning. This would prove interesting.

Away from the lights and Davies led off pole, followed by Malkin, Firman and Patten. Down past the Wall and Davies had already opened out a cushion over Firman, who had snatched second at the top hairpin. Malkin was third, shadowed by Patten, Lintern, Manning and Dumbeck, when the red flags were waved. Ferriday and Manning had come together exiting the hairpin, with Manning flipping and requiring assistance.

Re-start

Another quick start, although a little too quick for some, as a big shunt took off ten karts at the first corner. This, however, made little difference to Davies as he took up where he left off, from Firman, Lintern, Patten, Malkin and Higginbottom. The first two quickly opened up a gap on Lintern, who had put some daylight back to Patten.

At the end of the main straight on lap three, Firman slipped ahead of Davies to lead for the first time, whilst the following trio of Lintern, Whaley and Higginbottom remained spaced out, with Greensmith and Nelson nose to tail.

By lap seven the leaders were hauling in the



New champion Jamie Davies (Pics: Iain Blair).

first of the backmarkers, giving Davies the opportunity to put Firman under renewed pressure. Three seconds later came Lintern, still pursuing strongly in third. As the two leaders weaved in and out of the rear of the field, Lintern lost a little more ground when his turn came, but he was still well clear of fourth placed Patten, as a tight entertaining scrap developed between Greensmith, Nelson and Higginbottom. As this dice progressed, Higginbottom lost touch, whilst the other two narrowed the gap to Patten.

With the end almost in sight, all hell broke loose just after the Wall, as a big shunt saw Greensmith leave his kart and bounce along the tarmac, while Nelson slammed into the marshal's post, to give shutterbug Doug Rees a shock, and Higginbottom to career into the midfield in avoidance, whacking the tyres with what seemed a big impact, although he rejoined to finish twelfth.

Firman took the chequered flag, a couple of lengths clear of Davies, with the last two 'A' places falling to Lintern and Patten.



Richard Westbrook (58) with Nick Lamb.

'A' Final

Spence
Matthews J
Smith G
Lamb
Hession
Capstick
Smith N
Horner
Cobb
Pollock
Firman
Lintern

Westbrook
Davies J
Fleming
Dudfield
Warburton
Blair
Harlow
Melville
Eastwood
Simpson
Davies M
Patten

The big one for the Juniors, as Spence pulled ahead into turn one to make sure Westbrook stayed second, from James Matthews, Jamie Davies, Smith and Fleming, with Cobb spinning away any chance he had.

Lap two and Spence was flying, already half a dozen lengths clear of Westbrook, as Nicholas Smith and Horner made bids for the scenery, both re-starting at the rear of the field. Matthews relieved Westbrook of second, Jamie Davies hung on in fourth as he towed around Guy Smith, Fleming and Dudfield. Davies then slammed past Westbrook to take third, giving Smith the chance to further harass Westbrook for fourth place.

By lap seven Matthews and Davies were nose to tail and were catching Spence. Across the line to start lap eight it was even closer and by the time they reached the Wall, all three were glued together. Smith was a dozen lengths behind this having relieved Westbrook of fourth.

Now that the race for the lead had brought the race to life, the turning point came at half distance. As often happens at Wombwell, the short fast sweeping bend after the Wall, always sorts out the men from the boys. On this occasion Spence and Matthews came to grief as one went into the back of the other. Video playback shows Davies avoiding this mēlée quite superbly, but lost so much time that Guy Smith accepted the lead with open arms. Davies slotted back into the proceedings in second, whilst the pursuing group took notice of the new developments.

for themselves. The real race was for second between Geoff McBride and Joe McCullough, however they were no match for the winner Menary. Although Raymond Lyons had a bad run of luck in the heats, his luck turned better for him in the final when he came from the back row of the grid to take fourth.

THANKS

Following a very successful weekend's racing, the UKC would like to thank all the organising teams that made the event such a success. A big thank you not only goes to all the drivers who took part from this side of the pond, but also to those that travelled from England, Scotland and Wales. From all accounts everyone had a great time and hopefully next year's event will be larger again.

The event sponsors, Dukes Transport, deserve a big thank you for organising transport for competitors from the mainland and for all the assistance to both the event and the team.

Thanks also to the St John Ambulance Brigade for their assistance throughout the weekend.

Fulbeck

SUNDAY, AUGUST 27th

JUNIOR BRITAIN

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

Heat 2: 1st Verney Wood, 2nd Darren Wandless, 3rd Paul Cooper.

Heat 3: 1st Verney Wood, 2nd Darren Wandless, 3rd James Beales.

Having led all but two laps in the heats, Wood was unbeatable in this class of twelve drivers. Since the change to a Boxer chassis he has looked very quick indeed. Darren Wandless was alongside him on the front row after a consistently rapid heats performance.

As expected Wood led the opening lap, ahead of Darren, Tagg and Beales, with Faunch on the Skippy of Wakefield skip hire Knight, having made a quick start, deposing David Wandless and Barehead with little trouble.

Whilst Wood continued his onward progress to the chequered flag, Faunch was driving better than I have seen him previously, making his way to fourth on lap two, third on lap four and into second on the following lap, a position he consolidated for the rest of the race. As Faunch took second, Darren Wandless had gone missing from that position a lap earlier, his promising day over. Third place was a hot dispute involving Tagg, Beales, Dickinson and David Wandless, with Tagg surviving until lap nine when he dropped out of contention. His place was taken by Beales, which he held to the flag, ahead of the surviving Wandless, Dickinson and Tagg.

250 NATIONAL/INTERNATIONAL

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

Heat 2: 1st Arthur Thompson, 2nd Tony Keele, 3rd No. 23.

Heat 3: 1st Arthur Thompson, 2nd Colin Kay, 3rd Jamie Vale.

With Thompson obviously on pole from three heat wins, things were looking good for him, but Club Champ Keele was poised on grid two and should never be overlooked. On the lights and it was the Anderson/Suzuki of Keele that burned rubber into the lead, with the Loctite Yamaha entered Zip of Thompson in his shadow. Woodcock followed in third, ahead of Kay, No.

23 and Vale, with novice Robert Binding next along on a Zip/Rotax.

With Keele and Thompson disputing the lead, Woodcock maintained a watchful eye from third, as Kay and No. 23 edged their bets for fourth place. Kay stayed in fourth until lap seven, when he dropped a place to No. 23 and then to Binding, before meeting retirement.

On the penultimate lap Thompson found the gap he was looking for and snatched the lead, but Keele was not the Club Champion last year by accepting defeat, fighting back around the final lap to beat Thompson to the line after a good race. Woodcock finished third, with No. 23 in fourth. Novice Binding drove well to secure fifth from Chapman and Geeson, everyone else being lapped.

SENIOR BRITAIN

Heat 1: 1st Anthony McHugh, 2nd Sean Pitts, 3rd Steve Hazlett.

Heat 2: 1st Steve Hazlett, 2nd Anthony McHugh, 3rd David Hodkin.

Heat 3: 1st David Hodkin, 2nd Chris Watson, 3rd David Mansell.

McHugh's hold on pole was short-lived and it was left to Hazlett on his Thompson & Chappell Knight/Parilla to tear away into the lead at a rapid rate of knots. O'Hara held second from Mansell, ahead of Giles and Esberger, with two amazing drives from Richardson off grid 15 and Hayden from grid 19 next along in sixth and seventh places.

Lap two and Hayden took his Kingfisher Videos Ninja past Richardson to claim sixth spot, with Sedgewick following through to drop Richardson back to eighth. Hazlett meanwhile was well clear of O'Hara at the head of the field, who was pursued by Mansell and Giles. Esberger was still fifth and was being chased by the scrapping bunch comprising Hayden, Sedgewick, Kirton (from grid 21) and Richardson. On lap five this group caught Esberger, Sedgewick moving ahead two places to grab fifth, as Hayden fought to keep Kirton at bay.

As the race entered the closing laps, the first four were unchanged, Hazlett reeling off the laps to take a seemingly easy win. O'Hara was second and clear of Mansell who beat Giles for third place. The epic dice behind this group was settled in Sedgewick's favour, with a good drive from Hayden netting sixth. Kirton's involvement in the dice for sixth ended two laps from home, when he lost a lap to finish well down. First novice in tenth place was Andrew Boss.

100 NATIONAL

Heat 1: 1st Andy Cook, 2nd Marco Vignali, 3rd Kevin Overman.

Heat 2: 1st Andy Cook, 2nd Marco Vignali, 3rd Steve Fox.

Heat 3: 1st Andy Cook, 2nd Steve Fox, 3rd Simon Barrett.

Rotax still rules the roost at club level and Cook used it to good effect. With pole to his credit, Barrett joined him on the front row, Vignali and Fox on row two.

Cook stormed off into the lead from the lights to head the opening lap. Vignali headed Barrett to take second, from Burton, Fox and Butterfield. The surprise came on lap three when Vignali snatched the lead out of Cook's grasp, at the same time as Fox bettered Burton for fourth. Still not content, Fox tracked Barrett, moving into third on lap five, which became second two laps later when Cook's promising day expired.

It was a small grid to start with, but as they entered the last lap, only seven remained and three of those were lapped. Vignali came away

the winner, Fox second, Barrett third and Butterfield fourth.

125/210 GEARBOX

Heat 1: 1st Tim Windmill (125), 2nd Andrew Bishop (125), 3rd S. Beckett (125).

Heat 2: 1st Andrew Bishop, 2nd Tim Windmill, 3rd Nick Scrimshaw (210).

Heat 3: 1st Andrew Bishop, 2nd Tim Windmill, 3rd Nick Scrimshaw.

It's not often than a 210 leads a combined gearbox grid but Scrimshaw's cracking start put his Barlotti/Villiers into the lead, ahead of Windmill, Shirley (210), Gregory (210), Hopkinson (125) and Oades (125), with Bishop way back in ninth.

Windmill disappeared from second on lap three to leave Villiers in the top three spots. By this stage however, Bishop was on full boost, having climbed as high as fifth to line Hopkinson up as his next victim. By the fifth lap the pursuit of Scrimshaw was on, Bishop having slammed by the guys in front to claim second. Gregory was now third, from No. 30 and Ray Shirley.

As the laps rolled away Bishop edged ever closer to Scrimshaw, as No. 30 took away third place from Gregory. Around the final lap and poor Scrimshaw could not hold back Bishop's assault, losing the lead on the approach to the flag.

No. 30 had driven well to take third, with 210's filling the next three places, Shirley from Hunt and Gregory, the latter losing two places during the final lap. Seventh and the remaining unlapped runner was Hopkinson.

Report: Mike Hayden

JUNIOR BRITAIN

1st	Verney Wood	Boxer/Parilla
2nd	Craig Faunch	Knight/Parilla
3rd	James Beales	TKM/Parilla

250's

1st	Tony Keele	Anderson/Suzuki
2nd	Arthur Thompson	Zip/Yamaha
3rd	Ian Woodcock	Tristar/Suzuki

SENIOR BRITAIN

1st	Steve Hazlett	Knight/Parilla
2nd	Chris O'Hara	Boxer/Parilla
3rd	David Mansell	Jeta/Dap

100 NATIONAL

1st	Marco Vignali	Sprint/Rotax
2nd	Steve Fox	Sprint/Sirio
3rd	Simon Barrett	Wright/Parilla

125/210's

1st	Andrew Bishop	Phoenix/Rotax (125)
2nd	Nick Scrimshaw	Barlotti/Villiers (210)
3rd	No. 30	

Kimbolton

SUNDAY, AUGUST 27th

30th Anniversary Meeting.
Sponsors:- LADA Cars

A good entry was received for this special celebration of thirty years of Karting at Kimbolton. Excellent trophies were provided by LADA Cars for all the winners.

Our president Ray Convine, Peggy Convine and Les Loakes, all founder members and longstanding member Charlie Goff

back markers with Arthur Wood in third place being harassed by Andy Sheahan and Dene Roberts after Richard Page had gone missing for a couple of laps. Sheahan and Roberts both slipped inside Wood on lap six, while behind them a remarkable fight for sixth place was in progress with Paul Hann sandwiched between the father and son duo of Alan and Mark Smith. By lap ten the top eight places were virtually assured and the middle runners were all fighting hard to get into the trophy list. We saw Mike Treliving and Kevin King make their way from the back to eleventh and twelfth positions while Mike Horder, Kevin Mills, Richard Robinson and John Boardman were continually at each others bumpers. All in all a first class day for the Britains with plenty of well controlled driving.

NATIONAL

Heat winners were Russell Hicks, Jeanette Peek and Craig Caldwell with Biff Harris, Lee Rennison and Steve Merry earning enough points to be in the front rows of the final grid. Most of the Nationals opted for slick tyres — a wise choice as it happened — and from the start it was Biff Harris who shot into a temporary lead until he was taken at the hairpin by Graham Gannon, who had made it from the sixth row in less than half a lap. Gannon's spurt into the lead was short-lived when Lee Rennison passed on the next bend followed by Harris who went into second place. At this stage Cliff White was fourth but on the next lap Jeanette Peek, who had not had one of her better starts, was making her presence felt by passing White and then out-braking Merry at the hairpin, to take third position. By this time the front four had pulled away from the main body and next in line was Caldwell being pushed hard by Hewland, while Barrett and Wood were always engaged in encounters of a close kind in the middle. On lap seven Harris was forced to retire with engine misfire and this allowed Jeanette Peek to close right up to Rennison's tail while they both weaved through the back markers to cross the line with Rennison just in front — a superb race by two relatively young and talented drivers.

GEARBOX

With over twenty colourful entries were treated to some of the best gearbox driving ever seen at Clay. In the 125 class it was James Ponting who had a hat trick of firsts with Rob Rickard and Dave Ellis normally taking the seconds and thirds. For the 125 final Ponting was first out of the hairpin followed by Coleman, Ellis, Blight and Rickards, though unfortunately Blight had to drop out of the fight for second place with engine trouble on lap three. With Ponting opening up a cushion interest concentrated on Ellis chasing Coleman. Rickards joined this scrap and on lap five literally crawled up the back of Ellis at the hairpin but found that this was not a practical overtaking manoeuvre. On lap seven Rickards attempted another rear assault on Ellis which resulted in Rickards taking to the countryside thereby removing the pressure for second place which was occupied by Coleman.

In the 250 class Keith Bisp had two heat wins but Paul Studley's first, second and third in the heats earned him pole for the final. From the green light Studley took the lead followed by Bisp while Trevor Harvey's race came to a halt after twenty yards with mechanical problems. Bisp's persistence behind Studley paid off on lap two when he powered to the front on the straight. Richard Leitner, laying in third place, suffered engine difficulty on lap three and retired leaving Clive Causer nicely placed until a flat tyre

brought his day to an end. Meanwhile Andy Hall found the space on inside bend to pass David Hird and this gave Hall third place, albeit somewhat behind the marvellous nose to tail scrap at the front during which Bisp held off Studley to take the chequered flag. Great to watch and a fitting finale to an excellent day's racing.

JUNIOR BRITAIN

1st Jamie Davies Wright/Parilla
2nd Matthew Davies Sprint/Parilla
3rd Mark Cornwell Whippet/DAP

SENIOR BRITAIN

1st Andrew Clark Wright/Parilla
2nd Anthony Cleal Dino/Parilla
3rd Dene Roberts Wright/Parilla

NATIONAL

1st Lee Rennison Gillard/Parilla
2nd Jeanette Peek Sprint/Rotax
3rd Steve Merry Gillard/Rotax

125 OPEN

1st James Ponting Anderson/TM

125 NATIONAL

1st Andy Coleman Zip/Goff
2nd Dave Ellis Zip/Rotax

250 NATIONAL

1st Andy Hall Zip/KTM

250 INTERNATIONAL

1st Keith Bisp Dino/KMP Rotax
2nd Paul Studley Anderson/Dino

Nutts Corner

SATURDAY, AUGUST 18th & SUNDAY, AUGUST 19th

RECORDS BROKEN AT GRAN PRIX

132 drivers turned out over the August 18th & 19th weekend at Nutts Corner to take part in the Dukes Transport Irish Kart Gran Prix. The event also saw for the first time in quite a few years drivers from Wales taking part. Whilst some of the best racing in a Gran Prix was displayed, the real show stopper was the breaking of the lap record during the Friday evening's heat.

CADETS

The drivers of the future had a good weekend's racing, with Alwyn Clyde from Coleraine being the more dominant driver. In the final he won comfortably from Hillsborough's Richard Lyons.

JUNIOR RESTRICTED

Having raced consistently in the heats, Wayne Douglas was on pole for the final with Jonathan Wright beside him. Although Wright put in a good effort he could not keep up with the faster Douglas who went on to take the title. Third on the grid, Drew Stewart raced well to take second whilst Andrew Jeffers took third.

JUNIOR BRITAIN

The favourite for the meeting Owen McAuley was on pole for the final which started in heavy rain — with everyone on slicks, a wise decision was made by the C.O.C. to stop the race after two laps, however when the drivers returned to the paddock for tyre changes the rain stopped — most drivers thinking that the rain would stay

away opted to stay on slicks — except one. As the race re-started, the pole man was getting left behind by the leaders with Jonathan Kane at the head of the field. Drama struck in the middle of the race when the heavy rain returned causing a lot of spins. McAuley, however, was the only driver out on wet tyres and with six laps to go he started to pick his way through the field. At the flag McAuley was the winner with Kane second and Peter Duke third.

