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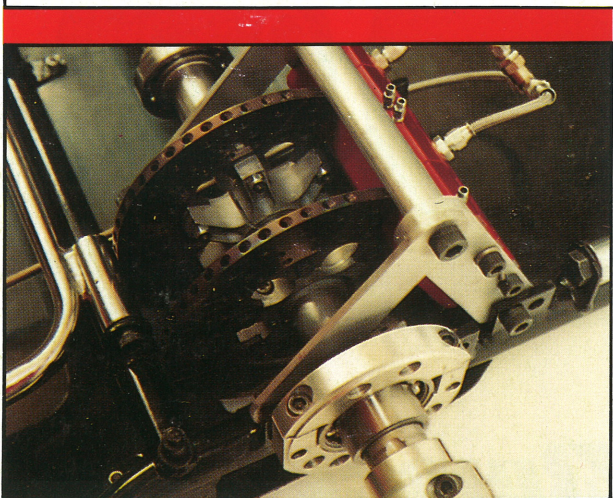
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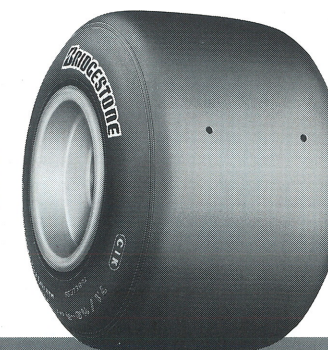
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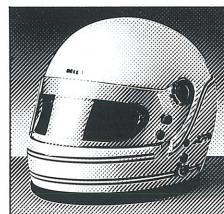
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134 'Rally' s/layer, leather palms — white £25.30
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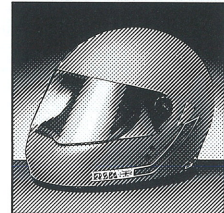
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CONVERTED 15FT SPRITE CARAVAN, sleeps 3, carries any kart. Tow with 1600cc+. Only £190. Includes — oven, hob, plenty of storage. Telephone: Royston (0763) 246921.

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DYNO DPX1 up to 100hp in superb condition with all necessary fittings, exhaust system, engine mtgs for Rotax and Yamaha and much more. Telephone: Racing Lines (0332) 31716 (Derby).

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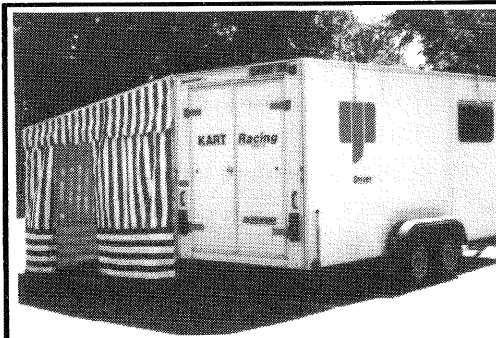
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CADET KART chassis complete outfit, including wets and spares. Recent overhaul. Ready to race, ideal for beginner — £350 ono. Telephone: Ipswich (0473) 42478.

100 NATIONAL SPRINT '87. TKM L95BP, very quick. TKM slide carb, 1-piece rims. Vega slicks and wets. Only — £800. Telephone: (0234) 852294.

100 NATIONAL complete, except for steering wheel — £170. Telephone: Penzance (0736) 62636.

ZIP 125 ROTAX kart with Silverstone Long Circuit trim, wets, slicks, stand, Duplex sprockets, jets etc — £1,200. Telephone: (02572) 69355.

CAN ANYONE HELP ME OUT — at any kart meetings. Mostly at Fulbeck, Chasewater and Birmingham. If you can help me, please contact: Tim on (0533) 434320 (after 5pm).

END OF SEASON 125 NATIONAL SALE. Stratos Minarelli with spare head and barrel, Molloy tuned. Chassis new, three meetings old. Many extras including slicks and wets. Fast and very reliable. Don't hesitate to ring (0509) 673144 (anytime for full details).

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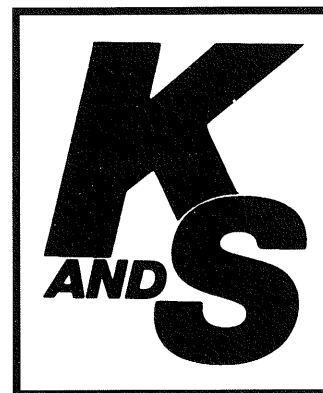
ZIP 925 HONDA 125 P&R. Ideal Short Circuit chassis. Stand and lots of slicks. Ready to race — £525. Telephone: (0706) 845575 (day); (0706) 844085 (evenings after 6pm).

ZIP 925, 125 ROTAX, just rebuilt, Kelgate brakes — £850. '85 ZIP GPX rolling chassis, only three meetings old, Kelgates, full body — £750. ZIP 125, ASPES, loads of spares, ideal for beginner — £350. All in good condition. Telephone: (0473) 726128.

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FRONT COVER:

Gert Munkholm,
1989 World 100cc
Champion,
pictured at
Valence. By
Beverley Heath.

(Inset pic:
Courtesy
Silverstitch).

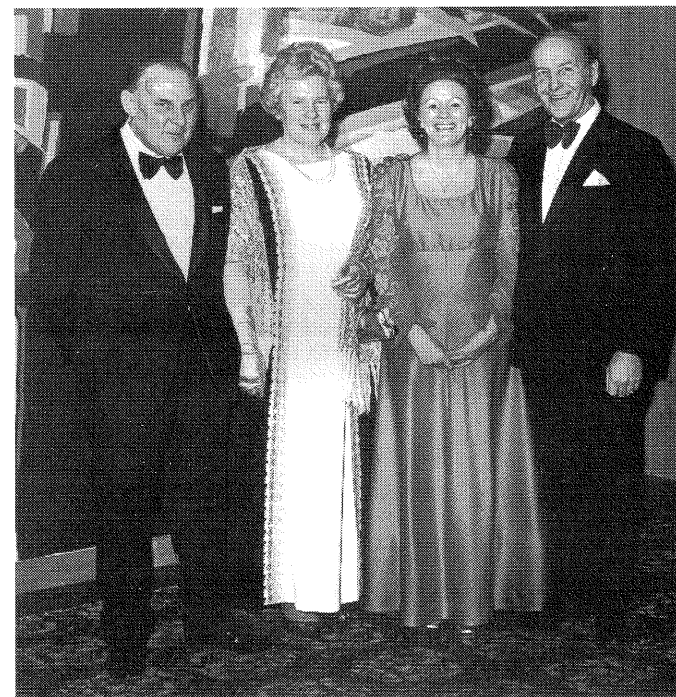
MONTHLY

No. 127

Ed, Says....

On 12th October 1978 a letter was despatched to the karting world at large notifying the forthcoming launch of a new karting magazine, 'Kart and Superkart', the launch date set for January 1979. On 13th October 1989, a year and a day later, its founder and mentor Mark Hines passed away. With the passing of Mark so ended an era that saw karting rise like a fledgling from the nest to an internationally recognised branch of motor sport. Through the establishment of Zip Kart many years earlier Mark set a pattern for karting development that was to last a quarter of a century, many of his achievements unsurpassed to this day. The sport was his life, he was fired by enthusiasm to promote it to the best of his ability, aptly qualified during his years as Chairman of the Four Counties Kart Club and keenly supported in his efforts by Doug Gest. The 100cc World Championship at Rye House during the late '60's bears testimony to his efforts to establish karting in the public eye. He was a forthright man, not afraid to voice his opinions on contentious matters, but was always ready with a smile or a joke. He was one of the mainstays of karting during the 60's and no one of the modern ilk will ever replace him. I mourn him sadly, as much as the family he left behind. The only words of comfort I can offer, are — live life as he did, and enjoy it. Above all, smile and keep on building to succeed, that is what he would have wanted.

Ed McCormick



Mark and Maudie, pictured with Joan and Doug Gest at one of the many functions they attended when Mark was Chairman of the Four Counties Kart Club. During the 1960's both men were the driving force which led the Club to host the only 100cc World Championship event in the UK, at Rye House, to this day. It was their promotion and dedication that produced an era in karting that will never be forgotten.

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STRICTLY CLASSIFIED

Next month's features include:- Valence Formula K-Formula Super Hundred World Championships; Pembrey RAC Long Circuit Championships finals; Class 1 Column looks at Langbaugh RAC British Championships; Formula E World Championship round-up, plus Club Scene and Super One news. (These items correct at time of going to press).

Publication date:- Thursday 7th December 1989.

Published by Kart & Superkart Ltd., Pindar Road, Hoddesdon, Herts. Telephone: Hoddesdon (0992) 444201 Telex: 266343 G. ZIP. Fax: (0992) 447327

Directors: M. A. and M. W. Hines

EDITOR: ED McCORMICK

Distributed by Seymour, Windsor House, 1270 London Road, Norbury, London, SW16.

Typeset and printed by: The Magazine Printing Company Limited, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

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CHARITY DATE CHANGE!

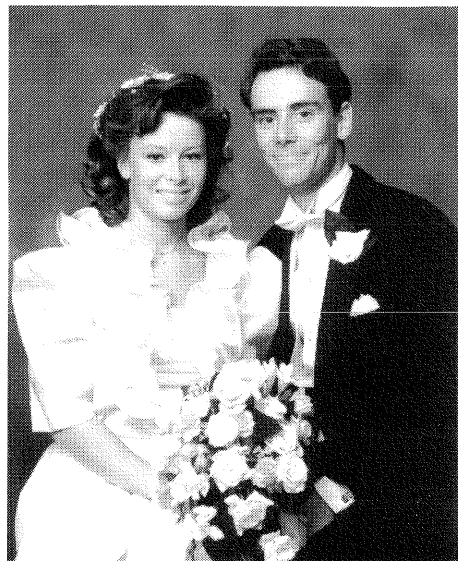
PLAYSCAPE has announced that regrettably, it has been necessary to change the date of the RAC Indoor Pro-Kart Challenge from Sunday November 26 to Sunday, November 19.

The new November 19 date came about when the London Arena asked Playscape to move the meeting forward a week in order to accommodate a five-day pop concert. And in return for making the move, London Arena has reduced the fee for hiring the premises and is making a fantastically generous donation of £9,000 towards Playscape's chosen charity, Barnados.

As a knock-on effect of this donation, Playscape is putting up for raffle a magnificent prize which will be drawn at the London Arena on November 19. A fully race-prepared Renault 5 GT — eligible for the BRSCC Renault 5 GT Championship — sponsored by Playscape and running in the colours of Barnados and the indoor karting company, will be awarded to the winner of the lucky ticket. The car will even be transported to each circuit hosting a round of the Renault 5 GT series.

While Playscape regrets the inconvenience to all drivers and spectators who have made the commitment for the first date, it hopes November 19 will be just as convenient. It also hopes to attract many others — and those destined for the Macau Grand Prix — who would otherwise not have been able to be present.

Playscape would also like to thank Frank Warren and Harvey Goldsmith for their generous offer to Barnados, which will benefit the local Tower Hamlets area 'Families Together' project, which deals with respite care for families with a handicapped child. If anyone has any queries regarding the change of date, please telephone Playscape on 01-986 7116 or 01-533 1534 between 1000 and 1800 hours.



Monica Strath, pictured top, married long time boyfriend Mats during the mid-summer. Guests of honour were Lennart Boblin and wife Inger. Monica is still driving Formula 3 and has just completed her first full season. She is off to Malaysia for a race in December. K&S wishes the young couple all the best for the future.

Memory Lane 1981

The first World 135cc Championship was won by Mike Wilson... Ayrton Senna finishing fourth overall.

Zip were offering a Fun Kart... just like dad's... for £320 + VAT

100 International came to an end at Three Sisters in spectacular style after an electrifying dice

between Biff Harris, Alan Gates and Simon Wright. Harris emerged the winner.

Graham Waldron wrapped up the Kart and Superkart Series taking his third win at Kimbolton

Silverstone Grand Prix Titles went to: John Ball (Superkarts); Stephen Coward (125); Mike Gardiner (210) and Mark Newby (250 Nat)

The Long Circuit Season began with the arrival of water cooling in Superkarts. Dave Puttieg won the opening Cadwell with a Yamaha.

Strictly Classified!

CARTER KARTING

KTM, Honda, Yamaha Spares. Secondhand karts for sale.

Star Rotax (ex-Mark Webster) 125, engine rebuilt — £750

Barlotti YZ Yamaha 125 — £650 Sprint — Honda 125 — £650

Special Offer

Zip Suede leather boots — £25 per pair

Zip PVC boots — £15 per pair

(Both include VAT)

34 Wrexham Road, Brynteg, Wrexham, Clwyd (0978) 758252

210 VILLIERS KMP kart, Barlotti chassis with sidepods and set of wets on rims — £800. No offers. Telephone: (0760) 755291.

ZIP GP 125 Hurley Rotax, full bodywork, Kelgate brakes. Well sorted kart — £995. Telephone: Graham (day) 01-891 6363; (evenings) (0737) 766207.

WANTED — SHORT CIRCUIT ROLLING CHASSIS. Dino preferred, but anything considered suitable for 210, or complete outfit. Please phone Steve (0538) 702028.

RETIREMENT SALE — DINO 250S, Rotax 256, very good condition, just rebuilt. No expense spared — £2,750. Telephone: (054 38) 76991.

100 BRITAIN OUTFIT, Wright chassis, Arrow engine, wet and dry tyres, spare sprockets, calipers, etc, stand, pusher, ready to race — £495 ono. Telephone: (0242) 528248.

ZIP GP, fully tuned 125 Rotax, freshly rebuilt, full bodywork, Brembo brakes, 9 races only. Immaculate with many spares — stand, suit etc — £1,000. Ring: 01-223 4309.

210 ENGINE built by John Brennan. Also box of 210 spares — £550 ono. Barlotti rolling chassis, new bearings etc, Rotax engine plate — £275 ono. Fully body to suit Zip, will fit Barlotti — £90 (No offers). Some other items for sale. Ring for all details (Myles) on 01-572 1000.

KARTCRAFT KART FOR HIRE FOR 1990

Let us quote you for your season's racing

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ROLLING CHASSIS, 1989 ZIP GPN, brand new, unused, complete with full body, 1-piece magnesium wheels, cross-drilled discs, headrest seat, full floor tray. Fuel pump — £1,250. Telephone: (0733) 252641.

RETIREMENT SALE — 125 ROTAX, Short Circuit trim with Long Circuit body. New crank, engine fully rebuilt, all accessories — £1,400 ono. Telephone: Wolverhampton (0902) 401232 (daytime).

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 Shenington, November 19th, December 3rd. (No. 12) Phone: (029 671) 2272. Anytime.

FOR SALE — Ex-works GP rolling chassis, Kelgate brakes, spare chassis, full bodywork, 2 stands, slicks, wets (on rims) bead breaker — £1,275 ono. Complete 210 engine and gearbox plus spare cranks, crankcases (approx 5 pairs) gear boxes, clutches, chain cases, fuel filters, chains, lots of gearbox internals, large bore carb — £475 ono. Telephone: Harlow (0279) 20742 (lan).

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CLUB SCENE

FINAL
1st P Wells
2nd I Brown
3rd R Potter

Superdart/Parilla
Superdart/TKM
Wright/Parilla.

Tilbury's meeting on the 13th August 1989 was only 2 heats and a final due to the "Devil takes the formost" being held after. Cadet trophies this month were donated by Tony and Jonathan Rampling.

HEAVYWEIGHTS
Heat 1: 1st S Eldridge, 2nd T Rampling, 3rd M Clarke,
Heat 2: 1st T Rampling, 2nd M Clarke, 3rd F Mott.

FINAL
1st T Rampling
2nd S Eldridge
3rd M Clarke
1st res was M Collins Zip EME/Parilla

JUNIOR BRITAIN
Heat 1: 1st J Rampling, 2nd A Armiger, 3rd S Walter.
Heat 2: 1st S Walter, 2nd A Armiger, 3rd J Rampling.

FINAL
1st S Walter
2nd A Armiger
3rd J Rampling
1st res was M Honey Wright/Parilla Superdart/Parilla Superdart/Parilla Whippet Dap/TKM

SENIOR BRITAIN
Heat 1: 1st I Brown, 2nd P Meiner, 3rd S Weston.
Heat 2: 1st No.20, 2nd D Piper, 3rd S Webb.

FINAL
1st I Brown
2nd S Weston
3rd S Webb

Superdart/TKM
?/?
Superdart/Parilla

CADETS
Heat 1: 1st D Panrucker, 2nd C Parfett, 3rd T Sisley.
Heat 2: 1st C Parfett, 2nd D Panrucker, 3rd T Sisley.

FINAL
1st C Parfett
2nd T Sisley
3rd D Panrucker
1st res was K Staines Zip Comer Superdart/Comer ALlkart/Comer Wright/Comer

100 NATIONAL RESTRICTED
Heat 1: 1st N Pascoe, 2nd A Brown, 3rd A Gadd.
Heat 2: 1st P Mcgee, 2ns Hughes, 3rd A Gadd.

FINAL
1st P Mcgee
2nd A Gadd
3rd I. Hughes
Sprint/Parilla Wright/TKM Superdart/Sirio

100 NATIONAL
Heat 1: 1st C Hawes, 2nd S Horrobin, 3rd K Smith.
Heat 2: 1st S Horrobin, 2nd A Smith, 3rd I. Johnson.

FINAL
1st C Hawes
2nd I. Johnson
3rd K Smith
Superdart/Parilla Superdart/Sirio Wright/Parilla

SENIOR BRITAIN
Heat 1: 1st M Stokes, 2nd S Chandler, 3rd No.28.
Heat 2: 1st P Wells, 2nd No.28, 3rd S Chandler.

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

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Martin Hines gave the Rotax its first victory at Donington in March.

The Rotax 250 was on offer at £1250 complete with carbs and ignition.

Nigel (Sideways) Smith announced a sponsorship deal with Stocksigns for himself and Peter Brown.

Chris Merlin listed not just a top ten but a top twelve:

Lennart Bohlin
Dave Buttigieg
Steve Stryn
Martin Hines
Paul Elmore
Calvin Fish
Poul Petersen
John Ball
Derek Rodgers
Nigel Smith
Reg Gange
Dennis Crompton

Of those only Hines and Petersen are still in the 250 E ranks with Derek Rodgers now in 250 National.

Nick Brittain was behind the FSO Cars TV Series from Donington and overall honours went to Rob Kerkhoven.

The BRSCC Winter Series produced a win for Owen Jones at Mallory.

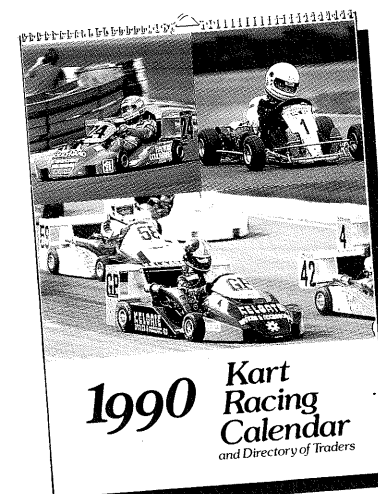
Alan Lane was the '81 100 International British Champion... Lee Cranmer took the Junior National Title. The 100 National honours were taken by Ian Ross Johnson; Nigel Cleveley claimed the 100 Britain title and Stephen Murphey took the Junior Britain.

Long Circuit titles were won by Chris Lambden (250E); Alan Collard (250 Nats); Roy Wooldridge (125) and John Newton (210).

Short Circuit honours went to Mark Allen (210); Stuart Ziemelis (125); Eddie Cortijo (250 Nats) and Rob Kerkhoven (250E). Rob Kerkhoven also took the 250 European Title.

The World Cup at Heysham went to Reggie Gange.

And one Mike Smith contributed his first race report to Kart and Superkart... the August Cadwell with sun hats and shorts the order of the day.



your letters..

Dear Ed
This letter is aimed at all 210 Nat drivers who consider themselves Northerners.

It is purely to make drivers aware that there is a series for 210 National run at Northern circuits to try and minimise the amount of travelling involved.

After a very successful series in 1989 the 210 SHIELD will again be run in 1990. Although the series was run without any publicity, all rounds were well supported.