100 NATIONAL

The rain didn't go away for the 100 National which saw 37 machines on the grid with the favourite Gordon Duncan at the head of the field and his arch rival Frances Stewart alongside, this being the first time in quite a while that the two had met.

From the off, the two immediately stormed ahead of the rest of the field, this being a pattern they had set up in the three heats. It soon became apparent however that all was not right in the Stewart camp as his lack of grip suggested. Duncan continued to storm ahead to take the title. Although Andrew Lyons was not as fast he held off Dino Morelli to take second.

125 P&R

All sorts of surprises were in store for the drivers in the final as the heavy rain had left a lot of water on the track. In the rolling lap it presented no real problems, however in the first lap at race speed, the favourite Roy Davison got his ignition soaked leaving Noel Strain to take the lead from the spluttering Davison. Although it took three laps for Davison to get going properly, he did make determined efforts to get back to the front of the field, however Noel Strain was too far ahead and at the line it was Strain ahead of Robert McMullan and Ken Graham.

250 NATIONAL

Alan Hyde was the man to watch for the final although England's Adrian Wilcox was displaying tactics in the heats which suggested that he meant business for the final. From the off, Hyde on pole and Wilcox beside him, set the pace with John Feeny also putting in a brave challenge. Stephen McAdam was not on the pace however and after a few laps he had to retire with engine trouble. As the race progressed Wilcox started to show off his experience when he took the lead. At the flag Wilcox was the winner with Hyde second and David Vance in third.

125 OPEN

Although Trevor Roberts has been the man to watch all season, Raymond Johnston's performance in the heats showed he meant business, the result being for the final he was on pole with Roberts alongside. As the flag dropped Johnston felt the presence of Michael Duke from behind as the second row man collided with his rear bumper. The lack of grip as the two tangled let Roberts get a valuable few seconds ahead which he kept all the way to the flag. Although Johnston fought hard he could not keep down the pressure of Leslie Currie who finished ahead of him to take second place.

FORMULA 'E'

Colin Menary was setting a blistering pace in the heats. Such was the pace, that the Friday evening heat saw him break the lap record with a time of 35.95 seconds. What made the first ever lap under 36 seconds more spectacular was the fact that he did it in poor light conditions — maybe Colin has been eating plenty of carrots recently.

From the drop of the flag, Menary set off into the distance, leaving the rest of the field to fend



Jamie Spence looked to heading for title No. 3, until clashing with Matthews.

Westbrook heading off Fleming, with a small gap back to Blair, Dudfield and Capstick, who was slowly recovering from mid-field on the opening lap.

On lap thirteen a decisive move from Davies put him into the lead at the small hairpin and pull away by a couple of lengths from Smith. Westbrook was immediately into the attack and was pressing Smith hard for second, as further back, a recovering Spence made contact with outgoing Champ Melville, who bounced across the grass to re-join the tarmac in a frightening manoeuvre, which saw him contact Matthew Davies and pitch him hard into the main straight wall. Little Matthew worked wonders to keep control and kept his pace to the finish, which came sooner than expected. Another shunt (yes, it was a hectic day) brought out the red flag for the second time on lap seventeen, with Steve Clayton, Clerk of the Course, declaring the results at lap sixteen, as 75% of the race had been run.

This left Jamie Davies, Wright mounted, a worthy winner, from Guy Smith and Westbrook, the top nine provisionally rounded off by Fleming, Capstick (a good drive), Blair, Dudfield, Spence and Melville. Protests held up the final results for a while but nothing came of them, but then Spence was excluded from eighth when he refused to be weighed. He told the scrutineer what to do to himself and was promptly excluded for his kind words of wisdom. Rather silly Jamie!

1st Jamie Davies	Wright/Parilla
2nd Guy Smith	Gillard/Parilla
3rd Richard Westbrook	Wright/Parilla
4th Nick Fleming	Sprint/Deavin Parilla
5th Stewart Capstick	Gillard/Parilla
6th Mark Blair	Gillard/Parilla
7th Nicholas Dudfield	Wright/SWRD Parilla
8th Graeme Melville	Wright/Melville Parilla
9th Matthew Davies	Sprint/Parilla



Jamie Davies shows who's best.

CLASS ONE COLUMN

Clay Pigeon TVS Superprix

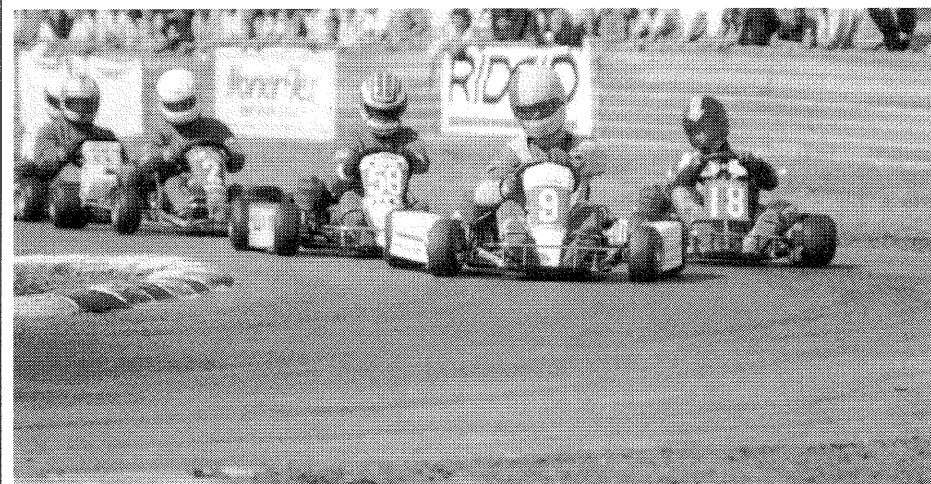
Class one karting made one of its all too rare appearances on television with a weekend of Super One standard racing at one of Britain's better circuits. It was in many ways a conspicuously successful return to the small screen and, if the first broadcast is any indication, shows karting at its best.

Racing was split over 2 days giving a very leisurely feel to the weekend which was enhanced by the fine weather. This in turn attracted an unusually big audience, particularly on the Sunday. They were also treated to a number of entertaining non karting events, most notably a rather inept display from George Polley, apparently one of this country's top rally stars in a "specially souped up Volvo" (Is this right? Ed.)

Better appreciated was the presence, both days, of Johnny Herbert, a Junior British Champion in his karting days, who cheerfully signed



Andrew O'Hara (Sprint/Rotax) back on the pace in 100 Super. Sean Nicholson went well too. . . (Pics: this column Beverley Heath).



100 National final — Ricky Flynn, Neil Hann, Paul Evans, 'Rocket Rob' Schirle and Simon Richardson.

autographs, gave interviews and even did a few laps in one of Gary Maynihan's karts. The legacy of his dreadful accident a year ago is still apparent but his formula one career now again seems more certain.

A concession made to television was unusually short heats which did detract in some ways from the racing, encouraging somewhat do or die manoeuvres and perhaps negating the setting up and tactical expertise of some of the better

drivers. Overall however this was a small price for some very excitingly staged karting. Prize money of £500 for the winner no doubt producing extra adrenalin . . .

The television presentation itself is very competent and should encourage greater interest in the concept of 100 cc karting as a TV sport.

Having said that, the predictable attention paid to Jeanette Peek, particularly her 'racing accident' with the unfortunate Paul Ozanne was



The Senior Britain boys pose with J.H. "What d'ya mean smile, we're in the B. . . . Final!

rather overplayed. Perhaps some more low camera angles with shorter lenses would have improved the sense of speed and drama, although this was much better than most previous efforts.

Those with long memories will recall Nick Brittan's controversial Mazda TV races at Rye House which attracted an international entry of great distinction. Amongst the entries at Clay was the 'Dominatore' himself Terry Fullerton but disappointingly he did not race owing to a "problem with the sponsor."

Also gratifying was the remarkably improved standard of presentation amongst competitors, new race suits and helmet paint jobs abounded...television lends much needed glamour to karting!

It is to be hoped that everyone involved (well done Neil!) felt the success of this ambitious event justified another go, perhaps networked beyond the immediate TVS region.

A number of motoring papers have mentioned French 1988 100 Supercento world champion Emmanuele Collard in connection with ELF's Francois Guiter whose past 'discoveries' include Alain Prost and Eric Bernard.

Gianni Morbidelli has become Italian Formula 3 champion after winning the Monza Lotteria, his sixth win this year. He will certainly be in Formulae 3000 next year, the Formula 135cc Tecno man having already tested Formula One for Minardi. Alessandro Zanardi, 1987 European 135cc champion, also making rapid progress in car racing and recently tested at Silverstone for Bowman Racing.

Andrea Gilardi, double Junior 100 World Champion, is now also in Formula 3, where his awesome talent must surely be quickly recognised.



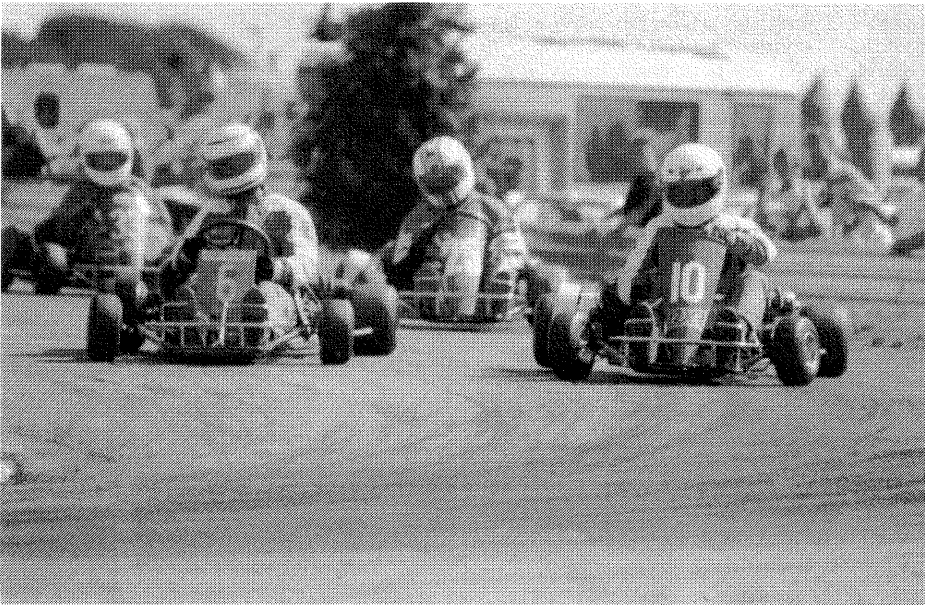
Bruno enjoyed it!



So did Ricky Flynn, 100 National Winner!



The Bat Girls... (is the cheque in the post John?).



Jamie Spence (Wright/Parilla) and Ralph Firmin (Wright/PCR) in Juniors.



Lee Rennison provided 'in race' action with a helmet mounted camera.

CLUB SCENE

Clay Pigeon

SUNDAY, AUGUST 13th

Clay Pigeon KC Secretary — Mrs C Rennison, 135 Victoria Road, Parkstone, Poole, Dorset. Competition Secretary — Jacci Whiteley, 4 Summersell House, Bentons Rise, West Norwood, London SE27 9TY.

Round six of the Club Championship and we are well into the second half of the season with eyes turning towards championship positions. The August meeting saw ideal weather for practice on Saturday. Race day on Sunday turned out contrary to all meteorological predictions for this summer. It was sort of drizzling and sort of sunny, which meant that for a lot of the time it was neither wet nor dry. An interesting day for tyre selection. With an entry of 155 and a good crowd of spectators we were treated to an interesting day of club racing with a high standard of driving.

JUNIOR BRITAIN

It was nice to see a strong turn out of over thirty entrants in this class with an increasing number of novices entering the sport. However it was also noticeable how some fathers seemed to be consistently looking the wrong way when assistance was required on the track. It can only be hoped that reminders by the Clerk of the Course will have the desired effect in the future. The four heats were most interesting with some spirited driving and varied fortunes. In fact some eleven different drivers ended up in the front three places during the heats. The B final was won by Jonathan Downer who was followed through to the A by Gareth Hunt, Mathew Isgrove, and Nathan Hall. Julian Thomas held pole for the A final though out of the hairpin on lap one it was Damien Tigwell followed by Mark Cornwall. The doubtful weather meant that a mixture of slicks and wets were being used and as the race progressed it became apparent that wets were probably the best bet. By lap four Jamie Davies had climbed up from row five of the grid and into third place, though by this time the slippery conditions were beginning to claim victims. On lap ten Davies took the lead while Mathew Davies had made it through to second place followed by Mark Caldwell, Damien Tigwell and Darren Malkin. Congratulations to Ian Seffron for earning the best novice trophy.

SENIOR BRITAIN

With some sixty drivers it took seven heats to determine the final grid. In particular we welcomed three 100UK entries with Carl Mehrer providing some spirited competition for Malcolm Budd. The C final was won by Paul Elliott and the B by Mike Treliving who was followed by Roger Smalley, Kevin King and Paul Vincent — the other 100 UK man. Anthony Cleal held pole for the A final with Andrew Clark alongside, while Richard Page and Paul Hann occupied the second row. From the green light Cleal was first out of the hairpin and stayed there for two laps until Clark took the tighter line at Billys to take lead position which he held until the chequered flag: with Cleal never more than a few inches behind. Wonderful stuff to watch and a superb exhibition of kart racing at its best by two experienced drivers. Nevertheless while spectator attention may have been focussed at the front there was plenty of action elsewhere as the slippery conditions spread out the field. By lap four three leaders were in amongst the

100 NATIONAL

Heat 1: 1st Andrew O'Hara, 2nd Darrell Beasley, 3rd Bobby Game.

Heat 2: 1st David Button, 2nd Jeanette Peek, 3rd Daniel Liddle.

As can be seen a number of 100 Super drivers were in the class for the day adding up to exciting racing. Darrell Beasley took the advantage of pole but was never more than a karts length ahead, and often less, on his way to the flag as six others followed closely. These were Button, O'Hara, Peek, Paul Evans, Andrew George and Stephen Day.

Bobby Game (BG/Rotax) flew up from 10th on the grid, breaking his own lap record with a new 39.44s to join this queue. O'Hara spun back then Game made a brilliant move into Stratford hairpin to achieve third in one go. Button slipped back to an eventual fifth, Jeanette Peek, off the front row, made good progress from an early fifth, recovering and holding second place.

125 NATIONAL

Heat 1: 1st Nick Whitehead, 2nd Willy Grieve, 3rd Dennis Gale.

Heat 2: 1st Andy Griffiths, 2nd Kim Marks, 3rd Graham Bull.

Heat 3: 1st Mark Gellatly, 2nd Andy Griffiths, 3rd Steve Puddiphatt.

Heat 4: 1st Graham Stephens, 2nd Nick Whitehead, 3rd Steve Piggins.

With 38 karts turning up for the Challenge round the B Final was won by Steve Puddiphatt, and the 125 Open (run at the same time) by Andy Fairless. The A Final front row consisted of Whitehead, Griffiths, Gellatly, and Marks and it was the latter who was away first, but not for long. As the race settled Mark Powell in the lead set a new lap record of 44.63s hotly pursued by Mark Gellatly, the two attracting all the spectators attention. At half distance Gellatly just drove around the outside of the hairpin, surprising Powell into losing first place. Nick Whitehead sped up to third place only to bypass the chicane going backwards, losing three places, then retiring. Willy Grieve thus got back his third place but he too retired. Willy Grieve thus got back his third place but he too retired. Dennis Gale occupied the spot briefly, then Andrew Sowerby, then Andy Griffiths when it counted at the end.

210 NATIONAL

Heat 1: 1st Bob Bennelick, 2nd Clive Bisp, 3rd Paul Kellett.

Heat 2: 1st Martin James, 2nd Clive Bisp, 3rd Paul Kellett.

Clerk of the Course allowed the field to have several warm up tours waiting for Paul Kellett to fire up. Clive Bisp and Bob Bennelick made the best starts, swapped first and second place a couple of times until Martin James (Dino/KMP) moved past both to secure the top place. Bennelick faded back to retire, Paul Kellett was now third and Chris Flitney fourth, Rob Peters next out of only nine finishers from 19 entrants.

250 NATIONAL

Heat 1: 1st Rowland Tompkins, 2nd Phil Hemes, 3rd Chris Tomkinson.

Heat 2: 1st Trevor Harvey (Int), 2nd Lenny Knox, 3rd John Ottrey.

Rowland Tompkins took only a brief lead from pole because International outfit Trevor Harvey asserted himself to pass and pull away. However after only a few laps he pulled off the track into retirement. Keith Bisp never really got going and had retired by one-third distance. Tomkinson and Tompkins were a long way ahead of Lenny Knox and Gary Long, then another wait for Phil

Turvey, with only Neville Robinson remaining from the two Ints.