The series was run at, Felton, Langbaugh, Rowrah, and 3 Sisters, but other circuits may be considered for 1990.

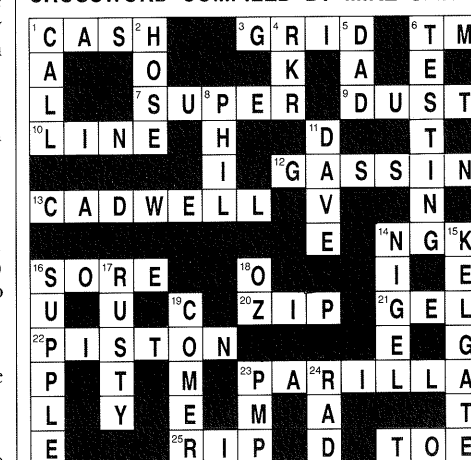
I must stress that in no way is the 210 SHIELD meant to take drivers away from the 210 Challenge. Every effort will be made to avoid date clashes next year and any driver who feels he wants to compete in both can do so.

The format for 1990 is still under discussion so anyone interested in having a say can get in touch with me at the address below or phone me and I will send details.

Bill Mee
7 Cheshire Road
Norton, Stockton-on-Tees
Cleveland TS20 2RP
Tel: (0642) 558379

Russell, Eileen, Doug and all at Anderson Kart Centre extend their deepest sympathies to Mrs 'Maudie' Hines, Martin and family on their tragic loss.

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ANSWERS

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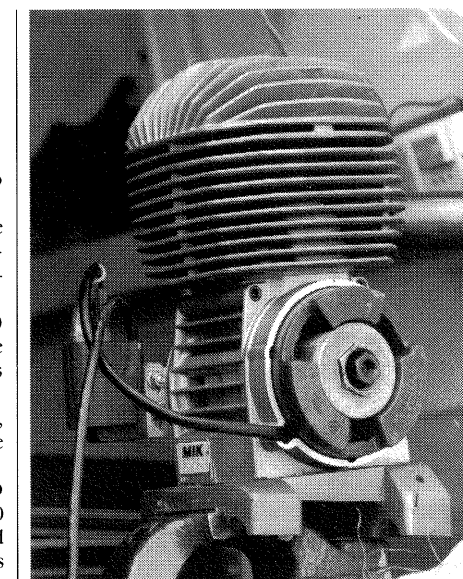
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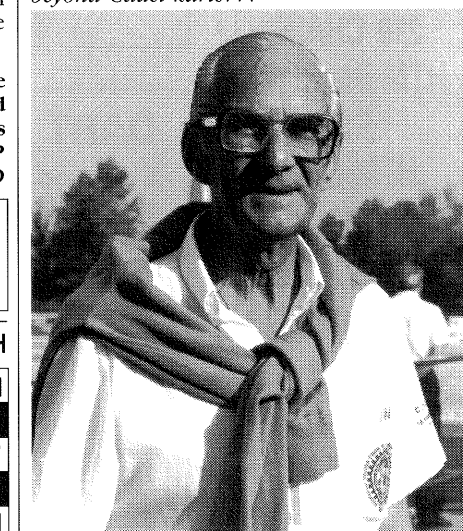
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Bob Langford was there, but Jean-Marie couldn't make it... (Pics: Beverley Heath).

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Président de la F.I.A.
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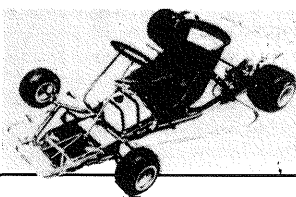
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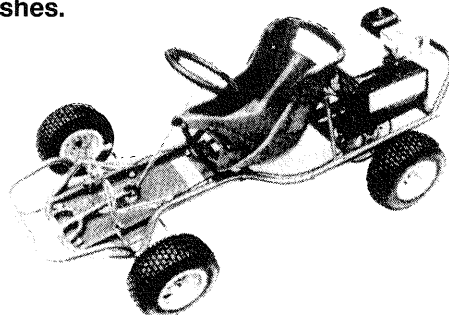
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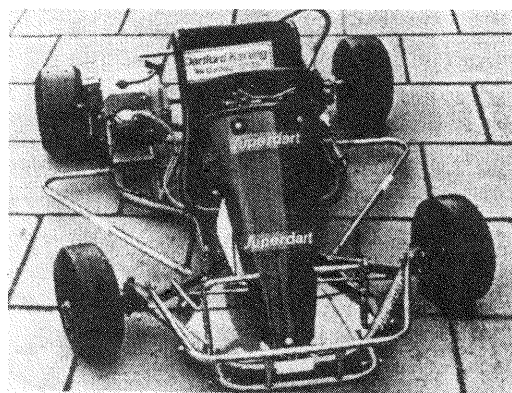


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SENIOR BRITAIN CLUBMAN

1st Steven Arnold Anderson/Parilla
2nd Michael Dubois Wright/Parilla
3rd Philip Thompson Boxer/Parilla
4th Wayne Langlois Ferrari/Parilla

125 NATIONAL

1st Dennis Gale Anderson/SED Minarelli
2nd Mark Tuckwell Stratos/SED Rotax
3rd Malcolm Weaver Dino/KMP Rotax
4th Steve Puddiphatt Zip/Goff Rotax

125 OPEN

1st Malcolm Rymer Anderson/Rotax

250 INTERNATIONAL

1st Malcolm Green Anderson/Rotax
2nd Trevor Harvey Dino/KMP Rotax

250 B FINAL

1st Rowland Tompkins Dino/KTM

leaving the others little option but to yield. Behind Nelson followed Laird and Wilson in hot pursuit. Only one driver in this race got a crack at the lead and that was when Nelson went wide at one of the corners, forcing himself onto the gravel. Just when Laird thought he had it sewn up, John stormed back into the lead to come home the winner leaving Laird to be content with second and S. Wilson third.

JUNIOR A

With only two novice drivers in this race, the Junior A's raced behind the grid of Junior B's. Two heat wins gave D. Nelson pole position and beside him was P. Wilson. These two young men were just as determined as the grid in front of them. David Nelson showed his big brother John that he wasn't the only one who could win a race and battled home to victory.

SENIOR BRITAIN

Heat 1: 1st Jason Yeomans, 2nd Colin McCorquodale, 3rd Alex Stobie.

Heat 2: 1st Jason Yeomans, 2nd Colin McCorquodale, 3rd Michael Andrews.

Heat 3: 1st Jason Yeomans, 2nd Jim Boyd, 3rd Colin McCorquodale.

Final: With Jason taking a well deserved pole, and Colin McCorquodale alongside him, another great race was in prospect. Would Yeomans repeat his triumph or could McCorquodale find a way past? Jason took the lead at the lights with McCorquodale on his bumper, Stobie third, Andrews fourth and Philips fifth. All eyes were glued on the battle at the front while McCorquodale consistently tried for a way past. Lap after lap these two fought for the lead, neither driver giving up hope. Jason finally took the flag with Colin on his bumper to take second with Stobie third and Andrews fourth.

FINAL RESULTS

CADETS

1st H. Christofferson Allkart/Comer
2nd P. MacLaren Zip/Comer
3rd D. Aspin Zip/Comer

JUNIOR A

1st D. Nelson Wright/Rutherford-EME

JUNIOR B

1st J. Nelson Wright/Rutherford-EME
2nd S. Laird Gillard/White Parilla
3rd S. Wilson Gillard/Parilla

SENIOR BRITAIN

1st J. Yeomans Zip/P.C.R.
2nd C. McCorquodale Wright/Parilla
3rd A. Stobie Gillard/Parilla

Tilbury

Tilbury's racing on the 10th September was the Southern Area Trophy Meeting. Cadet trophies were donated this month by someone who wishes to remain anonymous.

HEAVYWEIGHTS

Heat 1: 1st T Rampling, 2nd S Eldridge, 3rd G Clarke.

Heat 2: 1st G Clarke, 2nd C Gray, 3rd M Collins (res).

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

CLUB SCENE

FINAL

1st T Rampling Superdart/Parilla
2nd S Eldridge Superdart/Arrow/EME
3rd P Leonard Superdart/Sirio
1st res was M Collins Zip/EME/Parilla

JUNIOR BRITAIN

Heat 1: 1st J Rampling, 2nd S Walter, 3rd M Pierce.

Heat 2: 1st S Walter, 2nd A Armiger, 3rd M Pierce.

Heat 3: 1st No.2, 2nd M Pierce, 3rd S Walter.

FINAL

1st M Pierce Wright/Parilla
2nd S Walter Wright/Parilla
3rd No.2 ?/?
1st res was A Chapman Superdart/Parilla

SENIOR BRITAIN RESTRICTED GROUP 1

Heat 1: 1st A Stephenson, 2nd A Weston, 3rd C Webb.

Heat 2: 1st C Banks, 2nd P Osborn, 3rd M Williams.

Heat 3: 1st C Musson, 2nd C Webb, 3rd D Piper.

FINAL

1st C Banks Superdart/TKM
2nd C Musson Colt/Parilla
3rd J Green Superdart/?

SENIOR BRITAIN RESTRICTED GROUP 2

Heat 1: 1st A Waterman, 2nd A Stevens, 3rd D McLister.

Heat 2: 1st D McLister, 2nd A Gibbins, 3rd No.9.

Heat 3: 1st No.9, 2nd S Smyth, 3rd A Waltermann.

FINAL

1st D McLister Superdart/Parilla
2nd No.9
3rd A Gibbins Sprint/Parilla

CADETS

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

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

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

FINAL

1st D Panrucker Wright/Comer
2nd M Ripley Zip/Comer
3rd T Walsh Superdart/Somer
1st res was M Deal Zip/Comer

100 NATIONAL RESTRICTED

Heat 1: 1st A Gadd, 2nd S Hart, 3rd A Bishop.

Heat 2: 1st S Hart, 2nd D Tickle, 3rd I. Hughes.

Heat 3: 1st A Bishop, 2nd No.41, 3rd I. Hughes.

FINAL

1st S Hart Superdart/Sirio
2nd I. Hughes Superdart/Sirio
3rd A Bishop Colt/Parilla

100 NATIONAL

Heat 1: 1st K Smith, 2nd C Hawes, 3rd T Horn-castle.

Heat 2: 1st S Melen, 2nd C Hawes, 3rd T Horn-castle.

Heat 3: 1st C Hawes, 2nd S Melen, 3rd J Callow.

FINAL

1st C Hawes Superdart/Rotax
2nd S Melen Wright/Sirio
3rd I. Johnson Superdart/Sirio

SENIOR BRITAIN

Heat 1: 1st P Wells, 2nd I Brown, 3rd S Chandler.

Heat 2: 1st R Potter, 2nd S Moulton, 3rd S Clark.

Heat 3: P Wells, 2nd I Brown, 3rd M Ticehurst.

CLUB SCENE

chinson demonstrating his superiority by maintaining and stretching his pole position. Byres and Munckton, and Watt from Kirkcaldy battled hard for second position, whilst struggling to hold class performance ratings against the 100 UK category.

Hutchinson concluded the afternoon in style by winning the Senior Britain race with Byres finishing comfortably in second place from Munckton.

CADETS

- 1st** P McLaren
2nd N Dickson
3rd H Christofferson

JUNIOR BRITAIN 'A'

- 1st** P Wilson
2nd D Nelson

JUNIOR BRITAIN

- 1st** S Wilson
2nd S Laird
3rd S Stobie

SENIOR BRITAIN

- 1st** M Bruce
2nd A Taylor
3rd S McLaren

100 UK

- 1st** M Hutchinson
2nd R Byres
3rd M Munckton

Shenington

SUNDAY, SEPTEMBER 17th

For a while it even looked as if the race might be postponed due to the heavy overnight rains but the track soon dried and it was not long before all were on slicks. However quite a few were caught underweight, especially novices, as the conditions changed. New electronic scales brooked no argument!

CADETS

Heat 1: Rupert Cue, James Walters, Lars Sexton.
Heat 2: Jeremy Gumbley, James Walters, Nelson Rowe.

A good win for Nelson Rowe from an initial sixth place in a field of 22 drivers.

JUNIOR BRITAIN

Heat 1: Nick Dudfield, Michael Simpson, Paul Higginbottom.
Heat 2: Henry Stanton, Natalie Whaley, Marcos Burnett.
Heat 3: Chris Cox, Robert Cullum, Michael Simpson.
Heat 4: Paul Dudfield, Darren Malkin, Malcolm Smith.

B FINAL

After some troubles in the heats Nick Smith, now KMP Dino mounted, took an untroubled win.

FINAL

The Junior Britain Clubman and Super classes were run together due to the large entry of Clubman. Nick Dudfield won easily from pole to flag. First Clubman was Lee Whitney, fourth on the road.

SENIOR BRITAIN NOVICE

Heat 1: Dec McDonnell, Simon Griffiths, Lance

Lenard.

Heat 2: Paul Everett, Dec McDonnell, RT Norton.

Senior Britain was again split into three classes due to the ever increasing popularity of this category. Dec McDonnell from London, RAC competition prizewinner of the complete Dino outfit, took a win and a second in the Novice heats, but spun back to fifth in the final won by Simon Mauger (Allkart/BG Parilla) of Aylesbury. RT Norton followed throughout but was excluded at the end promoting Paul Stockford and the others up a place.

SENIOR BRITAIN CLUBMAN

Heat 1: Graham Smith, Phil Thompson, Michael Dubois.
Heat 2: Steven Arnold, Michael Dubois, Wayne Langlois.

Dubois took the lead but soon lost it to eventual winner Arnold. Phil Thompson didn't have the speed to challenge these two.

SENIOR BRITAIN SUPER

Heat 1: Gary Anderson, Mark Holland, Paul Rixon.

Heat 2: Sean Pitts, Neil Robinson, David Storey.
A fine battle developed between Sean Pitts and Jon Cullum, with Cullum taking over the lead for a couple of laps, only to lose it again and slip back two more places near the end. Neil Robinson took second followed by Martin Verity in an unaccustomed third, following a hard drive up from the back.

100 NATIONAL

Heat 1: David Homer, Charlie Brown, Paul Wilkes.
Heat 2: Bobby Game, David Homer, David Wilson.

David Homer, on pole, challenged Bobby Game for the lead but spun back to 11th, to finish 6th. Charlie Brown took up the chase but Bobby, now on an Allkart, held first throughout. Steve Merry, from an early second, held third to the end.

125 NATIONAL & OPEN

Heat 1: Graham Stephens, Mark Tuckwell, Maggie Dell.
Heat 2: Mark Tuckwell, Dennis Gale, Malcolm Weaver.

Dennis Gale took the lead off the line but Graham Stephens was soon up and past only to retire on lap 6. Gale was very hard pressed by Mark Tuckwell all the way to the line, Malcolm Weaver's Dino/KMP Rotax coming along next followed by Steve Puddiphatt who had been as low as 11th. First Open was novice Malcolm Rymer in 10th place.

210 NATIONAL

Heat 1: Andy Worton, Kim Sutch, Nigel Puddiphatt.

Heat 2: Glen Clarke, Clive Bisp, Brian Johnson.

Glen Clarke's race only lasted half a lap when a gearbox stud broke. Andy Worton led off but soon slipped back to an eventual 5th. The lead was taken up and held by Nigel Puddiphatt, followed first by Duane Sutch, then Brian Johnson making it a good day for KMP engines in 1st, 2nd, 3rd and 5th. Clive Bisp was the fourth place man.

250 NATIONAL AND INTERNATIONAL

Heat 1: Malcolm Green, Tim Jones, Pat Tomkinson.
Heat 2: Robert Perkins, Lenny Knox, Tim Matthews.
Heat 3: Trevor Harvey, Malcolm Green, Chris Tomkinson.

The meeting also hosted the second round of the 250 National Challenge, run with the 250 Internationals. Rowland Tompkins, Dino, from Brackley won the B Final from Tim Matthews of Wellesbourne. Tim unfortunately seized his engine in the final. Trevor Harvey (Bristol) caused most of the excitement in the final with a chase up from the back on his Dino/KMP Rotax to fourth. Another kart then collided with him, putting him down to 10th place but a brave drive back through saw him challenging for the lead on the last corner. Malcolm Green (Birmingham) just held on to take the flag first. In the National Class Tim Jones from Morecambe won from Tony Keele of Melton Mowbray and Lenny Knox of Cheltenham.

Graham Smith

CADET

- 1st** Nelson Rowe Allkart
2nd Jeremy Gumbley Allkart
3rd James Walters Wright
4th Lars Sexton Zip
5th Rupert Cue Allkart

JUNIOR BRITAIN B FINAL

- 1st** Nicholas Smith Dino/KMP Parilla

JUNIOR BRITAIN SUPER

- 1st** Nick Dudfield Wright/SWRD Par
2nd Michael Simpson Wright/Parilla
3rd Henry Stanton Wright/Red TKM

SENIOR BRITAIN NOVICE

- 1st** Simon Mauger Allkart/BG Par
2nd Paul Stockford Wright/Par
3rd Lance Lenard Keg 90/Arrow
4th Dec McDonnell Dino/Dino

100 NATIONAL

- 1st** Bobby Game Allkart/BG Rotax
2nd Charlie Brown Kali/Rotax-Sirio
3rd Steve Merry Gillard/Rotax
4th Paul Wallington Allkart/Sirio
NOVICE AWARD Shaun Bridgman

SENIOR BRITAIN SUPER

- 1st** Sean Pitts Anderson/Parilla
2nd Neil Robinson SuperDart/Min
3rd Martin Verity Wright/Parilla
4th Jonathan Cullum Wright/Parilla
5th David Storey Jeta/Parilla

250 NATIONAL

- 1st** Tim Jones Anderson/Yamaha
2nd Tony Keele Anderson/Suzuki
3rd Lenny Knox Anderson/KTM
4th Kevin Maunder Anderson/MWR/KTM
5th Clive Gardiner Anderson/KTM
6th Phil Grocott EDR/Suzuki

JUNIOR BRITAIN CLUBMAN

- 1st** Lee Whitney Gillard/Parilla
2nd Marcos Burnett Wright/Parilla
3rd Malcolm Smith Gillard/Parilla
4th Terence Dove Sprint/Parilla
5th Duncan O'Connor Wright/TKM
6th Edward Holloway Wright/DAP
7th Lee Seffron Dino/SKS Parilla

210 NATIONAL

- 1st** Nigel Puddiphatt Zip/KMP Villiers
2nd Brian Johnson Aero/KMP Villiers
3rd Duane Sutch Anderson/KMP Villiers
4th Clive Bisp Barolotti/Villiers
5th Andy Worton Dale/KMP Villiers
Novice: Gordon Maidment

KARTING

T.K.M. ENGINE SPARE PARTS

Cylinder compl. 3P.....	£80.00
Cylinder compl. TT.....	£85.00
Crankcase compl. L90TT.....	£87.00
Crankcase compl. 3P.....	£80.00
Crankcase compl. TT.....	£95.00
Crankcase compl. L90TT.....	£90.00
Crankcase compl. 3P & TT.....	£100
Crankcase compl. L90TT.....	£105
Crankshaft Drive 3P & TT.....	£47.50
Crankshaft Drive L90TT.....	£47.50
Crankshaft Mag 3P & TT.....	£47.50
Crankshaft Mag L90TT.....	£47.50
Con Rod long & short.....	£24.50
Con Rod selected.....	£43.48
R. Valve Cover FF99.....	£16.00
R. Valve all models.....	£17.00
R. Valve Magnum all mods.....	£4.50
Rotary Valve Locator.....	£7.00
Liner 3 port.....	£40.00
Liner TT.....	£42.00
Gaskets paper.....	30p
Head.....	£35.00
Piston & rings.....	£19.00

FIBREGLOSS

Seats S.M.L.....	£14.00
Standard Side Pods. Pair.....	£25.00
Front Nose cone.....	£7.50
Side Pods.....	£55.00

PLASTIC KART ACCESSORIES

No. Plate (all colours).....	40p
8" x 8".....	
No. plates all colours.....	£1
12" x 12".....	
Alu Filters Tillotson.....	£1.50
Finger Guards: Komet, Parilla & T.K.M.....	£1.50