Graham Smith

JUNIOR BRITAIN CLUBMAN

1st Malcolm Smith Gillard/Parilla
2nd Paul Giles Sprint/Parilla
3rd Marcos Burnett Wright/Parilla
4th Darren Turner Allkart/Parilla
5th Brendan Rawle Zip/Parilla
6th Simon Young Allkart/Parilla

JUNIOR BRITAIN SUPER

1st Nick Dudfield Wright/Parilla
2nd Matthew Davies Sprint/Par/PCR
3rd Damian Tigwell Wright/Parilla
4th Stuart Freegard DAP/DAP

SENIOR BRITAIN CLUBMAN

1st Phil Thompson Boxer/Parilla
2nd Colin Shanks Gillard/Parilla
3rd Mick Broadhead Wright/KTM
4th Denis Hillback DAP/Parilla
5th Tim Angus Wright/Parilla
6th Chris Winter Gillard/Parilla

100 NATIONAL

1st Darrell Beasley Sprint/Rotax
2nd Jeanette Peek Sprint/Rotax
3rd Bobby Game BG/Rotax
4th Paul Evans PCR/Rotax
5th David Button Dart/Rotax

125 NATIONAL

1st Mark Gellatly Anderson/KMP
2nd Mark Powell Zip/Goff Rotax
3rd Andy Griffiths Anderson/Rotax
4th Andy Sowerby Anderson/Rotax
5th Willy Grieve Zip/Rotax
6th Denis Gale Anderson/Minarelli
7th Toby Sinclair Phoenix/Minarelli
8th Kim Marks Stratos/Minarelli
9th Allen Dell Anderson/Rotax

CADET

1st Lars Sexton Zip
2nd Dean Haddon Allkart
3rd Barrie Wilkin Allkart
4th Jeremy Gumbley Allkart
5th John Oakley Hutless

210 NATIONAL

1st Martin James Dino/KMP
2nd Clive Bisp Barlotti/Villiers
3rd Paul Kellett Stratos/Villiers
4th Chris Flitney Dino/KMP

SENIOR BRITAIN SUPER

1st Garry Mathews Dino/KTM
2nd Paul Ibbottson Boxer/Parilla
3rd Charlie Postins Wright/Parilla
4th Sean Pitts Anderson/Parilla
5th Neil Robinson Superdart/Minarelli
6th Andy Cox Wright/Parilla

250 NATIONAL

1st Chris Tomkinson Dino/KTM
2nd Rowland Tompkins Dino/KTM
3rd Lenny Knox Anderson/KTM

125 NATIONAL B FINAL

1st Steve Puddiphatt Zip/G Rotax

125 OPEN

1st Andy Fairless Allkart/TM
2nd James Ponting Anderson/TM



CLUB SCENE

Heat 3: 1st Mark Bird, 2nd Terry Haddon, 3rd Alisatir Boyd.

100 NATIONAL FINAL

Only four managed to get out for the Final. At the green light Terry Haddon utilised his Pole position to take the early lead with Mark Bird in second place. Alistair couldn't get his Kart to fire up and so was out of the final very early on, as was Carl Thomas. However by the 2nd lap there were only the two leaders left in the race, although an attempt by novice Patrick McGee to get racing had to be abandoned in the 10th lap. Terry and Mark were close throughout the early stages but a good piece of driving by Mark took him past Terry in the 6th lap. Terry stayed in contention for most of the race but was unable to get back at Mark who seems to be very much at home on this track. Towards the end of the race Mark began to pull away slightly and was the eventual winner.

FINAL RESULTS

1st Mark Bird, 2nd Terry Haddon.

210 NATIONAL

Half a grid of Villiers today appeared to be suffering from the same Mechanical gremlins as the 100 Nationals. Three drivers failed to finish any of the heats that was if they even managed to get out that is. The others completed two of the heats which left only Bill Hilton to finish each heat with a win on each occasion. Unless the others could sort themselves out in the interval, it looked as though the final would be a gift for Bill.

HEAT RESULTS

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

Heat 2: 1st Bill Hilton, 2nd David Bailey, 3rd Mick Wilkes.

Heat 3: 1st Bill Hilton, 2nd Mick Wilkes.

FINAL

Only three drivers managed to start for the final, Bill Hilton on Pole, Rob Peters and Mick Wilkes. With the green light, Bill went into the initial lead. Rob who had only one crack at a heat took up 2nd place with Mick in 3rd. As the race got under way Rob's Kart was definitely under par as so seemed to be Mick's. This gave Bill an open track virtually and with the progression of the race opened up a lead over Rob. With a few laps to go Bill lapped Mick as did Rob a lap later but never the less, Mick was still going, which today seemed to be quite an achievement. So as the chequered flag was waved it was an easy win for Bill from Rob and Mick.

FINAL RESULTS

1st Bill Hilton, 2nd Rob Peters, 3rd Mick Wilkes.

COMBINED 125 NATIONAL, P&R AND 250 INTERNATIONAL

125 NATIONAL

Only 3 drivers entered each of whom finished all three heats. It was close racing between Barry Brookes and Mark Evans who is recently off novice plates. Barry had just the edge and had two good overall 3rds and a 4th in the heats. Novice driver A McCarthy did well finishing all the races.

125 P&R

Again only three entrants. The best results achieved by Andrew Holmes who was the only P&R to finish all three heats. Alan Ford had a no finish in the 1st heat but compensated with two good overall 6th placings. Adrian Harvey in his first race finished the 3rd heat only.

250 INTERNATIONAL

Again only three entries of whom Bob Kennings had his usual three wins over Richard Budd's usual straight 2nd's. Novice driver Alan Hills finished all three heats with two overall 5th's and a 4th.

COMBINED FINAL

As Bob and Richard streaked into the horizon, Barry Brookes (125 Nat) had a good start to take up 3rd place with Alan Hills (250) and Mark Evans (125 Nat), tucked in just behind. Alan Ford in his P&R was unable to get going making Andrew Holmes the leader in the P&R's. A McCarthy retired early in the race. After only a few laps Bob and Richard were starting to lap the rear of the pack. Barry Brookes is still going well leading the National but by mid race Mark had made up good ground and managed to get past him. From there on race positions altered very little and it was just a case of standing the duration of the race.

FINAL RESULTS

250 INTERNATIONAL

1st Bob Kennings, 2nd Richard Budd, 3rd Alan Hills.

125 NATIONAL

1st Mark Evans, 2nd Barry Brookes.

125 P&R

1st Andrew Holmes, 2nd Adrian Harvey.

BEST NOVICE: Simon Shanahan (Senior Britain)

DRIVER OF THE DAY: Lee Brookes (Senior Britain).

CHASE DRIPS

This was the last meeting at Chasewater Park for this year. Dates have been fixed for next year similar to those that were arranged for this last season. The club may be nearer to knowing the actual future of the circuit in the spring when the ministry of Transport have made a decision regarding the Motorway link up road.

However the club will be running meetings at Birmingham Wheels throughout the Year and into next every 2nd Sunday in the month.

The meeting on 8th October, 1989 at Wheels will host this years North West Karting Association Championships.

8th October will also be a round of the Super-gold Series for 210 and 100 UK.

Liz Peters

Shenington

SUNDAY, JULY 16th

Lots of Super One drivers came to race, this being their last chance before Round 4, and three lap records fell. Yet another hot and sunny day kept mechanics busy adjusting tyre pressures. The only incident to mar the day was when Steve Weatherhead on his 210 crashed rather badly exiting a fast left hander. He spent a week or so in hospital but is now recovering fast at home. Many of the crowd chose Shen in preference to Silverstone British Grand Prix, £3 rather than £35!

JUNIOR BRITAIN CLUBMAN

Heat 1: 1st Malcolm Smith, 2nd Brett Upperton, 3rd Marcos Burnett.

Heat 2: 1st Paul Giles, 2nd Terence Dove, 3rd Malcolm Smith.

As usual in Clubman the grid was practically full as Malcolm Smith, this time on the older 3-rail Gillard, went on his winning ways. Paul Giles (Sprint) got off the line faster and these two pulled away quickly from Marcos Burnett, Brett Upperton and Terence Dove. Giles' engine was a trifle off-song so Smith took full advantage taking the lead on lap two into the chicane. By lap four Dove was posted missing as Brendan Rawle continued his climb from 14th place to fifth, and Darren Turner inherited Dove's fourth. Simon Young just got past Brett Upperton on the last lap but initial novice leader Lee Whitney (Gillard) spun out of his seventh place at Cafe.

JUNIOR BRITAIN SUPER

Heat 1: 1st Nick Dudfield, 2nd Nick Smith, 3rd Jamie Scoging.

Heat 2: 1st Brad Lintern, 2nd Matthew Davies, 3rd Damian Tigwell.

With the numbers swollen by Super One drivers testing prior to Round 4 the total Junior/Cadet entry was a healthy 63 karts.

There had been a close scrap in Heat 1 between Dudfield (Wright) and Smith (Gillard), Dudfield squeezing by at Hangar but the two never more than an inch or two apart. Nick Dudfield won the final easily from pole but all eyes were on the battle between Davies and Smith for third place. Smith made his move, passing Davies into Stratford, but couldn't take the corner, re-joining at the end. This left Davies, now on a Sprint chassis, free to tackle Lintern, Davies elbowing him out of the way into retirement exiting Hangar hairpin. Damian Tigwell (Wright) and Stuart Freegard (DAP) impressed with fine drives from 7th and 13th on lap 1 to 3rd and 4th by the flag. Those leaders were circulating in low to mid 41's but if the lap record was broken it was not officially recorded.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st Phil Thompson, 2nd Jason Wetherill, 3rd Dennis Hillback.

Heat 2: 1st David Storey, 2nd Colin Shanks, 3rd Mick Broadhead.

Phil Thompson made no mistakes this time to take pole but David Storey (Jeta) alongside shot off the line first and straightaway made a new lap record of 42.74s as he pulled, only to seize a few laps later. No-one could now challenge Thompson on his Boxer/Parilla from the train behind consisting of Colin Shanks, Tim Angus, Mick Broadhead and Denis Hillback. Angus slipped back to fourth as Tim Rust took a tumble in front of the crowds with Paul Eden first novice in tenth.

SENIOR BRITAIN SUPER

Heat 1: 1st Martin Verity, 2nd Neil Robinson, 3rd Paul Ibbottson.

Heat 2: 1st Darren Gibbs, 2nd Sean Pitts, 3rd John Yeoman.

Garry Matthews on a Dino/TKM outfit was on pole but Gibbs beat him away, but staying ahead for only two laps. Now under pressure from Verity, the two collided in the chicane, putting Verity out on the spot and Gibbs Allkart well back. Thus promoted Paul Ibbottson held second, Charlie Postins third and Harry Handkammer as high as fourth before seizing joining John Yeomans and many others in retirement. Andy Cox came from third last to finish sixth, following Pitts and Robinson.



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CHRIS CRACKS IT!

CADWELL PARK SATURDAY SEPTEMBER 2nd, 1989

RAC LONG CIRCUIT CHAMPIONSHIPS — ROUND 5

CADWELL CLUB FINALS

Chris Stoney aboard his Anderson shatters the lap record in the first heat and goes on to win the Final in style from Martin Hines; Simon Cullen notches up his sixth successive win in the 125 Open class; Boyd Barrington takes his fifth victory of the season in the 125 Nationals; Phil Featherstone grabs No. 1 spot for the first time this year in the 210 Nationals and Mark Webster pilots the WPT Anderson to another victory which puts him in an unbeatable position in the RAC Championship.

That, in a nutshell, was the September Cadwell but there was, of course, much more to it than just winners.

The Cadwell Club had received a pretty good entry for their last event of the '89 season, held on the Club Circuit under a cloudy sky with at times a chilly wind. Around 160 drivers had signed on and that number included all the Grand Prix winners, proudly showing off their GP plates. 125 Open runner Simon Cullen preferred the Red Zero from his UK Cup success with just a discreet GP on the bottom corner of his end plate. Read into that what you will!

One rather black cloud descended over the meeting when Anderson pilot Phil Glencross was despatched to Louth Hospital after a nasty 'off' at the Gooseneck. At first it was feared Phil had suffered a broken leg, the later news was that no breakage had occurred but that Phil was suffering from a back injury, fortunately not thought to be too serious.

So, on to the racing and as usual the 210 Nationals were the first out on the circuit for their heats.

First for Phil

About 30 Villiers drivers were in the programme and from the first heat it was RAC points leader John Brennan who took first spot with Phil Featherstone claiming second. Kevin Bonarski was third from Tom Thacker, Steve Hurst and Jeremy Pinny. Brennan put in the fastest lap of the six with a 1m 9.8.

Positions were reversed in the second heat... Featherstone taking the win from Brennan whilst third placed Igor Ashwell took fastest lap with 1m 8.8. Tom Thacker, Duane Sutch and Pinny completed the top half dozen and the resultant final grid sheet had Brennan on pole... Featherstone alongside and Thacker making up row one. Pinney, Hurst and Gary Adnit made up row two with Bonarski on row three.

Ten laps then for the final and on the green it was Featherstone who made the best of it to lead the pack into the hairpin for the first time. Duane Sutch tried a bit of grass racing from the start with Clerk of Course Ron Goodsir showing some neat footwork to get away from the danger.

One lap gone and Phil Featherstone was obviously in determined mood... he had pulled out a fair lead to leave Igor Ashwell in charge of the rest. Bonarski was in third spot ahead of Brennan, Thacker and Andrew Mears.

By the close of three laps Simon Quance was seemingly in trouble whilst Featherstone was already closing on the first of the backmarkers.

The Kobra driver had a long lead as they went into lap five... Ashwell was still in second place with Brennan in close attendance.

George Bett was the next to suffer from the gremlins leaving the fray after six tours.

Featherstone meanwhile was pulling away as each lap passed and after eight tours he was into the Hairpin as second placed Ashwell approached Mansfield. Brennan had closed right up on Ashwell during lap seven but then by the close of eight he had dropped out of the running although still able to hang on to third spot.

Steve Hurst was holding fourth place from Thacker with Pinny next up. One lap to go and the Flying Featherstone had a huge lead... barring mechanical problems he was home and dry. Brennan WAS in trouble for during lap nine he lost three places as Bonarski, Hurst and Thacker all relegated him to sixth spot. Pinny was next up ahead of the first of the 125 P & R runners, Gary Needham.

The last lap produced no changes to the leading order other than the further demise of John Brennan... the Irishman slipping back to just a couple of places from last at the flag.

Featherstone then took his first win of the year... and in his usual style, when asked afterwards if he had been rash enough to change the piston, he replied 'No, just a new ring!'

In walking away to such a dominant victory Phil also put in the best lap of the final... equalling Ashwell's second heat time of 1m 8.8.

1st	Phil Featherstone	Kobra/FVP
2nd	Igor Ashwell	Aero/Longtune
3rd	Steve Hurst	Zip/KMP
4th	Tom Thacker	Invader/Invader
5th	Kevin Bonarski	Zip/Bonarski Villiers
6th	Jeremy Pinny	Aero/Ellison Villiers
Race time: 11m 38.4 — 75.77mph.		

With just one round in the RAC Championship remaining... at Pembrey on October 22nd... John Brennan, despite his no points finish is still ten clear of Phil Featherstone.

Barrington Best

A close study of the times for both heats and the final would show that Boyd Barrington aboard his Zip/CSK Rotax quickened his pace each time out. His first 125 National heat win included a fastest lap of 1m 6.5... next time out he won again with a best of 1m 6.4 and then he promptly added his sixth victory of the year in the final to include a lap of 1m 6.3.

The final grid sheet showed Malcolm Clark alongside pole man Barrington with Derek

Wilson making up row one. Graham Stephens, Gary Ashurst and Sean Mellor made up row two with Colin Mason on three and brother Ian on five. The latter apparently fully recovered from his Silverstone high flying display!

So, on the green it was Malcolm Clark who made the best of it in the dash to the hairpin whilst the unfortunate Graham Morris failed to get away properly and pulled off into the paddock.

One hectic lap complete and as they appeared at Mansfield it was still Clark in charge... Barrington was second... Ashurst was up there and so was Stephens.

Two laps gone and the GP plates of Barrington were in the lead... Clark had second... Stephens third from Ashurst with Derek Wilson in there making it a very tight scrap for the first few places. As half distance approached so Barrington began to ease away slightly. Clark and Ashurst were battling over second spot whilst Colin Mason had put his No 1 plates into fourth place. There was then a gap before Derek Wilson led Mark Thompson and Sean Mellor.

Barrington soon settled into a comfortable first place but the fight over second was quite something... Mason, Clark and Ashurst were the three involved and it was cat and mouse stuff with positions constantly changing.

Into the last lap and Barrington was still well clear and seemingly in no trouble... backmarkers had been put between him and the second place battle and that was where the action was taking place!

They went into the last tour with Ashurst leading Clark and Mason but out of Mansfield for the last dash to the flag and Clark appeared all alone! After being on the fringe of the battle Mark Gellatly came home in third spot with Colin Mason finally getting fourth from Ashurst. Derek Wilson made up the top six after what had been yet another entertaining 125 National final.'