CHAINS AND SPROCKETS

Type 219 Racing Kart rear std sprocket.....	£3.50
64-96.....	
Type 219 DK sprockets.....	£4.00
Engine sprocket 10, 11 teeth, TKM, Parilla Komet.....	£4.50
Engine sprocket, Arrow.....	£5.00
DID Gold Chain.....	£12.00
DID HT 100 Link Chain.....	£10.00
KEG 219 HT Chain.....	£11.50
Type 35/Leisure kart rear sprockets 36-83.....	£4.25
Engine sprocket, 8, 9 teeth.....	£4.75
Chain, heavy duty type 35.....	£6.50
Link extractor tool for above.....	£12.00
Sprocket puller for above.....	£5.50

CARBS AND ACCESSORIES

Large quantities, Standard.....	£16.75
Bored & tuned, 25mm.....	£22.50
Bored & tuned, 27mm.....	£24.50
Diaphragm Bottom.....	£1.80
Diaphragm Cover.....	£1.16
Pump Diaphragm (Teflon) Fawn.....	£65p
Idle Mixture Screw.....	49p
High Speed Mixture Screw.....	£1.16
Nozzle Check Valve.....	£3.00
Gasket & Packing Set (GS-IHL).....	94p
Repair Kit (parts) RK-45HL.....	£7.50
Diaphragm & Gasket Set (DG-IHL) HL304A.....	£3.00
Diaphragm & Gasket Set (DG-2HL) HL304A.....	£3.00

TKM SPARES

Piston Bare.....	£13.00
Ring Set (super).....	£7.50
Gudgeon Pin (lightened).....	£1.50
Cylinder Stud.....	£1.50
Head Nut (brass).....	50p
Exhaust Stud.....	65p
Exhaust Bend.....	£11.50
Exhaust Flex.....	£1.65
Silencer.....	£18.00
Oil Seal (ROLF high R.P.M.).....	55p
Valve cover (sloping).....	£12.00
Crank Pin.....	£4.50
Cage & Rollers (steel silver plated).....	£5.00
Big End Spacer Washer.....	£1.00
Small End Rollers 2mmx13.8mm.....	£1.50
Small End Washer aluminium.....	75p
Small End Washer (steel) 1mm Thick.....	65p
Crankcase Main Bearing Shims.....	50p
Valve LocatorCirClip.....	50p
Crank Nylon Stuffers (each).....	£3.00
Aluminium Stuffers.....	£3.50
Copper Rivets (each).....	50p

WHEELS & ACCESSORIES

Ali Mono front SL450.....	£18.50
Ali Mono rear SL710.....	£17.50
Ali Mono front rain 360.....	£18.50
Ali Mono rear rain 5", 6", 7".....	£16.50
iCast all split rim: Rear inner 1" £3.50, rear inner 2", 3", 3½" £4.50, rear outer 3", 3½", 4" £4.50.	
Front inner/outer compl. with bearing.....	£13.00
All front Mono rims compl. with bearings.....	£35.00

AXLES (BEST QUALITY)

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

EXHAUSTS

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

ALUMINIUM COMPONENTS

Front wheel boss 15mm, 17mm.....	£6.00
Front wheel boss, ¼".....	£7.50
Rear hub 25mm or 1" die cast.....	£4.75
Rear hub 30mm die cast.....	£4.75
Engine mount 15" new type.....	£10.00
Engine mount, sliding.....	£12.00
Engine mount bottom clamps.....	£2.50
Carb spacer.....	£1.50
Disc carrier 25mm or 1".....	£4.25
Disc carrier 30mm.....	£4.25
Sprocket carrier 25mm or 1" die cast.....	£4.75
Sprocket carrier 30mm.....	£4.75
Alu Finger guard universal.....	£4.50
30mm bearing housing lpc.....	£2.25
Alu coil bracket universal.....	£2.00
Wide engine mount.....	£12.50

ALL MOUNTS INCLUDE CLAMPS

IGNITIONS

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

KART COVER AND TOOLS

Kart cover 100cc.....	£13.00
Seat cover universal.....	£12.00
Kart stand unsprayed.....	£14.00
3, 4, 5, 6mm T-bar Allen Key.....	£3.00
8mm T-bar.....	£4.00
10mm T-bar.....	£6.50
13mm T-bar.....	£7.50
Sprocket puller.....	£5.00
Motoplat puller.....	£3.00
Motoplat holder.....	£2.25
Gudgeon pin extractor.....	£4.50

BEARINGS

6204, C3 (metal cage).....	£2.50
6204, C4 (fibre cage).....	£4.25
6204, T. B. P63 (fibre cage).....	£6.50
Super roller cage.....	£5.00
Standard track rod ends (female).....	£2.25
Super track rod ends (male).....	£3.50
Track rod ends (male).....	£2.00
Axle Bearings 30mm (Super).....	£5.00
Axle Bearings 25mm.....	£4.50
Axle Bearing 1inch.....	£4.50
Stub axle bearing 12/15/17mm.....	£1.50

LEISURE TYRES

CHENG SHIN 11x40/350x5 Slick.....	£8.00
11x40/350x5 Treaded.....	£8.00
11x40/350x5 Tube.....	£4.00
Fun Kart eg Dart Leisure 13x500x6 Treaded.....	£12.00
13x500x6 Tube.....	£4.00
4x13x500x6 on steel rims.....	£67.50

VEGA WET & DRY TYRES.....

£79.00

GOODYEAR TYRES

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

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

BRIDGESTONE TYRES

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

ZIP DIE CAST ALLOY WHEELS

Complete set for 100cc karts with 13-15mm or 17mm bearings in front wheels. Available in all widths to suit your requirements. With 'O' rings and valves.....	£40.00
Less rear bosses.....	£40.00
As above less 'O' rings and valves.....	£37.00
Complete set for 125cc, 210cc, 250cc, without rear or front bosses.....	£37.00
With 'O' rings and valves.....	£37.00
As above less 'O' rings and valves.....	£35.00
Rear wheel inner or outer half 4" (100mm).....	£5.50
Rear wheel outer half 3" (75mm).....	£5.50
Rear wheel inner half 2" (50mm).....	£5.50
Front wheel inner or outer half less bearings.....	£5.50
Front wheel inner or outer half with bearings.....	£5.50
Front wheel inner half, 125cc, 210cc, 250cc.....	£5.50
Front wheel outer half, 125cc, 210cc, 250cc.....	£5.50

WHEELS AND ACCESSORIES

Spun aliv front half 5" x 2½".....	£3.75
Spun aliv front half 5" x 2½".....	£3.75
Spun aliv wide front half 5" x 3".....	£4.00
Spun aliv rear half 5" x 2½".....	£3.75
Spun aliv rear half 5" x 3".....	£4.00
Spun aliv rear half 5" x 4".....	£5.00
Nova nylon rim 4" x 2½" front.....	£2.50
Nova nylon rim 5" x 2½" front.....	£2.50
Nova nylon rim 5" x 3½" rear half.....	£3.00

LATEST PRODUCT

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

RACING PLUGS

NGK 8EV-9EV-IOEV.....	£2.75
Special rubber plug caps.....	50p
Plastic plug holders 6 plug.....	20p
NGK 8EGV-9EGV-IOEGV.....	£3.50
NGK 8EG-9EG-IOEG.....	£2.00
NGK B9-BGP.....	£8.80
403.....	£4.00

GENERAL COMPONENTS

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

HELMETS AND ACCESSORIES

Centurion glassfibre.....	£60.00
All makes of helmet available to order. All helmets to BS1 6658 'A' SNELL 80, 85.....	
I.C.L. Vari-clear.....	£1.95
Turbo whirly visors, quality version.....	£12.00
Helmet bag.....	£7.50
Team bags medium.....	£7.75

DART RACEWEAR

New team suits are in the latest fashion with stripes up the side of

KYALAMI (SOUTH AFRICA)

SUPERKART ROUND ONE — YELLOW PAGES CHALLENGE — 2ND SEPTEMBER 1989



Nelson (4) leads Bernic (1) and Irving (Pics: courtesy Julian Cooper).

Nelson wins Kyalami first time out on a Zip Eagle and sets new outright lap record.

Marcel Angel wins close fought 125 race.

Ex World Champion, Wade Nelson, dominated the first round of the Yellow Pages, onboard the borrowed Zip Eagle of Julian Cooper, which he will use until delivery of his new Eagle which he will campaign throughout the 1990 season and World Championships. Current South African Champion, Niall Bernic, whose new Anderson/Anderson Rotax which he campaigned at Silverstone arrived in South Africa with only hours to spare before timed practice on Friday afternoon, finished with a second overall, with Derick Irving "Chop-a-Tree" Dino mounted, third, and as this was also a round of the SA Championships, Derick now seems certain to be the next champion as he has dominated the Championships thus far, which is an excellent achievement as he is long overdue for new equipment.

QUALIFYING

Time practice took place late Friday afternoon in sunny conditions and the front of the grids looked like this:

250 SUPERKARTS

1st	Wade Nelson	Zip/Eagle/Rotax	1:25:41
2nd	Derick Irving	Dino/Rotax	1:28:20
3rd	Peter Belcher	Dino/Rotax	1:28:68
4th	Niall Bernic	Anderson/Rotax	1:28:97
5th	Llewellyn Virtue	Dino/Rotax	1:31:04
6th	Mervyn Fiebiger	Dino/Rotax	1:34:09
7th	Joe Lima	Dino/Rotax	1:34:56
8th	Hector North	Dino/Rotax	1:34:80



The new Eagle of Wade Nelson.

for the new Kyalami track of 1:25:41, bettering the C2 sports cars record by over 2 seconds, which now makes a kart the current fastest form of motor facing around Kyalami.

The 125s were started from the rear of the 250s due to the amount of different classes of cars and bikes partaking and the crowd were entertained to the usual close racing we have come to expect from the 125 brigade with a lot of slipstreaming and passing taking place, with Marcel Angel getting to the line first ahead of Andrew Boyd and Dermot Leslie with only 1:3 seconds separating these 3.

HEAT 2

Bernic got the jump on Nelson, but by the end of lap one it was Nelson, followed closely by Bernic, Irving and Belcher. These 4 soon pulled a gap on the rest and the positions were not to change with Nelson crossing the line 1st, followed by Bernic then a 7 second gap to Irving, a further gap to Belcher, who was later excluded from the heat when the scales showed him and a couple of other competitors to be underweight (SUBJECT TO PROTEST).