1st	Boyd Barrington	Zip/CSK Rotax
2nd	Malcolm Clark	Zip/Rotax
3rd	Mark Gellatly	Anderson/Rotax
4th	Colin Mason	Zip/Minarelli
5th	Gary Ashurst	Zip/Rotax
6th	Derek Wilson	Stratos/Rotax
Race time: 11m 17.6 — 78.09 mph.		

Boyd Barrington heads the RAC Championship chase with 38 points and it all goes to the last round at Pembrey.

Webster No. 1

Just over 40 single cylinder entries provided as always some good racing with current No. 1 Derek Rodgers leading the way in the two heats. Under strict orders not to break any personal bits and pieces... Derek was due to fly out East a few days after the meeting... he nevertheless showed a fair turn of speed during the two six lappers. A quick lap of 1m 3.4 was his from the first heat but then Mark Webster piloted the WPT Anderson round the Club circuit in a 1m 2.9 during his second place run in the second heat. Colin Fletcher notched up a couple of third places from the heats with Pete Morgan slotting his

Brian and Tim circulated together for the entire race with nothing to choose between them. The gap at the flag was only a couple of seconds, the longest it had been due to an error by Jones with only a little time remaining.

Third place went to Robert Crabtree, inheriting that place after Alan Lopez retired with two to go on Andy Martin's old outfit.

Iain Blair

Results	
CADET	
1st	Mark Nadolski Allkart
2nd	Craig Murray Ecosse
3rd	Paul Jones Zip

JUNIOR BRITAIN	
1st	Robert Jenkinson Gillard/White Parilla
2nd	Stephen Laird Gillard/White Parilla
3rd	Richard Blackburn Jeta/DAP
4th	Lee Jones Wright/TKM

100 BRITAIN	
1st	Mark Walker Zip/Ken-L TKM
2nd	Chester Nadolski Jeta/DAP
3rd	Eric Dews Wright/Parilla
4th	Paul Douglas Wright/TKM
5th	Phillip Guijarro Wright/Parilla

100 NATIONAL	
1st	John Docker DAP/Rotax
2nd	Nick Stamper Birel/Rotax
3rd	Andrew Stanton Wright/Rotax
4th	Don Ashbridge Sprint/Ken-L Rotax

125 NATIONAL	
1st	David Blackshaw Zip/CSK Rotax
2nd	Chris Bell Stratos/Minarellis
3rd	Anthony Orton Stratos/Rotax
4th	John Heatlie Zip/Surespeed Rotax

125 P&R	
1st	Wayne Orton Aero/Honda
2nd	Stan Burn Phoenix/Kawasaki

210 NATIONAL	
1st	Tom Earl Stratos/TEV Villiers
2nd	Paul Clapham Zip/EDD Villiers
3rd	Mark Leybourne Barlotti/Villiers

250 NATIONAL	
1st	Brian Crickett Zip/KTM
2nd	Tim Jones Zip/KTM
3rd	Robert Crabtree Zip/TKM

Chasewater

SUNDAY, AUGUST 28th

This meeting was the Annual Crystal Challenge which was a sponsored meeting by DMA Racing. Not a bad entry with this being the last of the double scoring for club championship points. The meeting ran an uneventful course as weather conditions were ideal for racing.

JUNIOR BRITAIN

The heats saw two wins for Ryan Hensman who has been absolutly flying these last few meetings. The other win was had by Paul Reynolds, who drives with such controlled skill. Peter Budd, Simon Manton, Jonathan Philips and Julian Thomas all had consistently high placings in all

three heats. Richard Brunning and Edward Watts were the best placed novice drivers, as was Christian Vann who had two good 8ths before suffering mechanical problems which excluded him from the Final.

As is customary with the Juniors it could be anybodies race in the final, including Paul Kennings and Adam Wilcox who both had two good heat results to compensate for a no finish each.

JUNIOR BRITAIN FINAL

As this enthusiastic grid of drivers thundered in to the first bend the initial lead was taken up by Paul Reynolds, with Julian, Simon and Ryan just behind heading the other drivers all of which were closely packed together. It seemed from very early on in the race that Julian was determined to take the lead and this he did in the next lap. However in the 5th lap he lost the lead to Paul Reynolds again and it was in the next lap, the 5th in which a very unlucky Julian found himself in the sand at the bottom of the track and was unable to restart. It was at this point that Ryan seized his opportunity to become the new race leader ahead of Paul and Peter Budd also moved moved up the field to take up 3rd place, ahead of Simon, Paul Kennings, Jonathan and Adam. With this new race formation the race progressed with force allowing the leaders to lap back markers fairly early on in the race. With regard to the novice drivers the best performance was seen from Richard Brunning who kept his place throughout the race. The continuation of the race saw very little change in positions but there was particular close racing for the lead between Paul Reynolds and Ryan and ?. However as the race reached its final stages, Ryan maintained his lead and was the race winner ahead of Paul Reynolds.

FINAL RESULTS

1st Ryan Hensman, 2nd Paul Reynolds, 3rd Simon Manton.

SENIOR BRITAIN and 100 UK

Due to large numbers the Senior Britains were divided into two, restricted drivers having their own race.

In the heats it was a win each for Mark Lawson, Lee Brookes and Chris Parkes who failed to finish the first two heats. Chris Winter had two good 2nd places which gave him a front row position alongside Lee for the final. Consistent high placed heats were seen from Brendan Kierle and a number of drivers had a no finish or low placed heat but redeemed themselves with two good results in the other heats. Such drivers were, Harvey Small, Roger Davies, Ian King and Richard Chandler.

The two 100 UK drivers Mick Pritchard and Richard Johnson completed all three heats with respectable results, showing they were well on par with the Britains.

HEAT RESULTS

Heat 1: 1st Mark Lawson, 2nd Chris Winter, 3rd Mick Pritchard (UK).
Heat 2: 1st Lee Brookes, 2nd Chris Winter, 3rd Brendan Kierle.
Heat 3: 1st Chris Parkes, 2nd Lee Brookes, 3rd Mick Pritchard (UK).

FINAL

At the start it was the two front row drivers who held their positions to take the lead, Lee just ahead of Chris. Paul Browning had a flier of a start which pushed him from the rear of the grid up into 6th place just behind Mick and Richard Johnson, in their UK's headed by Mark Lawson in 3rd place. By lap 6 Mark had overtaken Chris

Winter to be the 2nd placed man but it was still Lee out in the lead looking comfortable. However in the next lap Chris determined to keep in touch passed Mark. In the 12th lap we saw two front runners retire, Mark Lawson and Paul Browning. This allowed Roger Davies who had been having a steady drive to move up in to 3rd place. Over the last few laps Chris Parkes who had started from the back had been steadily working his way through the field and by the 14th lap had moved in front of Roger to be the new 3rd placed man.

Mick Pritchard had regressed down the field leaving Richard as the best placed UK in an overall 5th place. Just behind him was Richard Chandler who had had the most consistent drive of the race maintaining his grid position throughout. Lee was well out in the lead and in the final stages in fact the last lap Chris Parkes who had fought all the way just pipped Chris Winter to take the 2nd place, behind Lee who was the well deserved race winner.

FINAL RESULTS

SENIOR BRITAIN 100 UK

1st Lee Brookes, 2nd Chris Parkes, 3rd Chris Winter, 5th Richard Johnson, 12th Mick Pritchard.

SENIOR BRITAIN AND 100 UK

RESTRICTED

There was some quality driving from the novice drivers especially in the form of Simon Shanahan who had three straight wins in the heats well ahead of the other. Only one other driver managed to complete all three heats and that was Simon Rose who is always seen to try very hard when on the track. 100 UK driver Kevin Corbett had a good 2nd and 3rd to compensate for a no finish in the 2nd heat.

HEAT RESULTS

Heat 1: 1st Simon Shanahan, 2nd Kevin Corbett (UK), 3rd Simon Rose.
Heat 2: 1st Simon Shanahan, 2nd Branson Poyner, 3rd Michael Grainger.
Heat 3: 1st Simon Shanahan, 2nd Tim Pole, 3rd Kevin Corbett.

FINAL

Simon Shanahan shot off the line to take the early lead with Kevin in his UK and Simon Rose just behind. In 4th place was Ian Higgins who failed to finish one heat. It was just 4 or 5 laps before Simon Shanahan lapped the back markers. Kevin was the nearest to him and was doing well in 2nd but even he was 5 yards or so back. Simon Rose driving steadily was in 3rd but a good half a lap down. Further back still Ian Higgins and Robert Taylor who also failed to finish a heat were holding their own obviously having more luck in the final. As the race entered the final stages Simon was in a league of his own and took the flag in style.

FINAL RESULTS

SENIOR BRITAIN

1st Simon Shanahan, 2nd Kevin Corbett, 3rd Simon Rose, 4th Ian Higgins.

100 NATIONAL

A small grid in this class. Terry Haddon had two 2nd's and a win and Mark Bird had two wins and an unlucky no finish in the 2nd heat. Alistair Boyd returning after nuptials finished all three heats having a 2nd and two 3rd's.

HEAT RESULTS

Heat 1: 1st Mark Bird, 2nd Terry Haddon, 3rd Alistair Boyd.
Heat 2: 1st Terry Haddon, 2nd Alistair Boyd, 3rd Carl Thomas.

CLUB SCENE

lap ten having not been able to pass Ariss. With the field now well spread out Webb was still ahead with Barrington second then Wigg and Ariss. With two laps left Roy Gallant was now closing in on Ariss but seemingly left his challenge too late. So at the flag it was Webb, Barrington, Wigg and Ariss.

RESULTS

Heat 1: John Lyne, 2nd Andrew Mears, 3rd Tim Ablitt.
Heat 2: 1st John Lyne, 2nd Andrew Mears, 3rd Andrew Ayers.
Heat 3: 1st Andrew Mears, 2nd John Lyne, 3rd Tim Woodward.

FINAL

With the front three away from the line together, it was Andrew Mears who emerged first out of the bottom bend followed by John Lyne, Tim Woodward and Tim Ablitt (you just can't miss those red leathers). By lap three, Mears was a good 50yds ahead of Lyne still holding second and Andrew Ayers having moved up into third. Mears was increasing his lead rapidly lap by lap and had to contend with quite a few stoppages on his travels. With two laps to go and a very depleted field left running, Mears was a winner by a mile with Andrew Ayers in second and Tim Woodward third and these were the final results.

250 NATIONAL AND 'E' COMBINED

Heat 1: 1st Andrew Hornigold, 2nd Gary Llyde (E), 3rd Colin Smith.
Heat 2: 1st Gary Llyde (E), 2nd Mark Pointer, 3rd Andrew Hornigold.
Heat 3: 1st Dave Durance (E), 2nd Gary Llyde (E), 3rd Mark Pointer.

FINAL

With a good grid out for a change, Andrew Hornigold was first away with Gary Llyde close and Dave Durance making a flying start from second row of the grid. Hornigold was going well and holding onto his lead until he stopped on the third lap which let in Llyde to take the lead ahead of Durance and Mark Pointer. Lap six saw Llyde stop with a broken chain and Durance taking the lead just ahead of Pointer in second and Darren Wenn in 3rd. As the laps ticked by, several karts had stopped and Durance had moved ahead of Pointer with Wenn further back. With only five left in the running these were the positions at the flag.

JUNIOR BRITAIN

1st	James Beales	Zip/TKM
2nd	Tony Parfett	Kestral/Parilla
3rd	Piers Stanbury	Superdart/TKM

SENIOR BRITAIN

1st	Nigel Ibbs	Wright/TKM
2nd	Mark Brown	Zip/TKM
3rd	Christopher Wildey	Wright/TKM

100 NATIONAL

1st	Gordon Chenery	Wright/Rotax
2nd	Howard Duff	Wright/Rotax
3rd	Ian Tubby	Sprint/Parilla

125 NATIONAL

1st	Steven Webb	Spyda/Minarelli
2nd	Roger Barrington	Spyda/Minarelli
3rd	Mick Ariss	Spyda/CSK Rotax

125 OPEN

1st	Nigel Wigg	Anderson/CSK Rotax
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210

1st	Andrew Mears	Bullitt/APM
2nd	Andrew Ayers	Zip/Villiers
3rd	Tim Woodward	Barlotti/Villiers

250 NATIONAL

1st	Mark Pointer	Kobra/Suzuki
2nd	Darren Wenn	Zip/KTM

250 'E'

1st	Dave Durance	Kobra/LB Rotax
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Wally Case

Rowrah

SUNDAY, JULY 9th

The sun beat down on those gathered to do battle for our third meeting inside six weeks. The entry was slightly low but that was no doubt due to our recent schedule and the lure of clashing meetings elsewhere. Still, those at Rowrah had a great time with few problems on or off the track.

CADET

A newcomer to Rowrah provided a shock to regular hotshoe, Mark Nadolski, by pushing him all the way in heats and final. The newcomer, Marc Rotherham, settled quickly into the groove as if he'd never been away.

The final proved to be a battle royal between Nadolski, Rotherham and a rejuvenated Dickie Wilson, the latter two having the best of the scrap as Nadolski pulled away after a few laps. The conflict ended in tears at the last corner with Wilson trying a rather optimistic move taking himself and Rotherham off and letting Craig Murray into second place at the last gasp. Both gyrating drivers restarted to finish 6th and 7th behind Paul Jones, Keith Brown and Jonty Robson.

JUNIOR BRITAIN

A slightly smaller grid than usual but in view of the number of meetings recently, perhaps not too surprising.

The final was a brilliant drive from Robert Jenkinson, leading throughout in a really mature display that would have been unthinkable two years ago. Stephen Laird chased Robert all the way but was really powerless to do anything as Robert was on a roll and impossible to halt. Richard Blackburn was third all along with Lee Jones for company from Tom Luton and Rob Barff completing the race order, Daniel Grears having disappeared on the last lap.

100 BRITAIN

Sanity was restored to the racing this month after the goings on two weeks previously. The entry was as good as ever and I feel the Britain class may be benefitting from the recent huge escalation in the cost of running even a clubman National outfit.

Mark Walker was the quickest in the heats and anxious to make up for missing out the previous week at Larkhall's qualifier. He shot into the lead from the lights and despite the threat of some serious racing by Chester Nadolski, Mark was always comfortable at the front and never really threatened. Eric Dews seemed determined to give Chester a hard time but he had some fair opposition behind him too with a few places being shuffled fairly regularly. Paul Douglas made the long journey worthwhile with 4th place with

5th going to Phillipe Guijarro and 6th to Andrew Unsworth.

100 NATIONAL

A sadly depleted grid here due to the clashing qualifier at Clay Pigeon and the ever increasing cost of competing at this level. Best performance of the heats was undoubtedly from Chris Needham equipped with a Parilla and gaining some fantastic results against the mighty Rotax. Andrew Stanton made a welcome return to the track with backing from Karts 'n' Parts and he was quick to get things sorted close to his liking.

The final was a John Docker benefit as JD shot off the line and despite being well ahead at the end of the first lap, never let the pace drop and won quite easily at the end. Second throughout the race was Nick Stamper, getting the Birel dialled into the circuit very well indeed. He hopes to import that marque in the near future as quality Italian style never goes out of fashion. Stanton was a fine third on his return from Don Ashbridge, also getting to know the ins and outs of Rotax power. 5th was Michael White who was team-mate to the unfortunate Needham who retired on the 6th tour, with Lloyd Ross bringing up the rear.

125 NATIONAL AND PR

Pretty good entry here although the P&R's were missing the name of Des White off their list as Des had hurt his foot earlier in the week and was unable to race. Craig Dixon made a racing return to Rowrah and was expected to show as well as he had done at last years two-day meeting.

The gods were against Craig in the final as David Blackshaw shot off the line to lead the snarling throng and was never headed despite some hairy attempts from Chris Bell to get closer. Dixon retired from 4th on the sixth lap whilst Selkirk's John Heatlie made an error on the 4th tour and was punished three places for it, getting a couple back by the flag. Anthony Orton was the driver who benefitted best from the error and he took another Rowrah third place. He must be getting sick of that. 4th was Heatlie from Mike Johnston and Chris Eplett.

The P&R drivers had their own little race within a race with the final verdict going to Wayne Orton who always managed to keep a Nat between himself and the other P&R of Stan Burn.

210 NATIONAL

The second Rowrah leg of Bill Mee's 210 Shield saw sufficient entries for the lads to have their own final but the smart money was on one driver only, Tom Earl.

He didn't get away quite as quick as he wanted in the final with the result that Geoff Preston led after the first lap, but the flying Earl was soon past and set about building up a lead which can only be described as massive. By half distance the gap was embarrassing and Tom had to resort to all sorts of physical contortions to maintain his interest in the race. The challenge from Preston failed to last beyond the 8th lap with Geoff's retirement leaving Paul Clapham a long way adrift and the only unlapped driver at the flag. Third was claimed by Mark Leybourne with Neil McQuade 4th and Gary Soakell 5th, just ahead of Colin Mee, the final runner.

250 NATIONAL

The nats were actually joined by the Yam twin of Andrew Cockburn but after a couple of laps of the final, the motor died and that was that. Brian Crickett started the race well to the front but with Tim Jones breathing down his neck, the final was anything but a foregone conclusion.

Webster prepared KTM into fourth place each time out.

Paul Goodison and Barry Sherriff had a fifth spot each with Andy Martin and Arthur Thompson claiming sixth place from the heats.

The final grid sheet then had Rodgers on pole... Fletcher alongside and Morgan completing the row. Goodison was on row two in the company of Arthur Thompson and Sherriff. Webbie was on row three... he had a bad first heat... Keith Bisp was in the middle of the row with yet another Webster KTM in the hands of Kevin Routh making up the row.

The new GP plates of Martin Pluck languished on row eight. So, out of Mansfield they came... the pace car pulled off... the green appeared and it was Derek Rodgers who made the best start to lead the field into the first of ten tours.

Webbie got away well from row three but after one complete lap Rodgers had the upper hand... Fletcher was second... Webbie third and Goodison fourth.

In typical 250 National style we were treated to a tense battle for the lead over the opening laps. Fletcher led after two... Rodgers was back in front as they went into lap four... he held that as they completed the lap but then Mark Webster found the self prepared KTM was running well and at the half way stage the WPT Anderson was in front.

Rodgers' Anderson hung on to second from the Zip of Fletcher whilst Andy Martin had put his Zip/Honda into fourth spot ahead of Sherriff and Goodison.

Into the second half of the race and wider gaps began to appear at the front as Webbie eased away from Rodgers and the rest. The first of the backmarkers was swallowed up by Webbie on lap eight and over the final two tours there was an abundance of slower runners about as Webbie maintained his lead. Rodgers held second... Fletcher was third... Martin fourth and a hard charging Martin Pluck up to fifth from being twenty third on the starting grid!

Goodison was next ahead of Routh and at the flag that was the order with Webster taking the victory that appeared to be out of reach earlier in the day.

1st	Mark Webster	Anderson/MWR KTM
2nd	Derek Rodgers	Anderson/Wood Yamaha
3rd	Colin Fletcher	Kelgate Zip/CJF Honda
4th	Andy Martin	Zip/Honda
5th	Martin Pluck	SRS Lazer/TC Suzuki
6th	Paul Goodison	Zip/KTM
Race time: 10m 38.7 — 82.85 mph.		

Fastest lap of the final: Mark Webster — 1m 3.2 — 83.73mph.

Mark Webster has now had four wins this season... all of them at RAC rounds so he leads the points table with 41. Defending Champ Derek Rodgers has 35 points but with just one round to go Webbie is assured of the British No. 1 for '89. Whatever the outcome at Pembrey, taking dropped scores into account and number of wins, etc, the British Championship is once again on the way to Ormskirk. Superkarts next year? Who knows?

Just a final word for Pete Morgan... after having two good heats and a front row spot for the final a broken chain robbed him of what might have been a decent result. That's racing.

Six to Simon

Chris Stoney may have left the 125 ranks but in doing so he also left his mark on the class with a CSK prepared Rotax in the hands of Simon Cullen. The UK Cup and Grand Prix title holder

went into the day with a three point lead over Irishman Trevor Roberts in the RAC stakes and ended it with his sixth successive victory an a six point advantage. This is not to say it was easy... Trevor Roberts won both heats to take pole for the final whilst Simon had a seventh and a third. This still gave him a front row start with Graham Barker taking the middle berth in row one.

Paul Molloy was on row two in the company of Michael Duke and Roy Patterson.

At about 4.20pm the green appeared and it was Cullen who got away well. Poor Alex Pettigrew was left on the line to struggle away in last spot... but the race was on.

At the close of lap one Paul Molloy led... Cullen had second Patterson third. Graham Barker tried a bit of grass cutting exiting Mansfield as he and Molloy got a little too close for comfort but after two tours it all changed. Cullen now had the lead... Molloy second... Wigg third from Barker... Webbb... Ziemelis and Patterson. For the next two laps Cullen held the advantage... but at the halfway mark Roberts found a little extra to snatch the lead as they went into lap six. Gaps were now beginning to appear but the battle at the front was close. Cullen was back in the lead after six laps... for laps seven, eight and nine Roberts was to take over. Barker had been running strongly in third... having got past Molloy but he disappeared after eight laps to leave the former British Champ and his Stratos in third. That wasn't to last though as Paul went missing next time round! As they went into the last of ten hours Roberts had the edge with a long gap back to third placed Webb. Cullen though managed to find enough to not only close the gap to Roberts but to take over at the front again. Out of Mansfield for the last time and it was Cullen who emerged first... Roberts held second... just 9/10ths of a second was the difference after ten laps. Webb came home third from Pettigrew... the latter having recovered well from that awful start whilst Mead and Duke completed the top six.

1st	Simon Cullen	Anderson/CSK Rotax
2nd	Trevor Roberts	Zip/Rotax
3rd	Steven Webb	Spyda/Minarelli
4th	Alex Pettigrew	Anderson/CSK Rotax
5th	Stuart Mead	Anderson/Hurley Rotax
6th	Michael Duke	Anderson/TM
Race time: 11m 00.1 — 80.16 mph.		

Fastest lap of the day for 125 Open: Simon Cullen — 1m 4.6 — 81.91 mph.

Pembrey should be worth seeing... can Simon collect ALL the special plates, he has the Zero and GP with the No. 1 to play for.

Chris cracks it!

The usual timed session for the Superkart lads was somewhat marred by the accident involving Phil Glencross at the Gooseneck. It was not entirely clear just how and why he left the circuit but he was taken to Hospital from where it was later learned that a back injury had been sustained and he would be detained for observation.

In the short time he had been mobile Phil had set the quickest lap... his name being at the top of the published list with a time of 58.1, Chris Stoney was next fastest, just one tenth down on that time whilst Ian Woodcock surprised everyone with a time that matched the best Tim Parrott could offer... a 58.3. Martin Hines came next on 58.4 with Ian Shaw a little disappointed on 59.2... a time he shared with Roger Goff.

Talk was of a lowering of the Club circuit lap record... Phil had dipped under it in the timed session and Chris had equalled it so it certainly appeared to be on.

The Castleford Ace didn't disappoint... in a

scorching first heat he ran out the winner by six seconds from Tim Parrott... a race average speed of exactly 90 mph... and dropped that lap record to a 57.4 second speed of 92.19 mph.

Roger Goff had third from the first heat ahead of Martin Hines with Ian Shaw and Alan Pritchard completing the top six.

Race ten in the programme... heat two for the Superkarts and we had a different winner. Hines it was who came out best from this one... Parrott claimed another second spot whilst Mr Stoney was third. He did though take fastest lap... 57.8, whilst Shaw took fourth spot from Pritchard with Woodcock in sixth.

The final grid sheet had Stoney on pole... Parrott alongside and Hines completing the row. Shaw, Pritchard and Woodcock made up row two with Denton, Gray and Stoddart on row three.

The sun was trying hard to make an appearance as the small field crept forwasd awaiting the green and on the change of lights it was Hines surging ahead to lead them into the hair-pin for the first of ten rapid laps. They all safely negotiated the tight turn and headed up Cop-pice. One lap completed and Hines still led... Stoney though was getting closer and closer and by the time they had completed lap two the Anderson pilot was ahead of the Zip Boss... and easing away!

Parrott had third from Goff whilst Pritchard was ahead of Shaw. Stoney began to consolidate his lead and by half distance was well clear of Hines, the latter was coming under increasing pressure from Parrott as the leaders began to close on backmarkers.

Alan Pritchard was out at around half distance... the cloud had once again hidden the sun and Stoney was still in command. Nothing changed really over the remaining laps... Chris Stoney ran out the winner by three seconds from Martin Hines... the Castleford driver easing his pace a little by the close. Tim Parrott came home third from Roger Goff with Ian Shaw ahead of Peter Gray to complete the top six.

Just ten karts were running at the close but the performance of Chris Stoney was worth watching if nothing else. He now goes into the final round of the British Championship at Pembrey with a three point lead over Current No. 1 Tim Parrott. They both have yet to drop scores... Chris has a lowest of one whilst Tim has to drop five as it stands now. South Wales should prove interesting... can Stoney take the British Title in his first full Superkart season?

1st	Chris Stoney	Anderson Mirage/CSK Rotax
2nd	Martin Hines	Zip/Zip Rotax
3rd	Tim Parrott	Kelgate Anderson/Anderson Rotax
4th	Roger Goff	Zip/Goff Rotax
5th	Ian Shaw	Zip/Zip Rotax
6th	Peter Gray	Anderson Mirage/Anderson Rotax
Race time: 9m 46.3 — 90.26 mph.		

That then was the close of Cadwell's kart racing year. Yet another enjoyable visit to Lincolnshire and the good news is that John Shaw has his usual five dates for 1989. They are provisional as yet and there is the possibility of at least one being on the full circuit. Get these in your diary now... February 25th... April 22nd... June 17th... July 15th and September 1st.

See you at Pembrey... if I can find it!

REPORT BY MIKE SMITH



ANDERSON

COMPETITION EQUIPMENT

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WORLD AND EUROPEAN CHAMPIONS



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CLUB SCENE

McLaren took an early lead and pulled away from the pack to end up with 1/2 to 3/4 length lead on Christofferson who at one time lost his second place to Kirkcaldy but managed to get it back to cross the line before him. As the first three drivers were sitting in their karts ready to do a lap of honour the sun came out and stayed out for the rest of the day.

125 National had Reid on Pole with Stoddart alongside him followed by King, Ostrau, Cranston, McQueen, Gammie, Goodall, Brady and Meikle. Stoddart took the lead with Gammie and McQueen hard on his heels, this later changed to Stoddart, McQueen, Gammie with the third place being taken over by Reid, meanwhile the first two placed men were battling it out with McQueen trying all the tricks he knew to get past Stoddart. As the end of the race approached McQueen tried to go wide on Beeches at the same time as Stoddart moved across resulting in the unhappy position of both drivers coming off leaving the way open for Reid to press home the advantage and take the flag with Cranston and King in 2nd and 3rd. Cranston not even realising his place as he came into the pits but counting himself lucky as earlier he had almost tipped over as he came round pit bend cutting it tight and over steering losing control for a few seconds as he went up onto two wheels.

100 National had Duncan on pole with Brookhouse alongside then Rattray, Wightman, East, Marshall, McDonald, Hay and Gomeche. Duncan retired early with mechanical problems a very disappointed man after having done so well in the heats, Rattray took the early lead but soon lost it to McDonald, trying several times to gain it back and almost succeeding but it wasn't to be leaving McDonald to regain his crown for a further year. Rattray having to be content with second and Wightman third.

Junior Britain started with pole going to Kirkcaldy with Davidson beside him then Larid (Stephen), Masson, O'Brien, Ritchie, Wilson, Luton, Laird (Alexander), Kennan, Mutch, Bonner, Stobie, Morrison and Suttie. Kirkcaldy took the lead and held on to it for the complete race to take the flag, the second and third places changing between S Laird, Davidson and Wilson in the end it was Laird in second place with Wilson hot on his heels.

125 Open had Urquhart on pole, Cook, Hynds, Park, Stoddart, Reid, Brady, John Brolly, Jim Brolly, McQueen and Keenan. Urquhart kept the lead with Hynds and Park hart after him, this changing to Park and McQueen and then McQueen and Park. It then became McQueen trying all he knew to get past Urquhart but trying not to make the same mistake he had made in Nationals that put him out of the race. Both Brollys retired with problems likewise Reid. A couple of times McQueen almost came off on the hairpin leaving his braking too late in an effort to get past Urquhart but to no avail and followed Urquhart across the line in second place with Stoddart taking third.

Senior Britain and Kinsella had pole in this with Graham alongside, followed by McDonald (Desson), Boyd, Christofferson, McMillan, Mutch, McDonald (Jonny), Phillips, McMorland, Doulgas, Andrews, Miller, Perrott, Davie, Docherty, Stobie and Yeomans. Kinsella was determined to stay in No.1 and continued to keep the pace on throughout the race. Having lost Jonny early on Desson tucked himself into second followed by Graham, this changed over later with Graham catching the leader up but not able to find the extra required to get past, even the at one time they were side by side so at the flag

it was Kinsella, Graham with Desson losing out to Douglas for third place.

After a break to organize the presentations the ceremony was dutifully performed by Lady Strathnaver (resident in Dunrobbin Castle with her husband, owner of the land the track is sited on). The winners were presented with the ASKC trophy, their new S plates and each winner and placed man received an engraved cup or paperweight from Caithness Glass as a memento of their achievement on the day, the usual champers sprayed the crowd and all the Cadets received a prize. All in all an excellent weekend's Karting.

G K Parks

ASKC SCOTTISH KART CHAMPIONS 1989

CADET 45

Peter McLaren WSKC Edinburgh
Zip/Comer

125 National 5

John Reid WSKC Blantyre
Zip Bandit/Stoney Rotax

100 National 35

Jonny McDonald WSKC Kinross
Zip/Boyce Rotax

Junior Britain 29

Andrew Kirkcaldy WSKC St Andrews
Wright/TKM Parilla

125 Open 43

Bill Urquhart NSKC Drumnadrochit
Zip Bandit/CSK Rotax

Senior Britain 59

Julian Kinsella GKC Turriff
Wright/BTR Dap/TKM

...held at LITTLEFERRY CIRCUIT, GOLSPIE, home of the NORTH of SCOTLAND KART CLUB. Saturday 9th and Sunday 10th SEPTEMBER 1989

Ellough

MONDAY, AUGUST 28th

Entries were the best of the season for this the Beccles and districts "Pride of the East" meeting. A few drops of rain descended during scrutineering but the sun soon adorned us and stayed that way for the rest of the day. Most classes were very well supported, although the Cadets were unfortunately a bit thin on the ground. It was nice to see a good grid of 250's battling it out and also those "Glutton for Punishment" fellas who turned up having raced the previous day. What they'll do to get their hands onto a shield.

JUNIOR BRITAIN

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

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

Heat 3: 1st Stuart Saggars, 2nd James Beales, 3rd Piers Stanbury.

FINAL

By the first bend it was James Beales in front with Tony Parfett and Tommy Field very closely following. After a couple of laps James was

moving well ahead of Tony who himself was way out in front of Piers Stanbury in third place. Lap 9 saw four retirements through mechanical failure with the first three well spread out. Unfortunately from here to the flag it was a bit of a procession with James having a comfortable win over Tony in second and Piers taking third.

Heat 1: 1st Nigel Ibbs, 2nd Ken Reay, 3rd Christopher.

Heat 2: 1st Jason Lane, 2nd Nigel Ibbs, 3rd Paul Pettitt.

Heat 3: 1st Nigel Ibbs, 2nd Paul Pettitt, 3rd Christopher Wildey.

FINAL

Nigel Ibbs and Paul Pettitt lead as they entered the bottom hairpin with Christopher Wildey leading the rest of the field in third place. By the 3rd lap Ibbs was a good 50yds ahead of Pettitt with Mark Brown challenging Wildey for 3rd. With Graham Souster taking to the field on the exit to the pit bend and a couple of retirements all on lap 9, Ibbs looked a winner all the way. Mark Brown was now in second place closely followed by Pettitt and Wildey. Lap 13 produced some very close racing right up to the flag with Wildey, Pettitt and Ken Reay fighting it out for 3rd place. Ibbs took the flag with a comfortable win over Brown 2nd Pettitt 3rd and Wildey 4th.

(Pettitt was docked one place for voluntarily admitting to going off line and missing the sways.)

100 NATIONAL

Heat 1: 1st Gordon Chenery, 2nd Howard Duff, 3rd Ian Tubby.

Heat 2: 1st Gordon Chenery, 2nd Howard Duff, 3rd Allan Thomson.

Heat 3: Gordon Chenery, 2nd Howard Duff, 3rd Allan Thomson.

FINAL

With only 10 karts making the parade lap it was a case of could Howard Duff get one over the flying Gordon Chenery on pole. It was in fact Chenery who pulled just ahead of Duff from the line with Allan Thomson in 3rd place. By the 3rd lap, Duff was pushing Chenery all the way, these two a good 75 yds ahead of the rest of the field. As the laps ticked by, Duff just hadn't got the edge on Chenery who was in fact moving further and further ahead. Back down the field Ian Tubby had passed Thomson on lap 10 to take 3rd but was having a job hanging on to it. As the last lap board was shown, Chenery was still well ahead of Duff with Tubby having an easier time in 3rd place. These were the final placings.

125 NATIONAL AND OPEN

Heat 1: 1st Steven Webb, 2nd Roger Barrington, 3rd Mike Keeler.

Heat 2: 1st Steven Webb, 2nd Nigel Wigg, 3rd Roger Barrington.

Heat 3: 1st Steven Webb, 2nd Nigel Wigg, 3rd Roger Barrington.