The 125s produced another close race with plenty of position changes, this time Dermot Leslie getting to the line first followed by Marcel Angel, Andrew Boyd and Fraser Barbour with only six tenths of a second separating these 4 at the line.

The overall results are calculated by adding the race times from the 2 heats of each competitor which made it very close in the 125 class.

REPORT: JULIAN COOPER

OVERALL RESULTS

125			
1st	Marcel Angel	Dino/Rotax	1221:2
2nd	Dermot Leslie	Dino/Rotax	1222:7
3rd	Andrew Boyd	Dino/Rotax	1223:0
250			
1st	Wade Nelson	Zip Eagle Rotax	1048:6
2nd	Nial Bernic	Anderson/Rotax	1052:1
3rd	Derick Irving	Dino/Rotax	1073:3

Narberth and Mervyn Dowrick, Narberth somewhat handicapped in the second heat, when a late arrival on the grid, meant that he started from the back.

Heat 1: Tony Melding, Mervyn Dowrick, Peter Stevens.

Heat 2: Peter Stevens, Steve Narberth, Mervyn Dowrick.

Heat 3: Peter Stevens, Steve Narberth, Phillip Jenkins.

The final was very much a procession, giving credence to the grid positions which resulted from the heats. Peter Stevens' lead with Steve Narberth's second place remained undisputed throughout the twenty laps. Apart from the lapping of tailenders, the only overtaking was done by Nicky Smith, who had an uninspired days racing until then. After passing Phillip Jenkins on lap two, he set about catching Mervyn Dowrick, finally wrestling Dowrick's third place from him on the eighth. Frank Holmes, making a welcome return came in a creditable sixth.

125 NATIONAL/P&R/210 NATIONAL

A bit of a 'hotch-potch' this, with three P&R's, one 210 and two number 16's. It certainly keeps the lap scorers on their toes. Mike Morris was in his usual good form despite not seeing him at Pembrey for many months. He made a clean sweep of the heats, although Godfrey Kirby from the Cork club ensured that he had to work for it. Another infrequent but fine performance was given by current Champion, Jonathon Williams, and mention must also be made of Camberley's Myles Kirby, and veteran P&R driver, Roy John.

Heat 1: Mike Morris, Godfrey Kirby, Steve Piggins.

Heat 2: Mike Morris, Jonathon Williams, Godfrey Kirby.

Heat 3: Mike Morris, Myles Kirby, Jonathon Williams.

Godfrey Kirby demonstrated that he hadn't been impressed by Mike Morris' dominance of the heats, outdragging him at the start and leading for the first lap. Myles Kirby disputed third place with Jonathon Williams throughout the final, the former snatching the place on the last lap. Engine maladies beset Clive Hawkins all afternoon so he appeared content just to finish, while lone 210 man, Chris Flitney cruised to the end. Roy John finished sixth overall leading his class, which must be one of his best performances for some time. 'Chubby' Connors from Cork took second place.

250 NATIONAL/INTERNATIONAL

The sole International, Robert Perkins was amalgamated with the Nationals among whose ranks was last years 250 International Champion, Simon Joseph. He has forsaken his twin cylinder Yamaha for a 'big' KTM single. But it was Mark Allen from Shennington who opened the account by scoring a flag to flag win in the first. Problems kept him out of the second altogether and could only manage three laps in the third, albeit in the lead. Dave Griffiths clocked up a good performance, and he was joined on the front row of the Championship Final grid, by Camberley's John Ottery and Peter Price from Cadwell. Derek Wheten had a miserable time in both practice, and racing.

Heat 1: Mark Allen, Robert Perkins — Int, Dave Griffiths.

Heat 2: Dave Griffiths, John Ottery, Peter Price.

Heat 3: Robert Price — Int, Dave Griffiths, John Ottery.

CLUB SCENE

A good start gave Mark Allen the lead on lap two, which he wasn't to lose, Dave Griffiths having to settle for second place. As the leaders began passing Simon Joseph, he retired and Robert Perkins' Rotax appeared to have lost its crispness. John Ottery completed the first three, the rest of the field having been lapped by the end.

JUNIOR BRITAIN

1st	Julian Thomas	Wright/Parilla
2nd	Ryan Hensman	Wright/TKM
3rd	Marlyn Dickson	Hutless/Yamaha/Arrow
4th	Jaime Garcia	Hutless/Parilla

100 NATIONAL

1st	Peter Stevens	Hutless/Rotax
2nd	Steve Narberth	Ninja/TKM/Rotax
3rd	Nicky Smith	Wright/Sirio/Yamaha

125 NATIONAL

1st	Mike Morris	Lazer/Rotax
2nd	Godfrey Kirby	Zip/Rotax
3rd	Myles Kirby	Zip/Rotax
4th	Jonathon Williams	Zip/Rotax

125 P&R

1st	Roy John	Zip/Yamaha
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210 NATIONAL

1st	Chris Flitney	Dino/KMPVilliers
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250 NATIONAL

1st	Mark Allen	Dino/KMPKTM
2nd	Dave Griffiths	Zip/KTM

250 INTERNATIONAL

1st	Robert Perkins	Dino/KMP Rotax
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SENIOR BRITAIN

1st	Steven Prickett	TKM/TKM
2nd	Mike Mitchell	Hutless/Minarelli/Dino

KEITH RANN

Crail

Kingdom Kart Klub

The September meeting of the Kingdom Kart Klub provided a high level of entertainment for spectators, teams and drivers; as all levels of competitors battled for championship points last Sunday.

Young cadets and veteran seniors fought hard through their heats to compete for positions in the final race grid in perfect conditions at Crail race track. As well as the fight for individual points, there were some excellent performances from novices, bidding to establish themselves amongst the established rans of kart racers.

Spectators were treated to some outstanding racing performances in the cadet category. Young H Christofferson excelled in the first two heats, he created an early lead in both races from both the front and the rear of the grid, to take comfortable victories over his closest competitors, McLaren, Dickson, Kirkcaldy and Aspin. Although the Perth driver looked to have the making of his rivals, Heat three was to throw the final open to the top challengers.

Christofferson failed to take the lead at the start of the third heat, and gradually fell down the placings. It was Edinburgh's P McLaren whose consistency showed through to win the

final heat with S Bruce driving well to hold onto the keenly contested second place from Aspin and Dickson.

The course was therefore set for an exciting final, with pole position held by McLaren. It was Christofferson, whose earlier success gave a favourable grid position, who made the early running. Stretching his lead over the first six laps, he looked set to repeat domination of the class. However, determined driving by McLaren saw the youngster take back his leading position in the latter half of the race. Dickson of Perth fought hard to overtake Christofferson on the final lap to earn a second place, with McLaren the comfortable winner and Christofferson in third.

The most open racing of the afternoon was provided by the Junior B category. The first heat identified S Laird of Deanston as a strong contender for grid points, with Wilson and Kirkcaldy also featuring well. Heat two was keenly contested with a close finish between Kirkcaldy, Laird and Wilson. Kirkcaldy took first place but was disqualified due to the tight weight restriction, leaving Wilson, Laird and late entrant Stobie to take the important points.

The final heat saw Davidson of Armadale, and Laird set the early pace. A brave challenge by Kirkcaldy, earned the driver third place, as he watched Laird overtake Davidson to win the third heat.

It was Laird who held pole position for the final and looked favourite to win the final. However, it was Wilson in kart 10 who's driving skills took the early lead with Laird, Stobie and Davidson falling behind to battle for second position. Wilson's early break was stretched as Laird and Stobie settled into second and third position. These positions were maintained through to the finish line for Wilson to gain a handsome victory.

In the Junior A category two karts fought against one another for first and second place. P Wilson of Menstrie and D Nelson of Armadale credited themselves well, both spinning from the track throughout their heats, for Wilson to take the dominant grid position. The two novices gained valuable race experience amongst their seniors, as Wilson drove well to take first with Nelson finishing second.

The 100 UK and Senior Britain, classes raced together for their respective class titles in the fastest races of the afternoon.

The 100 UK class was dominated through the heats by M Bruce of Penicuik with A Taylor crediting himself well as recent entrant to the class.

The only female racer of the afternoon, Edinburgh novice S McLaren, drove three heats and an excellent final, to gain the top level race experience, in a performance which augers well the future.

Overall championship leader, Bruce took all three of the 100 UK heats in dominating style, pushed all the way in heats one and three by A Taylor. The Midlothian pair accounted well for themselves, finishing ahead of the majority of karts in the faster Senior Britain category. The final grid saw Bruce positioned well ahead of rival Taylor, who span off losing valuable points in heat two. Predictably, it was Bruce who won the race ahead of Taylor, with McLaren in a creditable third position.

The Senior Britain class was dominated throughout by M Hutchinson of Kinglassie, in kart 53. Indeed, it was the experienced Hutchinson who won all three of the heats, with Byres, Millar, and Munckton showing through for the prominent grid positions.

The last race of the afternoon began with Hut-

CLUB SCENE

pin was Robinson with Thomas and Whiteley on his tail. With his foot hard down Whiteley took Thomas on the first lap, and then Robinson at top bend on lap two. Unfortunately Whiteley's glory was short-lived and his retirement on lap three returned the lead to Robinson, who by now had Downer working his way up from the eighth row to challenge the lead positions. Behind the leading group Ben Brown was harassing Seffron for fifth. After fighting hard for the lead Downer found enough speed at the end of the straight on lap nine to take a well deserved chequered flag.

SENIOR BRITAIN

Four heats were required to sort out the final positions. Clark won two, Cleal and Mills won one each. Malcolm Budd, with his 100 UK, really showed the competitiveness of this class when the weather is an equaliser and lined up for the final grid in a most creditable second row position. Treliving, Page and Hall earned enough during the heats to be poised near the front for the final. By this time the track was virtually dry and slicks were predominant. Robinson opted for wets which allowed him to run alone through the puddles on the track where the traffic wasn't too heavy. From the final green Clark was out of Billy's followed by Mills, Davidson and Cleal. By the end of lap two Cleal was right on Clark's heels and he then took the lead by holding the inside line at the hairpin. Clark followed Cleal for seven laps as if glued together then somehow found enough grip on inside bend to regain the lead. Some superb racing by these two drivers — but in the end it was Clark's day. Even though attention was focussed on the front end duel there was plenty going on elsewhere with Prickett, Page and Davidson fighting hard for fifth place while Roger Lee's return to the track gave him the opportunity to compete closely with Sheahan and Roberts for some enjoyable middle pack action.

NATIONAL

Only a few Nationals opted to brave the conditions. This was great for the new boys who then had the opportunity to flavour the glory of being in the leading groups. Holman won all three heats. Nash, Uren and Manvill also earned places on the front two rows of the final grid, so the unique situation existed whereby novices occupied the prime positions on the grid for the final. On the rolling lap disaster struck for poleman Holman when he oiled up and missed the start. However the race had to be stopped on lap two when Uren needed ambulance attention after hitting the tyres at the end of the straight, so Holman was back on pole for the restart. This time Holman led out of Billy's followed by Barrett, Nash and Manville. Barrett passed Holman on the straight during lap two and with Holman 'mixture fiddling' the front three settled into comfortable positions. By lap seven Flaum was knocking on the door for a front place by harassing Nash hard until eventually a coming together on the hairpin placed Flaum on the grass and out of contention. Meanwhile Lobb and Dunn had stayed together throughout to provide interest a bit further back. A day of mixed fortunes for the Nationals but one which produced some good individual efforts — particularly by the novices.

GEARBOX

Some fourteen gearboxes drivers stayed to race and as usual provided some great stuff for the spectators. The 125 contest was good to watch with open driver Ponting being hard pressed by nationals Clarke and Hurst. The 250 battle throughout the day was between Muir and

Leitner with Maisey and Huish always poised to jump in should anyone make a mistake. In the final it was Sydenham who took the lead on lap two, and the hairpin took its toll of Clarke, Hurst and Leigh. This was a pity because the loss of those three took the real fight out of the 125s, but nevertheless a great scrap ensued for second between Leitner, Muir and Ponting until they opened up enough space between them to remove any serious challenge. Things started to bunch up again by lap nine and we saw an exciting finish with Sydenham crossing the line just slightly ahead of Muir and Leitner.

Vic Sirett

RESULTS

JUNIOR

1st	Jonathon Downer	Wright/Parilla
2nd	David Robinson	Wright/Parilla
3rd	Michael Graham	Wright/Parilla

SENIOR BRITAIN

1st	Andrew Clark	Wright/Parilla
2nd	Anthony Cleal	Dino/Parilla
3rd	Kevin Mills	DAP/DAP

NATIONAL

1st	Simon Barrett	Wright/Rotax
2nd	Martin Holman	DAP/Rotax
3rd	Charlie Nash	Mondial/TKM

125 NATIONAL

1st	Andy Coleman	Zip/Goff
2nd	Andy Clarke	Anderson/KMP Rotax

125 OPEN

1st	James Ponting	Anderson/TM
-----	---------------	-------------

250 NATIONAL

1st	Paul Sydenham	Dino/Rotax
2nd	J Muir	Zip/Rotax

Pembrey

SUNDAY, SEPTEMBER 24th

Cardiff Kart Club

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

Entries Secretary: Mrs D Kilgour, 366 Coedy-Gores, Llanderyn, Cardiff. Tel: 0222 733348.

Unlike last year, the weather set fair for the 1989 Welsh Championships meeting at Pembrey. Seven Champions returned to defend their laurels against some fierce opposition, not least that from Ireland. Yes, nine drivers from Cork, who are becoming welcome, regular visitors to the Welsh Motor Sports Centre and the Cardiff Kart Club, swelled the grids once more.

In fact, all the grids looked healthy and gave the appearance that the racing would be hotly contested throughout, and who-so-ever won ultimately, would be worthy of the title, Welsh Champion.

JUNIOR BRITAIN

A large field included two drivers from Ireland, Kenneth Grandon and Dave Walsh. With one or two exceptions, all the drivers knew each other and there were more than a couple of scores to settle.

Shaun Fulford led the first heat for a couple of circuits until he was overhauled by defending

Welsh Champion, Julian Thomas. Lurking close by was Jonathan Downer and took advantage of a situation created by back marker Andrew Price, and moved into second position.

He finished second in the next, incident packed race too. A race which removed from contention, Thomas, Price and Marlyn Dickson, and gave Shennington's Nicholas Smith, victory. Fulford kept his hopes for a good final grid position alive with a third place and Nicholas Passmore fourth.

After dispatching Dickson, Smith also took the third heat, Thomas being bested by both. Ryan Hensman from Chasewater completed a very consistent score sheet in fourth place, never out of the top six, to earn pole for the final.

Heat 1: Julian Thomas, Jonathan Downer, Ryan Hensman.

Heat 2: Nicholas Smith, Jonathan Downer, Shaun Fulford.

Heat 3: Nicholas Smith, Marlyn Dickson, Julian Thomas.

Ryan Hensman kept his pole position advantage in the early stages, while Fulford quickly lost ground to the pack. By lap four, the lead had changed, with Julian Thomas looking for his second crown. Meanwhile, Marlyn Dickson was making steady progress through the field from sixth place as was Jaime Garcia, who started twelfth. The off-form Andrew Price finished a wretched day for him, losing a lap to the leaders by the seventh. Nicholas Smith started well, was involved in a lap six incident which dropped him from third to tenth. This inspired him to pull out the stops to fall just short of the Championship placings in fifth place at the flag.

SENIOR BRITAIN

A small but 'classy' field of Senior's lined up. This class has demonstrated that the spirit of Karting is very much alive and well. With three different winners in the three heats, the final was going to be hotly contested. Most consistent was Steven Prickett from Clay Pigeon. Whereas, both Mike Mitchell and Michael Goodacre spoiled their records by non-finishing the third. It was obvious that Goodacre hadn't come all the way from Wigan for no reason, but his last lap lunge to snatch the second heat from Prickett and Mitchell.

Heat 1: Mike Mitchell, Steven Prickett, Michael Goodacre.

Heat 2: Michael Goodacre, Steven Prickett, Mike Mitchell.

Heat 3: Steven Prickett, Richard Phelps, Mark Scruton.

Current Champion, Richard Phelps hung on grimly in second place, to leader Steven Prickett but to no avail, for Mark Scruton and the charging Mike Mitchell relegated him to fourth on lap seven of twenty. Michael Goodacre, temporarily inconvenienced by the progress of Scruton and Mitchell, eventually passed Phelps as well to regain his first lap fourth place. Matthew Jones finished all races albeit in last place, whereas the unfortunate Martin Baker never even made half distance, before retiring for the third time that afternoon.

100 NATIONAL

A good local turnout in this class was supplemented by four away drivers. Of these, Cork's Pat Casey and Paul Hensman from Chasewater, gave a fair account of themselves, Casey managing two fourth places. Tony Melding won the first race but didn't excell in the others while Phillip Jenkins' worst result was fifth in the last. Main honours went to Peter Stevens, Steve

LARKHALL SUPER ONE

The fifth round of the 1989 Super One series should have been the last but with the Intercontinental A meeting at Three Sisters (nee Langbaourgh) and the TVS Supersix, the proposed Felton date was rescheduled to 15th October and that was the 1989 finale, report later from Felton.

Entries were good despite the fixture congestion which always occurs at this time of year and most people now accept that it isn't good policy to pick and choose the meetings to attend these days. One has to do them all lest one of your "best" tracks turns out to be a bummer.

There was a slightly different look to the programme with the Super final not run last as usual, something which nearly caught out a number of drivers. The pre-final was to go first, but I'll start things off with the Junior Britain.

Matthews Master Class

The entry as usual required a "B" final which was won from pole by Stephen Warburton, not a regular participant in such races. Runner-up to Stephen was Darren Manning who took up that place on the third tour disposing of the eventual third placed Nathan Ferriday in the process. Fourth was in doubt right at the flag as Dominic Harlow had seen off a number of suitors before Mark Blair snatched the last "A" final place away right to the death.

Pole for the main final went to the reigning series champion, Stuart Capstick, now tended by the Fullerton brothers and running Gillard chassis with TF PCR power. Alongside him on the grid was current number 1 Graeme Melville, fairly flying in the heats on his home track. Guy Smith headed row two with Jamie Davies for company whilst the third row was the property of James Matthews and Nick Lamb. The rest of the grid was awash with star names and the final was a good race in prospect.

Capstick took up the running from the flag with Melville right in his wheel-tracks and the rest all bobbing and weaving within easy striking distance. Guy Smith fronted the chasing group for the first few laps but Ralph Firman was in inspired form and was soon through to harass the leaders as they were engaged in a massive struggle for supremacy. Something had to give and on the 10th lap, it did. What seemed to be a fair move by Melville to pass the leader



Andrew Clark(20) Britain winner, shadowed by Mark Beddall.

November 1989



Junior Britain winner James Matthews(34) with new British Champ Jamie Davies (Pics: Iain Blair).

was rudely blocked and in the ensuing mess, Melville was off. That let Smith back up to 2nd but not for long as Firman breezed past again and set about the leader. On the 14th tour, superior traction told out of the bottom hairpin and Ralph was through into the lead. That lasted only as far as the infield loop as Capstick left his braking very late indeed and occupied the space that Firman had annexed to clip the corner; off they both went!

They restarted and lost around 8 places each with the new (and very precarious) lead going to James Matthews who had Jamie Davies breathing down his neck. The third place was now occupied by Peter Dumbreck, a brilliant drive from the 10th row of the grid. Peter was not to last in his exalted position as the red mist was clearly affecting the driving of Melville and Capstick, whose progress during the final few laps was scintillating to say the least. The last lap was to provide the final change in the order with Capstick just nabbing third from Melville. The win went to Matthews, able to breathe easier in the final stages, from Jamie Davies, Capstick and Melville next with 5th going to Dumbreck.

Sixth was Gareth Hession from Johnny Greensmith, Ralph Firman and Michael Simpson completing the top ten.