FINAL

As anticipated by heat results it was Steven Webb first away from pole with Roger Barrington alongside. Third was taken by Mick Ariss who made a fantastic start from further back on the grid. By lap three, Webb was still ahead of Barrington who had both moved ahead of the field. Ariss was still holding third although Martin Baker was now challenging. By lap seven, Nigel Wigg had moved his water-cooled past Ariss but seemed too far back to make any serious assault on the two front men. With Barrington still holding onto Webb in first place, Baker stopped on

CLUB SCENE

Golspie

ASKC Scottish Kart Championships 1989

Saturday 9th September dawned with the sun shining and 70 drivers eager to get racing, at the North of Scotlands Kart track at Littleferry, Golspie. Six classes were being contested, Cadet, Junior Britain, Senior Britain, 100 National, 125 National and 125 Open. Many drivers had been at the track since early in the week testing and setting up their equipment hoping on the day all would be well. Although there was a drop of over 30 drivers taking part this year thanks to the RAC organizing major events south of the border the enthusiasm was buzzing around the pits. The classes were all pretty even with no one appearing to have an edge due to major sponsors etc. Practice over and everyone in their place racing commenced at 1pm with the Cadets kicking off the first heat, 7 drivers lined up for the start. Peter MacLaren took the early lead with Hans Christofferson hard on his heels these two pulled away from the rest to take a comfortable lead leaving Alan Kirkcaldy, Niki Dickson, Jonathon Fyda, Andrew Foyle and Robert Wilson to fight it out for the remaining places. Peter MacLaren led for the whole 10 laps taking the flag with Christofferson 2nd and Kirkcaldy 3rd.

125 National saw 10 drivers on the grid 5 club drivers Robert Brady, Ian Ostrau, Roy McQueen, Andrew Meikleand, Les Cranston all hoping to beat their fellow drivers from the other 3 clubs taking part. Graham Gammie and Brian Goodall from Grampian, John Reid and Bill Stoddart from West of Scotland and David King from Kingdom Kart Klub. John Reid took an early lead with Goodall and McQueen hard on his tyres (heels). Seniors were racing over 12 laps half way through still saw Reid in the lead but the second two men had changed places and that's how it stayed till the flag with Reid followed by McQueen and Goodall.

3rd heat was 100 National, 9 drivers took part in this one with the view that it would be John Rattray, Ray Duncan, Jonny McDonald (the 1988 champion) or Paul Wightman who would take the flag but Derek Hay, Peter Marshall, Les Gomeche, Nic East and John Brookhouseall determined to try their hardest to make their mark on the race, Duncan took the lead with Rattray almost locked on to his bumper making sure he did not get away, McDonald retired early with carb trouble (this was to plague him for the rest of the day) so Hay took the third position all the way to the flag.

Junior Britain of which there were 15 were next on the dummy grid the second biggest class to take part, only 3 local drivers in the form of David O'Brien, Andrew Morrison and Tom Luton, they were joined by Colin Suttie, Sandy Bonner, Stuart Mutch and Dean Masson from GKC, James Davidson, Stephen Laird, Laurence Keenan, Scott Stobie and Andrew Kirkcaldy of WSKC and Steven Wilson, Douglas Ritchie and Alexander Laird from KKK. Davidson who had pole position kept it right to the flag with O'Brien, Masson and Wilson hard after him, and thats how they crossed the line.

125 Open saw eleven drivers line up with four from National entering this class, they being Reid, McQueen, Brady and Stoddart, these were joined by Frank Hynds, Gilbert Keenan, Paul Cook, Jim and John Brolly, Kevin Park and Bill Urquhart. McQueen took the lead with Reid and Cook all the way to the flag.

The final class in the first heat to line up was the biggest with 18 Senior Britains. Jonny McDonald trying to repeat his 100 National results of last year with Andrew Graham (1987 SB Champ), Alex Stobie, Paul Douglas and Neil Miller from KKK, Ian Perrott the only local driver in this class, WSKC's James Boyd, Lyle McMorland, Stephen Phillips, Desson McDonald, Erik Christofferson, Michael Andrews. William McMillan and Jason Yeomans, with Julian Kinsella, Kevin Docherty and Alan Mutch from GKC. Kinsella took the early lead with Yeomans and Douglas following, this continued for most of the race with the rest of the pack fighting it out for the remaining places, McDonald having dropped out again due to Carb problems. The last lap saw Kinsella still out in front with Yeomans and Douglas side by side into the last (pits) bend as they turned the corner Douglas went off after the two had collided right on the bend. Yeomans spun ending up facing oncoming drivers, with the rest of the pack hard on their heels something had to happen and sure enough Christofferson having been tucked up tight behind another driver suddenly found himself heading into Yeomans, with nowhere to go the driver in front of him having managed to side step the obstruction on the track. Christofferson caught Yeomans Kart and proceeded to pirouette down the track on the grass verge, in the process knocking Yeomans over the line facng backwards. Only damage was to karts and pride with no drivers being injured.

Cadets lined up for Heat B this time it was Christofferson from WSKC who took the lead with McLaren (also WSKC) and Kirkcaldy (the same) following him but McLaren took the lead back again half way through with Christofferson and Kirkcaldy following him home.

125 National had McQueen in the lead with Reid trying all he knew to get by and Stoddart in third place at the flag the first two men remained the same but Gammie was able to pass Stoddart to take the third place.

Race 9 100 National had Duncan take the flag, McDonald who had solved his problem temporarily came second and Rattray third.

Junior Britain out next and it was Kirkcaldy's turn to take the honours followed home by Davidson and Mutch.

Race 11 125 Open had Stoddart winning with Park and Hynds in tow.

Last again for heat B was the Senior Brits, McDonald still troubled dropped out, but Kinsella still going well retained his form to take the flag with Desson McDonald and Graham taking the other two places.

It was then time for a short break to get fed and watered up to then there had been some excellent racing with the field forming two or three groups depending on the number in it each giving entertainment for their own group with close racing.

It was time to start the last heats of the day so Race 13 with the Cadets headed off from the dummy grid for the last time today. Again it was McLaren to take the lead dominating the race as he had done for the two previous races, Wilson settled into second place with Christofferson in third, at the flag it was McLaren followed by Christofferson and Fyda.

125 National saw Gammie, McQueen and Reid the early leaders but McQueen retired with problems leaving Reid to move up in second place and Stoddart in third and thats how they crossed the line.

100 National had Rattray take and hold on to the lead to take the flag with Duncan and Wightman swapping the second the third place throughout the race but at the flag it was Duncan

followed by Wightman to follow the winner over the line.

Junior Britains had Laird the winner followed home by Wilson and Mutch.

125 Open saw Cook in form having been in 2nd position at the off, McQueen who had been pole man had to retire again. Urquhart and Park were the follow up team for most of the race but at the flag it was Cook, Urquhart and Stoddart who took the honours.

Last race of the day Senior Brits, had Docherty take the lead with Kinsella and Graham hard on his heels, Yeomans did a repeat of his first race spinning off on the pit bend this time it was Stobie that ended up going into him and being thrown clear of his kart, with the track blocked so early in the race it was stopped and the Ambulance called, luckily it was not needed and returned to its post, Stobie had bruising but apart from that and some damage to his kart, was ok. The race restarted in its previous formation Graham started to pick his two rivals off one by one and as the flag came down a happy Graham crossed the line with Docherty and then Kinsella having to be satisfied with 2nd and third place.

It was over for the day time to relax, dissect the problems of the day, retry equipment that had let them down and get fed, with a disco planned for the evening in the Marque beside the pits for the more energetic.

Sunday came bringing with it dull overcast skies and a chill in the air, would it rain? We hoped not although I'm sure some drivers would have welcomed it. Head D and one more set of races to determine the positions for the finals, last chance to do well.

Cadets away and Fyda who had been on pole kept his position to take the flag., McLaren having to make do with 2nd place but he had done enough for pole for the final anyway, third man home was Christofferson who just couldn't seem to find enough to get past McLaren.

125 National had Stoddart, McQueen and King take up the early positions with Reid taking this position over further into the race and holding onto it to follow the other two over the line.

100 National had McDonald once more on form, his problems with the carbs sorted, he led from early on to finish with Duncan and Wightman taking 2nd and 3rd.

Junior Brits had Kirkcaldy taking the lead with Laird (Stephen) and Mutch swapping places throughout the race, at the flag however it was Laird who left Mutch to follow in his tread over the line.

125 Open with Urquhart taking his lead and holding it to the end, John Brolly and McQueen dived for the following positions with Brolly leading most of the way but having to be content with third place at the flag.

Senior Britain race 24 and the last before the finals. Phillips took the early lead with Graham and Boyd behind, half way through Graham had taken over with Phillips and Boyd. With the flag in sight it was Graham first over with Phillips 2nd and Boyd losing out to Kinsella for the third place.

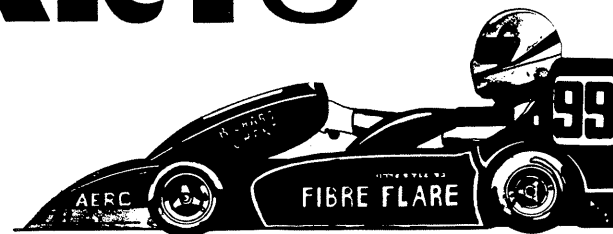
Time for a beak for the marshalls and time for the lap scorers to get to work on the grids for the finals. The rain still hadn't shown itself. The finals were to consist of 18 laps for the Juniors and 24 laps for Seniors. Mad activity was going on in the pits with mechanics making the last adjustments it was now or never.

THE FINALS

We would soon know who would be the Scottish Champion of their class, the Cadets led off with McLaren on pole, followed by Christofferson, Fyda, Kirkcaldy, Dickson, Foyle and Wilson.

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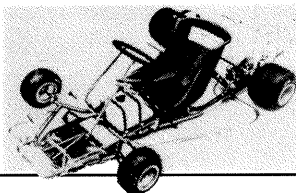
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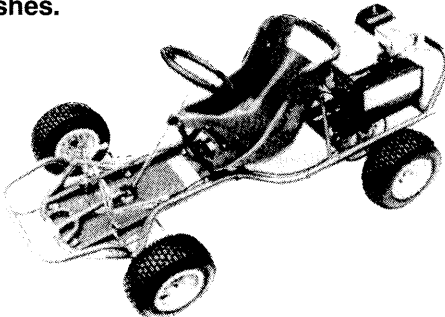
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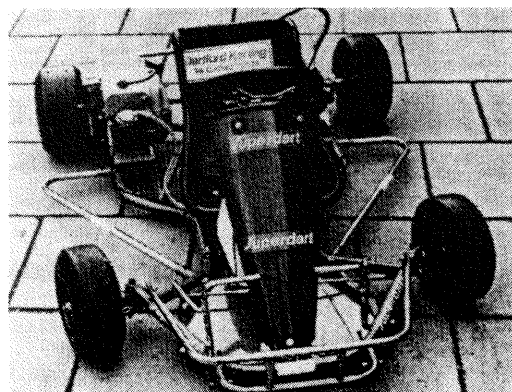


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BORDER CHAMPIONSHIP UPDATE ROUNDS 1 & 2

LARKHALL

CADET

Pole here to Hans Christofferson with Mark
Nadolski alongside and Peter Maclaren on
the second row with Dickie Wilson.

Hans got the better start but with just one
lap completed was out of the reckoning
with a seize. This handed the lead over to
Nadolski but Mark wasn't having it easy as
Maclaren was right on his bumper and
angling for a way past. On the sixth lap he
got it and despite some terrific lead-
swapping, held on to take the flag first. The
early third placed driver, Dickie Wilson was
eventually overtaken by Alan Kirkcaldy and
a late charge from a surprisingly subdued
Craig Murray. A true feast of great Cadet
driving.

JUNIOR BRITAIN

An astounding entry list produced the second
pole of the meeting for Duncan White with Peter
Dumbreck annexing top spot from Alan Mackay,
Gary Robertshaw and Andrew Kirkcaldy took up
the second row with Laurence Keenan and
Nathan Ferriday on the third.

The final was run in very close order with
Mackay taking over the lead on the second lap
from Dumbreck and holding it to the flag. That
all sounds remarkably simple but the display
these two put on was really quite something and
was spoiled with only two laps left by a back-
marker moving across Dumbreck and taking him
off. Thus the rest of the race was an easy affair
for Mackay as he comfortably won from Robert-
shaw. Ferriday was third from John Nelson,
James Davidson and Andrew Kirkcaldy. Dum-
breck was restarted to finish a disappointed 8th.

100 BRITAIN

Another pole position to a White driver, this time
Alex Jack. Alongside Alex was K Doherty with
Chris Rankin and Jason Yeomans on row two,
the third row containing Michael Andrews and
Scott Armstrong.

The final was put beyond all doubt in the first
few laps as Jack scorched ahead and built up a
tidy cushion over the following drivers. Second
throughout was Rankin with Scott Armstrong
taking a well deserved third place following the
drive of the day making up for a poor start in
the final. Fourth was Yeomans from Colin
McCorquodale and Phillipe Guijarro.

100 NATIONAL

These drivers were joined by the lone Super of
Paul Henderson who breezed through the day
and wound up with maximum points.

Pole for the Nats was Alex Jack, his second and
White's fourth of the meeting, surely some sort
of record. Fellow Super One competitor, Johnny
MacDonald was alongside with the second row
a high powered line-up of Stu Davison and John
Docker with Chris Armstrong and John Duncan
on the third.

Once again the early initiative went to Jack,
pulling out a small gap to leave MacDonald to be
hounded by the Super of Henderson. Davison
was well placed behind these three with Docker
and Daniel Liddle next up, this battle to end in
tears when an over-optimistic passing
manoeuvre by Liddle took him and Docker off.
In the confusion, Chris Armstrong was through
ahead of Davison with David Tooley just behind

them. That was the way it finished, the last few
laps being something of a stalemate.

125 NATIONAL

Bill Stoddart had pole from Frank Hynds and
John Reid with row two going to Willie Grieve
and Mike Johnstone.

The final was a hard fought affair with three
different leaders. Reid first until halfway round
the first lap when Hynds took over. He held off
the scrap containing Reid, Stoddart and Grieve
until the 9th tour when Stoddart made the best
of some confusion to take the lead. Hynds was
dropped briefly to 2nd but Grieve was right
there and soon annexed the runner up spot for
himself. Hynds slipped further back a little later
and had to make do with 4th at the flag behind
Reid.

125 OPEN

John Reid, running in two classes, was on pole
with Gilbert Keenan and Jim Brolly next up and
the second row consisting of Kevin Park and Phil
Talbot, the first of the other classes.

Keenan took up the lead immediately with
Brolly along next and Park crawling all over the
back of the pair of them. Lap five saw the lead
change with Park taking two drivers within a lap
and extending his lead almost immediately.
Keenan was to last but a handful of laps after
that and he departed the scene to leave just two
Opens at the flag, Park taking the win from
Brolly.

125 P&R, 210 AND 250 NATIONAL

The P&R entry boasted two drivers, with M
Hughes joining regular Wayne Orton for this
race. Phil Talbot was the sole 250 representative
as was J Bell for the 210's.

Despite all the experience at his command,
Orton was powerless to stop the TM onslaught
from Hughes in the final and had to settle for
the runner up honours. Phil Talbot and the man
Bell both survived to take the 250 and 210 classes
respectively.

Results

CADET

1st	Peter Maclaren	Zip
2nd	Mark Nadolski	Gillard
3rd	Alan Kirkcaldy	DAP

JUNIOR BRITAIN

1st	Alan Mackay	Gillard/SO/DAP
2nd	Gary Robertshaw	Jeta/GEP/Parilla
3rd	Nathan Ferriday	Gillard/Parilla
4th	John Nelson	Wright/Ruther- ford/EME

100 BRITAIN

1st	Alex Jack	Gillard/White Parilla
2nd	Chris Rankin	Gillard/Parilla
3rd	Scott Armstrong	DAP/DAP

100 NATIONAL

1st	Alex Jack	Gillard/Rotax
2nd	Johnny MacDonald	Zip/Boyce Rotax
3rd	Chris Armstrong	DAP/GEP Rotax
4th	Stu Davison	TKM/Rotax

125 NATIONAL

1st	Bill Stoddart	Zip/Rotax
2nd	Willie Grieve	Zip/Rotax
3rd	John Reid	Zip/Rotax

125 P&R

1st	M Hughes	Allkart/TM
2nd	Wayne Orton	Star/Yamaha

125 OPEN

1st	Kevin Park	Bandit/TKM
2nd	Jim Brolly	Barlotti/Rotax

210

1st	J Bell	Zip/Villiers
-----	--------	--------------

250

1st	Phil Talbot	Zip/Yamaha
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ROWRAH CADET

The race would be decided primarily by four
drivers, Hans Christofferson, Craig Murray, Mark
Nadolski and Dickie Wilson, all placed right at
the sharp end of the grid.

Murray took the lead from the off but it was
Christofferson who was to gain the upper hand
next time round and lead from then to the end,
always with Murray breathing down his neck.
A short distance behind them saw a breathtaking
battle between Dickie Wilson and Mark Nadolski
resolve itself in favour of Wilson, his best race
to date. Stacey Fell drove very well indeed to
secure 5th at the flag from the novice driver
Mark Hudson.

JUNIOR BRITAIN

Another cracking final in store certainly lived up
to expectations with all the leading drivers from
round one well placed on the grid for round two.

Ferriday led the field away with Mackay, Dum-
breck, Nelson and Steve Wilson next along in
a multicoloured train. Lap four saw Mackay out-
fumble Ferriday and take over in the lead, a
position he was not to lose in the rest of the race.
Pretty soon after, Ferriday was to suffer more as
both Dumbreck and Nelson dropped him to 4th
where he had the attentions of Wilson to deal
with. Thereafter, although there was much cut-
and-thrust, this wasn't converted to place
changes so the winner was Alan Mackay from
Peter Dumbreck, John Nelson, Nathan Ferriday,
Steve Wilson and Gary Robertshaw.

100 BRITAIN

Much hassle in this class with two stewards
enquiries resulting from one heat alone. The
results of those were that Desson McDonald has
his licence suspended for 30 days, thus missing
the RAC Qualifier at his home circuit. Scott Arm-
strong and Terry Stamper both gained endorse-
ments with Stamper also incurring a £30 fine.
The final was thankfully a more sedate affair.

Jason Yeomans had pole and used it wisely to
get away first followed by Chris Rankin et al.
Phillipe Guijarro, Stephen Phillips and Nicky
Mason were all part of the chasing group with
much good clean scrapping going on for a
change.

The lead changed hands on the 10th lap with
Rankin taking over a lap before Yeomans spun
out to the back of the pack. This left Rankin
fairly clear at the front to win from Guijarro,
Phillips and Mason. Colin McCorquodale was
5th from Scott Armstrong, Mark Gales and Terry
Stamper. Both Armstrong and Stamper making
good progress considering their heat exclusions.

100 NATIONAL

The sole Super of Paul Henderson joined the
National ranks again with Alex Jack, Stu Davison, ►

John Docker and David Tooley among the entry on green plates.

Davison took up the lead from the lights with Docker, Jack and Tooley all well placed in case of a slip. They didn't have long to wait as some form of tangle took place spinning Stu round and out of the race. The Super was still in the lead but the leading National was now Docker from Jack and Tooley, all four circulating as one — Rotax power seen as a great leveller with no-one able to make the break. Lap nine saw the chance that Tooley had been waiting for as Jack was delayed in a move to depose Docker allowing David to slip in on the blind side. Andrew Keenan was now up to 4th from Nick Stamper who was now the only unlapped driver left, the other two being Rob Edwards and Peter Boardman. With the flag at the ready, the order in the end was a win to John Docker from David Tooley, Alex Jack, Andrew Keenan and the rest.

125 NATIONAL, OPEN AND P&R

The combining of the various 125 classes saved invaluable time as well as the usual boredom factor associated with small grids.

David Blackshaw led the first lap before Willie Grieve took over at the front and gradually eased away to a good win. Blackshaw's challenge was destined to end before half distance with David retiring, handing over the runner up spot to Bill Stoddart with Anthony Orton taking up 3rd place, one he held to the flag. Frank Hynds had some difficulty passing the Carlisle duo of Chris Bell and Brian Bird but, once through, set off after the third placed man Orton, just running out of laps. Bell was 5th with Gordon Brown just easing Bird out of 6th by the flag.

The P&R category was a matter of staying on the track for Wayne Orton as he had no competition. The story was different in 125 Open though. Kevin Park had led throughout but was due to be lapped by the Nat winner as they

approached the line. Grieve was the second of the two across the line and so the displayed flag was for him only. Park thought otherwise and pulled off before he took the flag, thus excluding himself from the results and giving the win to the lapped Jim Brolly. Park was less than pleased at the result but according to the rules the decision was correct. LESSON: make sure you DO take the chequered flag.

250 NATIONAL

There were only four takers for the final with all eyes on Andrew Harvey to take a comfortable victory. That is in fact what happened with the remaining places remaining static to the flag. Novice drivers Tom Docherty and Hartley Timmins came in 2nd and 3rd over Kendal's Phil Talbot. Although there were two Formula E's on the entry list, neither driver made it to the final so no trophies were offered. PLEASE can we have some more E's at Rowrah. The circuit isn't that difficult, is it?

Iain Blair.

Results

CADET

1st	Hans Christofferson	Allkart
2nd	Craig Murray	Ecosse
3rd	Dickie Wilson	Jeta
4th	Mark Nadolski	Allkart

JUNIOR BRITAIN

1st	Alan Mackay	Gillard/SO DAP
2nd	Peter Dumbreck	Gillard/White Parilla
3rd	John Nelson	Wright/Rutherford EME
4th	Nathan Ferriday	Gillard/White Parilla
5th	Steve Wilson	Gillard/White Parilla

100 BRITAIN

1st	Chris Rankin	Gillard/Parilla
2nd	Phillipe Guijarro	Wright/Parilla
3rd	Stephen Phillips	DAP/Parilla
4th	Nicky Mason	Gillard/Parilla
5th	Colin McCorquodale	Wright/Parilla
6th	Scott Armstrong	DAP/GEP DAP

100 NATIONAL

1st	John Docker	DAP/Rotax
2nd	David Tooley	Wright/Rotax
3rd	Alex Jack	Gillard/White Rotax
4th	Andrew Keenan	Gillard/Rotax
5th	Nick Stamper	Birel/NSR Rotax

100 SUPER

1st	Paul Henderson	Gillard/Rotax
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125 NATIONAL

1st	Willie Grieve	Zip/CSK Rotax
2nd	Bill Stoddart	Zip/Rotax
3rd	Anthony Orton	Stratos/Rotax

125 P&R

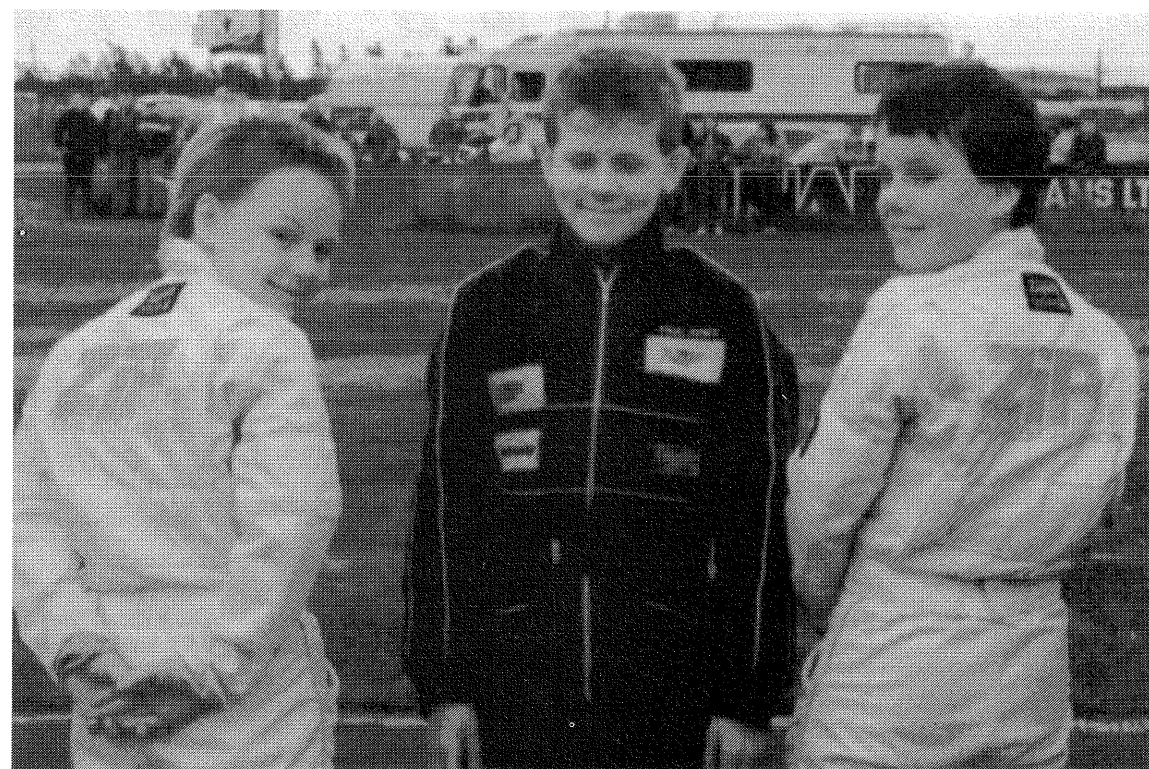
1st	Wayne Orton	Aero/Honda
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125 OPEN

1st	Jim Brolly	Barlotti/Rotax
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250 NATIONAL

1st	Andrew Harvey	Anderson/Wood Yamaha
2nd	Tom Docherty	Zip/Yamaha
3rd	Hartley Timmins	Phoenix/Yamaha



These 'poseurs' were snapped by Jenny Jones at the Wigan C.I.K. event (l to r) — Danny Yeomans, Paul Jones and Peter MacLaren.

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Results

1st	Lars Sexton	Zip
2nd	Dean Haddon	Allkart
3rd	Barrie Wilkin	Allkart
4th	Jeremy Gumbley	Allkart
5th	John Oakley	Hutless

by **Graham Smith**

ELLOUGH

Heat 1: 1st Chaz Parfett, 2nd Roderick Burgess, 3rd Michael Raffell.
Heat 2: 1st Chaz Parfett, 2nd Michael Raffell, 3rd Roderick Burgess.
Heat 3: 1st Chaz Parfett, 2nd Michael Raffell, 3rd Lewis Richards.

FINAL

From pole it was Chaz Parfett who hit the front with Michael Raffell and Lewis Richard half a length behind. By the fourth lap Chaz had a lead of 25 yds over the rest, with a bit of a scrap going on for 2nd place between Lewis, Roderick Burgess and Michael. With Chaz way out in front by lap nine and Roderick spinning out on the bottom corner, Michael had moved up into 2nd place and Lewis third. By the last lap the field was well spaced out around the circuit and it was Chaz who took the flag well ahead of Michael and Lewis 2nd and 3rd respectively.

Walley Cass

1st	Chaz Parfett	Superdart/Comer
2nd	Michael Raffell	Superdart/Comer
3rd	Lewis Richards	Allkart/Comer

CHASEWATER WHEELS

This class saw a complete sweep of first positions in the heats by Ben Purkis, who drove with his usual determination and mature skill. However Tom King who was also celebrating a Birthday was so very close on Ben's tail in two of the heats, was driving with equal quality. Another driver Chris Eaton who has recently joined the ranks of the regular driver was also in contention in the heats. It looked very much as though the Final would be won by one of these three.

HEAT RESULTS

Heat 1 1st Ben Purkis, 2nd Chris Eaton, 3rd Stu Wilson.
Heat 2: 1st Ben Purkis, 2nd Tom King, 3rd Chris Eaton.
Heat 3: 1st Ben Purkis, 2nd Tom King, 3rd Chris Eaton.

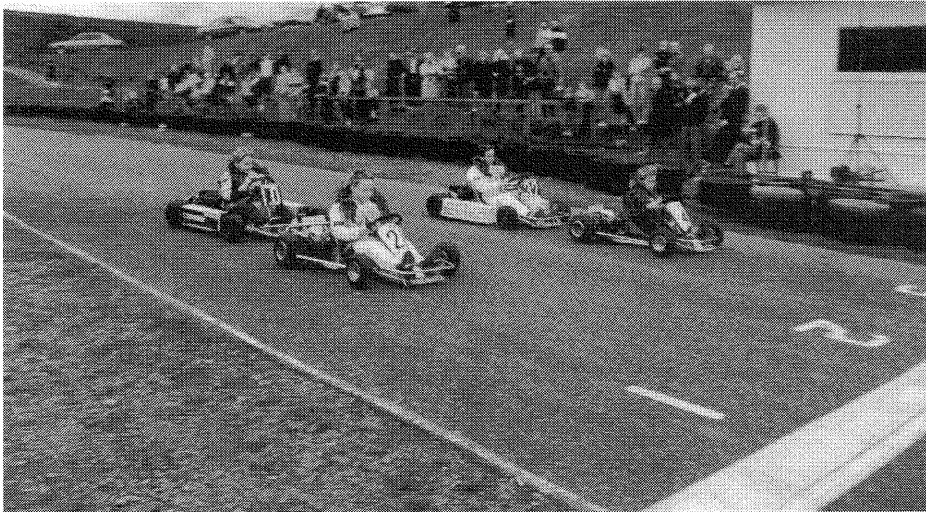
FINAL

At the beginning it was a good start by Tom that give him the early lead but Ben and Chris were just a whisker behind. Novice driver James Kendrick again showing promising ability was in 4th. The three leaders were nose to tail for several laps and it took Ben 7 laps before he managed to overtake Tom to gain the lead. Shortly David Hinds who was going well in 5th retired and Stu Wilson who lost a couple of laps mid race rejoined. The three front runners were some way in front and Ben had a slight lead. However Chris was after Tom and in the 16th lap he managed to slip pass to take up 2nd place. A little further back Philip Charles with a steady drive, overtook James to now be the 4th placed driver. Dean Haddon the club leader was back in a steady 6th place. In the lead as the chequered flag loomed Ben was to be this meetings winner but he had some competition from Chris and Tom.

FINAL RESULTS

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

CADET COLUMN



A sample of what to expect next month when Iain Blair takes a look at Border TV's "Kartbeat".

KIMBOLTON 30TH ANNIVERSARY MEETING AUGUST 27TH

Heat winners were Oliver Wood (2) and Kevin Hall. Darren Goff had two unfortunate offs when contesting the lead.

Wood went into an early lead shadowed by Hall. Goff worked his way through the field and took third from Saint (yet another of the Goff family) on lap four; but by this time the leaders were untouchable. Restricted driver Barry Gray was going well when his motor slowed, the screw holding on the carburetor butterfully came loose but he was away again after adjustment, looks like the tip is to fix it with Loctite. The tussle at the front was taking everyones interest as Hall tried to dive out of the slipstream of Wood on the straight, first left and then right. Twice he got his bumper in front at Stow but Wood held his line through the Willows to fend off the challenge. With just three laps remaining Wood got it right and dived inside to take a lead which he just held onto by half a length as the chequered flag brought to a close a fine race.

1st	Kevin Hall	DAP
2nd	Oliver Wood	Allkart
3rd	Darren Goff	Zip
4th	Justin Saint	Anderson
5th	James D Wright	Zip
6th	Max Winslade (R)	
	Restricted:- Oliver Knighton	Lazer

FULBECK AUGUST 27th, 1989

Club series incorporating the All England Championship.

CADETS

Heat 1: 1st Daniel Wheldon, 2nd Anthony Davidson, 3rd Jenson Button.
Heat 2: 1st Daniel Wheldon, 2nd Jenson Button, 3rd James Mills.
Heat 3: 1st Jenson Button, 2nd Daniel Wheldon, 3rd Hans Christofferson.

No doubt about the front row men, with Wheldon on pole and Button alongside. Mills and Matthew Shaw were off row two, with

Christofferson and Justin Wilson off three. Daniel won last years race and sported 'E' plates for this championship.

From the lights Wheldon held his pole advantage, with Button in hot pursuit. The next four were as they qualified, from Davidson finding his feet in seventh, ahead of the scrapping threesome Coupland, Eaton and Hanson. Shaw slipped up on lap two dropping down into ninth, whilst Christofferson suffered at the hands of the quickly motoring duo of Wilson and Davidson, who took over in fourth and fifth.

Out in front Wheldon was finding his position far from easy. Button was really wound up and was pressing so hard, the leaders hold on first was clearly in doubt. Such was the pace of these two, that Mills was losing touch in third, as Wilson and Davidson homed in for the kill. Christofferson was still sixth pursued by Hanson, Mills' teammate in the Parkland Textiles entered Jeta.

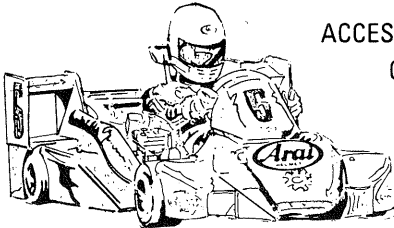
On lap nine Davidson slipped past Wilson, with both catching Mills by surprise a lap later. Lap eleven and it was Wilson's turn in third, briefly chased by Davidson until Mills was back in fourth, to take up the chase of Wilson. Slightly ahead of this battling, place swapping group, Button was still setting his sights on first place, as Wheldon resisted the challenge with considerable skill, both starting the final lap as they started, nose to tail. This scrap continued down to the line, as Wheldon took a very narrow victory for the second year running, after a sterling effort from Button. During the last two laps Mills had fought his way back into third, just ahead of Wilson and Davidson. Christofferson kept ahead of Hanson to claim sixth, with first novice Daniel Barrett thirteenth.

1st	Daniel Wheldon	Allkart/Comer
2nd	Jenson Button	Gillard/Comer
3rd	James Mills	Jeta/Comer
4th	Justin Wilson	Jeta/Comer
5th	Anthony Davidson	Allkart/Comer
6th	Hans Christofferson	Allkart/Comer



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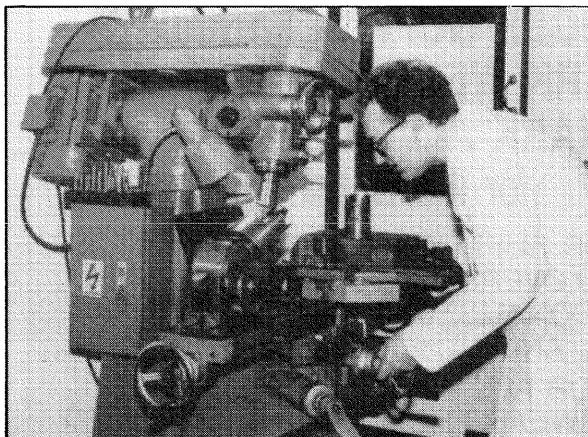
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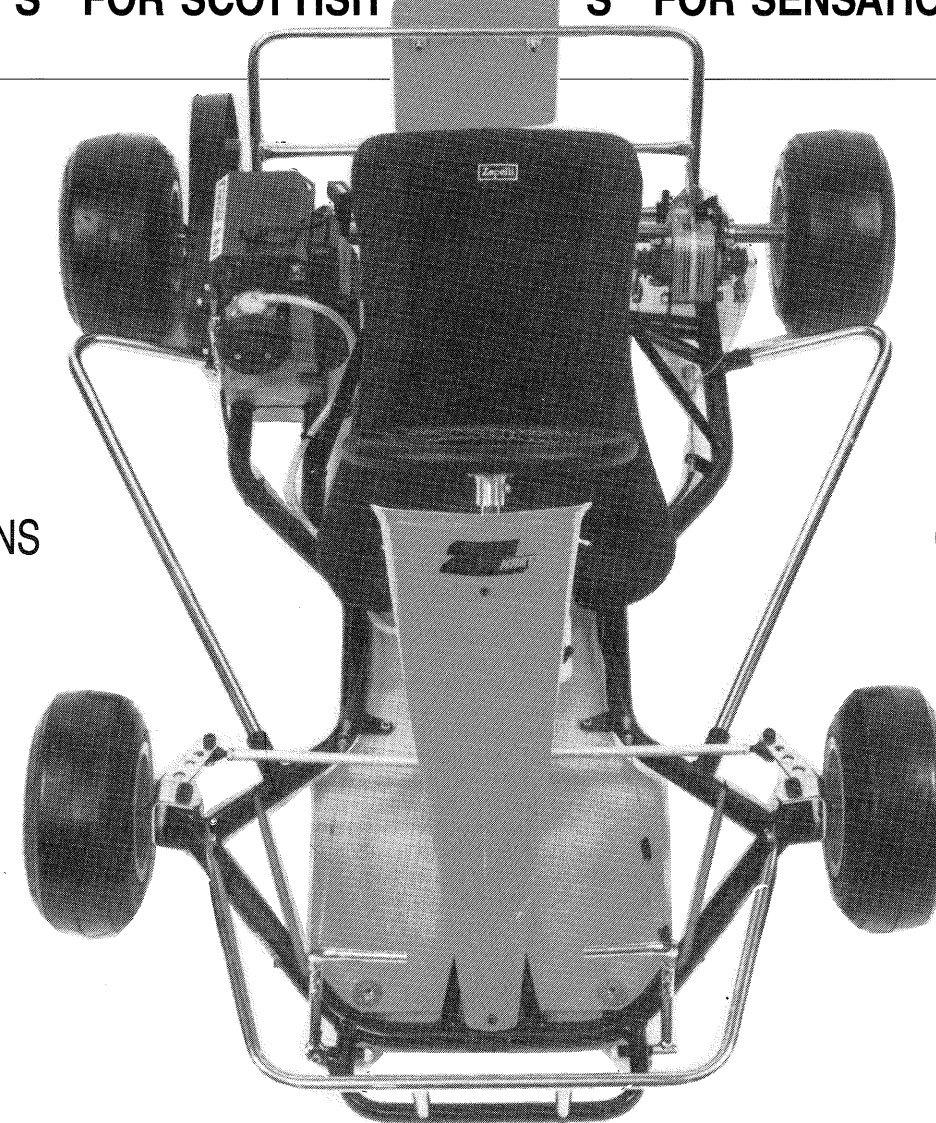
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Justin Wilson, Rotherham and Hanson completed the top nine.

1st	Daniel Wheldon	Allkart/Comer
2nd	Jenson Button	Gillard/Comer
3rd	James Mills	Jeta/Comer
4th	Kevin Hall	Allkart/Comer
5th	Matthew Shaw	Jeta/Comer
6th	Anthony Davidson	Allkart/Comer
7th	Justin Wilson	Jeta/Comer
8th	Marc Rotherham	Gillard/Comer
9th	James Hanson	Jeta/Comer

CADET COLUMN

KIMBOLTON SEPTEMBER 10TH

CADETS

Winner of both heats was Kevin Sale while Darren Goff and Justin Saint took the second places.

Sale had problems on the first lap leaving Goff and Saint contesting the lead. Sidebottom led the chasing group which included Barrett, Pinney, Breeze and Winslade. Saint shadowed cousin Goff while Sidebottom was a lone third. Barrett moved up a place by slipstreaming Pinney, at half distance Winslade moved up to sixth as Breeze slowed through the Willows, he was restarted but slowed again at the same spot. Goff came home to win the dash to the line from Saint with Sidebottom some way back still in third position. Pinney had passed Barrett with two laps left but was repassed on the last lap.

1st	Darren Goff	Zip
2nd	Justin Saint	Anderson
3rd	Daniel Barrett	Allkart
4th	Mathew Pinney	DAP
5th	Max Winslade (R)	
Restricted:-		
	Lloyd Stow	Jetta

CLAY PIGEON CADET

With an entry of twelve drivers it is pleasing to see the increasing popularity of this class. Jenson Button was first home in all three heats with Peter Clarke and Paul Rivett sharing the second places. In the final Button took the lead early and stayed there to the flag, whilst a good scrap for second place resulted in Rivett ending up just in front of Clarke. Meanwhile the rest of the field has split into two groups with Jamie Ross Mackenzie being chased for fourth place by Gavin Brewer, Louise Colin and Scott Cooper. The battle between these four culminated in a mix up at the hairpin which resulted in Brewer ending up a bit shaken and out of action. Louise survived to take a well merited fourth. Gary Catt joined in the usual tussle between Gareth Penn and Stuart Lane and these three provided their own private dual between evenly matched karts and drivers.

1st	Jenson Button	Gillard/Comer
2nd	Paul Rivett	Allkart/Comer
3rd	Peter Clark	DAP/Comer

SHENINGTON 16 JULY 1989

HEAT 1:

Dean Haddon came off the grid into an immediate lead and by the second lap was a quite incredible four seconds ahead of Scott Cooper,



James Mills, a fine third.



Matthew Shaw (35) staged the drive of the Championship, seen here with Jenson Button (17).



The winning trio (l to r) — Button, Wheldon and Mills.

Barrie Wilkin, John Oakley and David Lloyd, then a gap to the rest. Oakley didn't take long to move up to second but Jeremy Gumbley was moving up fast, challenging and taking third, then doing the same for second at Stratford. Haddon was far away in the lead, then Gumbley and Oakley.

HEAT 2:

This time Lars Sexton was first into the lead, but not for long as Jeremy Gumbley soon asserted himself to pass. Sexton didn't give up easily, hanging on and re-challenging most of the race, while Philip Charles stayed in touch in third, with Ed Perry leading the rest in fourth.

FINAL:

As the leaders took Cafe corner for the first time

Samantha Stephens kart flipped over with a broken track rod and caused all sorts of trouble for those behind. All the rest restarted however. Jeremy Gumbley had taken the lead first on his Allkart but was soon passed by Lars Secxton's Zip, then Dean Haddon. Barrie Wilkin was the next to pressure poor Gumbley, passing before the flag, but John Oakley was just too far back to make an impression. David Hinds turned out best novice in 8th place. Sexton nearly lost three places with a mistake at Stratford hairpin but as those behind were dreaming none were able to capitalise on his error.

Continued . . . Page 24

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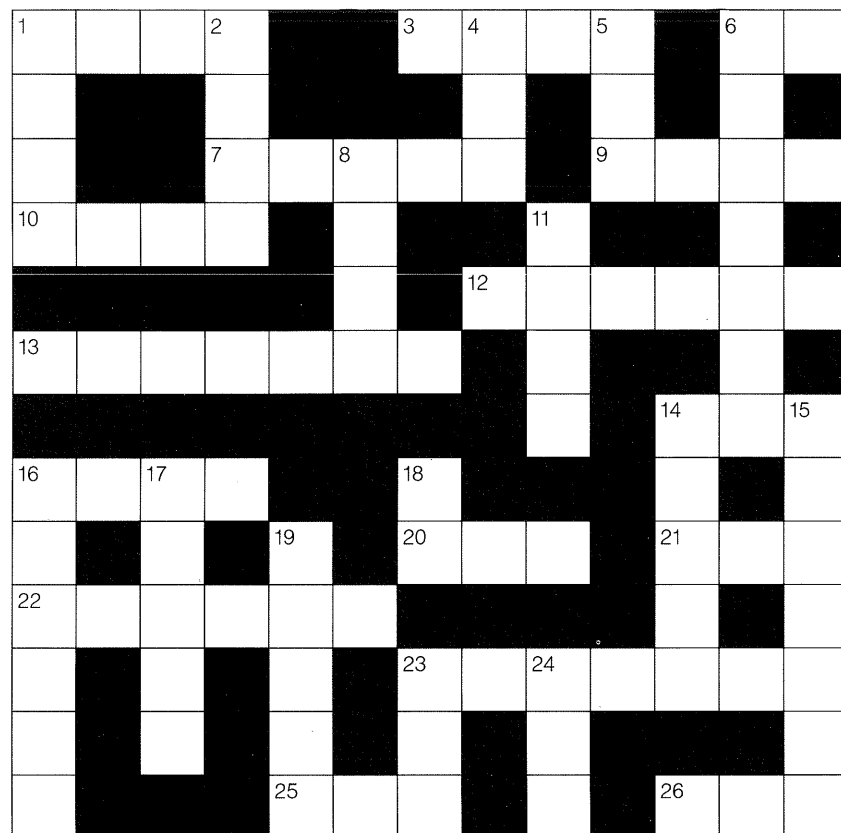
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- 'One' Series is certainly this.
- Get off '10 across' and this may be seen.
- It helps to know the best for quick times.
- He took an early Channel crossing in July.
- 1989 European Championship was decided here.
- Without one or two of these 'initially' you won't go far.
- An 'off' could leave you feeling this.
- Get this stuck and you could have problems.
- Helps to remove oil and grime.
- Hole this and you are in trouble.
- Under threat from the Rotax?
- Try not to do this to your leathers.
- Get this down for a bit more speed.

DOWN

- The final one should bring you running.
- A split one is not welcome.
- Initials no longer seen around the long circuits.
- Known to get very involved at race meetings.
- Doing this before you race could be beneficial.
- Glencross or Featherstone?
- 1982 Champion... set to return?
- This Smith often did it sideways.
- These didn't stop him winning the Grand Prix in 1989.
- It helps to be this when racing.
- You could be feeling this after the winter.
- Down Under?
- Cadet Power!
- Pipes of a former British Champion.
- Water cooling will need one of these.

WHELDON . . . BY A WHISKER

**RAC Cadet British Championship — Wombwell
9th-10th September 1989**

Storyline: Mike Hayden

It was cold and quite windy, but at least the threatening prospect of rain did not materialise, although the fine practice drizzle early on in the proceedings, had a few drivers circulating on grooves. Forty-six Cadets signed on. There should have been 47 Cadets, until former champion Clair Bogan broke her leg earlier in the week, following an incident at Rye House. Upset at missing the meeting, she still managed a smile in the paddock.

Heat 1: 1st James Mills, 2nd Matthew Shaw, 3rd Marc Hynes.

Heat 2: 1st Daniel Wheldon, 2nd Daniel Yeomans, 3rd Craig Murray.

Heat 3: 1st James Hanson, 2nd Dickie Wilson, 3rd Daniel Wheldon.

Heat 4: 1st Jenson Button, 2nd Matthew Shaw, 3rd Thomas Sissley.

Heat 5: 1st Daniel Wheldon, 2nd Daniel Yeomans, 3rd Daniel Goode.

Heat 6: 1st Phillip Morton, 2nd Jenson Button, 3rd Kevin Hall.

'C' Final

Paul Jones on pole but beaten off the line by the now sorted Chris Eaton on his new Allkart. James Wright snatched third from Gavin Richardson, with Kristian Short spinning onto the green stuff at turn one.

Eaton stamped his authority on the race very quickly, opening up a ten length lead by the end of the opening lap. Jones and Wright powered by in second and third, as Richardson, already losing touch, held fourth.

Lap three and Wright launched an attack at The Wall, squeezing through into second and putting daylight between himself and Jones. Eaton's lead grew larger, especially as Jones slowly recovered from Wright's surprise move earlier and now had Wright under pressure for second place.

At the flag Eaton had opened up a five second advantage, as Wright and Jones crossed the line nose to tail. Final qualifier in fourth some ten seconds later was Richardson.

'B' Final

Bailey on pole and Morton alongside. At the lights Morton powered into turn one in the lead, from Bailey, Gibson, Wilkin and Butler-Henderson. Down into the hairpin at the end of the straight, Gibson sneaked down the inside to relieve Bailey of second, following which he was quickly set upon by Wilkin and Butler-Henderson, slipping back to fifth. Retaliation against B-H saw the two bang wheels, resulting in Bailey hitting the rough stuff and losing ground.

As Morton, Gibson and Wilkin continued to pull away, B-H in fourth had to put up with the unwelcome attentions of Oliver Wood. Bailey was back in sixth, leading the Sexton/Walters/Goode train.

Into lap four and Butler-Henderson had detached himself from Wood, to close the gap on the three leaders. One lap later and the leading trio became a quartet as Charles latched onto Wilkin's shadow. Morton still led by a narrow margin, Gibson, Wilkin and B-H dicing with no quarter given, with Wood just on the



The king keeps his crown.

fringes to benefit from any mistake. He got his chance next time round, following an incident at the top hairpin. Gibson and Wilkin suffered badly as they spun, B-H losing a lot of time in avoidance to resume in eighth. This left Morton well clear of Wood, no doubt grinning from ear to ear, with Goode heading the spaced out Sexton, Bailey and Walters.

By the closing laps it was clear no one would be able to do anything about Morton as he qualified for the 'A'. A late charge from Bailey saw him past Goode and Sexton and so very nearly Wood. However, Wood survived for second, Bailey third and Sexton fourth, Goode being the unlucky non-qualifier in fifth place. Highest 'C' finalist was Wright in twelfth.

'A' Final

Wheldon
Yeomans
Hanson
Sissley
Wilson D
Hall
Hamond
Ross-Mackenzie
Meanwell
Hynes
Morton C
Bailey

Button
Mills
Davidson
Shaw
Wilson J
Rotherham
Morton P
Goode D
Murray
Cue
Wood
Sexton

A real cracker on the cards, Wheldon leading the pack into turn one, chased by Button, Mills, Yeomans (Daniel), Davidson and Shaw. Down past The Wall, Yeomans and Shaw linked wheels and ground to a halt. The following karts weaved en masse in avoidance, the luckless Dickie Wilson, Goode and Hynes spinning as a result. All re-started, Yeomans venting his frustration on his steering wheel.

By lap two Wheldon's pace had given him six lengths over Button, who was being pressed hard by Mills as Hanson and Davidson dived keenly a few lengths further back. One lap later and

Mills snatched second at The Wall, as Wheldon still increased his lead. Hanson was fighting hard to keep Sissley and Justin Wilson at bay, both the latter having deposed Davidson around the lap. Hall was next in eighth, being chased hard and close by Rotherham, Phillip Morton and Hamond.

Lap six and Mills was under heavy pressure, unable to prevent Button from re-gaining second place in an identical manoeuvre to what Mills had done four laps earlier. Hanson was caught napping by Sissley and then by Wilson into turn one. As Hanson lost momentum, Davidson powered by on the straight, to drop poor James another place.

Circulating at the front Wheldon had got ten lengths over Button and Mills, whilst Davidson lost a top four spot as Hall entered the frame, these two having put a momentary breathing space between themselves and the chasing pack.

With six laps to go what had appeared to be another Wheldon walkover, became a little more interesting. Both Button and Mills were hauling in the leader at a fast rate and with four to go, Wheldon had pressure. Button challenged everywhere, weaving left and right to find an opening and actually getting alongside on two occasions on the straight before the Wall. All the time Mills kept a watchful eye in third, less than a length behind. The full length of the main straight behind was Hall who was still fending off Davidson, but what about Shaw, remember him? Following his first lap fracas with Yeomans when he dropped to last place, he had got his head down and blitzed the opposition. Entering the last lap he had climbed to an incredible fifth place, to find Hall and Davidson moments ahead.

Obviously the first to the line is the Champion but it was so, so close. Wheldon it was, for the second year running, with Button jammed up his exhaust and Mills just a further fraction behind in third. Hall took spot four, but it was Shaw now in fifth, Davidson back in sixth and still punching the air in joy as he crossed the line.

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