1st	James Matthews	Boxer/KS Parilla
2nd	Jamie Davies	Wright/Parilla
3rd	Stuart Capstick	Gillard/TF PCR
4th	Graeme Melville	Wright/Melville Parilla
5th	Peter Dumbreck	Gillard/White Parilla
6th	Gareth Hession	Wright/SWRD Parilla

Clark Over-Cooked

The entry was not enough to trouble the lap scorers with a qualifier so it was straight into the biggie.

Andrew Clark had pole with Mark Beddall alongside with the second row having Steve Cook-Martin and Steve Hazlett in station. The third row was reserved for Paul Ibbotson and Richard Beecroft with such luminaries as Darron Gibbs and Patrick Walsh on grids 11 and 19 respectively.

Clark made good use of his pole to lead after the first lap but Cook-Martin was in stunning form and he took the lead midway through the second lap. Beddall had followed him through to push the pole man down to third with Hazlett 4th. Cook-Martin began to get away as the fight for 2nd raged between Beddall, Clark and Hazlett with the outcome a few laps later being the break for Hazlett and the chance to catch the leader. Fifth was the property of Mike Mills at this time although he was narrowly in front of a three kart group with Ibbotson and Andy Cox for company. One lap later and the tables were turned with all three coming to grief at the infield loop promoting a lonely Gibbs to 5th spot.

By the 10th lap the battle for the lead was joined with Cook-Martin just holding on from Hazlett, these two comfortably in front of the 3rd placed Clark who had a handy but not huge gap over Beddall. Best battle, though was for about 9th place with about 18 karts all wanting a slice of the action and looking to get it, too!

With six laps to go, Hazlett looked like he was making a move for the lead but Cook-Martin just had enough power to keep the other Steve at bay. Then came the change in the leadership that really shook things up. With just three laps left, under braking for the first infield loop, Cook-Martin's motor nipped up. As Hazlett was tucked up his exhaust at the time, he went off too, leaving a surprised but otherwise delighted Clark back in the lead he had vacated some 25 laps earlier. He was sufficiently far in front of Beddall



Jeanette Peek(26) followed by Dario Franchitti (hidden) and Paul Evans(58).

to be able to stroke the motor home with Gibbs still secure in third, his main opposition having eliminated itself. Simon Court wound up in a fine 4th place from Ivan Turner and Tony McCarthy.

- | | | |
|-----|---------------|-------------------------|
| 1st | Andrew Clark | Wright/Newsham Parilla |
| 2nd | Mark Beddall | TKM/TKM |
| 3rd | Darron Gibbs | Allkart/Ferrari Parilla |
| 4th | Simon Court | Dino/Parilla |
| 5th | Ivan Turner | Gillard/DAP |
| 6th | Tony McCarthy | Whippet/DAP |

“Errol” Flynn First

Yet another “B” final to see to but this one contained the surprise of R Robert Schirle well towards the back. He could make little impression on Martin Moore’s lead but a creditable second was his anyway. Paul Mace resisted as best he could and gained third for his pains whilst Matthew Payne recovered well from a first lap off to secure the last place in the final.

Ricky Flynn had pole despite some mutterings from other drivers regarding his driving. I cannot confirm those mutterings as I saw nothing untoward. Opposite pole went to Paul Ozzanne with the second row falling to Gordon Duncan and the “Rockstar” Neil Hann staging a revival after a quiet 1988. Paul Evans and Craig Caldwell were to start from row three with the next two rows full of young turks, Jeanette Peek, Bobby Game, Dario Franchitti and Daniel Liddle the drivers in question.

The rolling laps saw an incident of such stupidity that I am surprised that people were prepared to argue about it. Craig Caldwell failed to start and immediately started to change his plug with the pit crew on the racing line. The nearest marshal repeatedly told the driver to move his kart, a request met with blank stares. A similar order from the assistant CoF met with the same result. Then as the field rolled round again the kart was eventually shifted. Too late. Richard Gregory was either unsighted or touched by another but he piled into Caldwell’s machine. The red flag was out immediately and it seemed at first that Caldwell would not be permitted to restart. He did but Gregory, the innocent victim of another’s idiocy, did not. His kart was too badly damaged and he was badly bruised and shaken but otherwise OK. A post-race Stewards enquiry put the blame at Caldwell’s feet and excluded him from the results. I make no apologies for the depth of my condemnation, you drivers are given instructions for a reason. Ignoring such instructions puts not only yourself

at risk but others too. Please use what little sense you possess.

Flynn took immediate advantage and he led Evans and Duncan for quite some time until the challenge began to emerge from Peek, Franchitti et al. One challenge which had already gone was that of Bobby Game with a thrown chain on the second lap.

One third of the way into the race and Duncan and Hann were really suffering at the hands of the youngsters with Evans just holding off Peek and Franchitti. Lap 17 and a shade over half distance saw Franchitti gain second place from Peek and thus begin to haul in the leader. This he did and was right with Flynn with five to go. Sadly this was also the time that Flynn suffered a terminal problem either with tyres or motor and he retired in spectacular fashion. Franchitti went down the same route as had Hazlett in the previous race as he, too, went off track, restarting 5th. That gave us only the second leader of the race, Jeanette Peek, despite some attempts by Ozzanne on the last two laps to relieve her of it. Thus the win went to Peek, the first ever female winner of a Super One round. (Nicola Fletcher DID win a Green Man round but that format was different to the current series) Paul Ozzanne was second with Evans third, Oliver Gavin 4th and Franchitti 5th from Duncan, Jamie Beasley, Daniel Stilp, Robert Schirle (after early tribulations) and Simon Horrobin rounding off the top ten.



100 Super winner David Cuff.

- | | | |
|-----|------------------|---------------|
| 1st | Jeanette Peek | Sprint/Rotax |
| 2nd | Paul Ozzanne | Dino/Rotax |
| 3rd | Paul Evans | PCR/JAG Rotax |
| 4th | Oliver Gavin | Sprint/Rotax |
| 5th | Dario Franchitti | Sprint/Rotax |
| | | Deavin |
| 6th | Gordon Duncan | Sprint/Deavin |
| | | Rotax |

Cuff Caps It

The pre final produced a lights to flag win for the latest shining star in 100 Super, Gary Chapman. David Cuff was second from Richard Weatherley with Steve Brogan 4th from Gary Moynihan. Early hotshot Andrew O’Hara retired at 2/3 distance and would have a lot to do in the main race.

Cuff got the drop on Chapman at the lights and pulled out a decent lead early on leaving Chapman to do the business with Weatherley and Moynihan who was very close indeed. By the 11th lap, Cuff was well in front and under no threat from those behind, but the sensation of the race was bursting on the scene. O’Hara was in 6th and giving Brogan some grief with other drivers certain to fall under the hammer if Andrew did Steve.

Brogan did fall to the O’Hara steamroller, as did Moynihan on the 20th lap. This was also the lap that Brogan’s exhaust parted company from his kart and he got the technical fault flag from Steve Clayton. O’Hara wasn’t finished yet and with two laps to go, Andrew passed Richard for the third place on the road. That soon became second as Chapman was found to have an illegal engine, his 1988 Rotax sporting a 1989 barrel. The XP team was gobsmacked at the news and I believe that they have now split from Paul Carr Racing as a result.

So the convincing win went to Cuff with O’Hara a fine second which could have been higher but for his pre-final bothers. Weatherley finished third from Moynihan, Connelly and Ashley Sinclair, Chris Hogben and Paul Henderson the only other finishers with Paul some laps down due to a punctured tyre.

- | | | |
|-----|--------------------|----------------|
| 1st | David Cuff | Kali/Rotax |
| 2nd | Andrew O’Hara | Sprint/Deavin |
| | | Rotax |
| 3rd | Richard Weatherley | Kali/JAG Rotax |
| 4th | Gary Moynihan | Wright/SWRD |
| | | Rotax |
| 5th | Dominic Connelly | Wright/Rotax |
| 6th | Ashley Sinclair | Wright/Rotax |
| | | Iain Blair |

Kimbolton

SUNDAY, OCTOBER 8th

Saturday practice gave the large number of drivers present ample opportunity to try out their wet tyres as heavy drizzle came down after lunch. Sunday fortunately was dry and the temperature was sufficient later in the day for us to see two lap records broken. Daniel Wheldon put in a lap of 31.91 to lower the Cadet record and Graham Stevens not only reduced the 125 Nat record to 25.94 but also took the overall record from the 250’s.

100 Britain

Heat winners were Gary Munro and Darren Kinsey. The final was stopped on the first lap when three karts collided and Stuart Petts and Nigel Butler wer taken off for treatment. Munro led the restart closely followed by Gibbs. Gibbs led briefly on two occasions but could not dominate as he had done earlier in the season. While the leaders diced Whaley and Kelly closed them down, and by lap six Kinsey appeared out of the pack and closed in on the leading group. Gibbs was struggling for speed and as Munro moved ahead Whaley slipped into second spot on the sixth lap, Gibbs held off Kelly but soon came under pressure from Kinsey as he demoted Kelly to fifth spot. With three laps left Kinsey took Gibbs for third at Stow. After fifteen hectic laps Munro was first from Whaley and Gibbs, Kinsey and Kelly crossed the line side by side in that order.

100 UK & 100 Britain Restricted

A field of 12 drivers contested the restricted class along with Les Etheridge in the UK class. Heat winners were Etheridge and John Everett.

Etheridge led from the off but Everett was in second place after one lap and starting to reel in the leader. As the race reached the halfway stage Everitt powered into the lead on the straight, showing the superior power of the Britain engine, and went on to an easy win. He must soon pit his skills against the full licence holders or stagnate. Boss took the second place Britain trophy from Armstrong on the last lap.

125

Trophies wre presented for both liquid and air cooled classes. Heat winners were Steve Perry and Graham Stevens. Stevens powered through from the second row as the lights changed to green, catching everyone unawares. Pole man Perry set off in vain pursuit followed by Thexton G and Costin. Stevens showed why he is No.2 in the country on short circuits by extending his lead, once his tyres reached working temperature he reduced the lap record previously held by a 250. Perry held second throughout and Costin got past Thexton to run home third.

250

A large grid of 250’s came to a rapid halt in the first heat as an incident at the first corner sidelined Roger Goff for the day and Colin Breeze ended up in hospital. Fortunately Colin was back in time to see son Carl collect a trophy on the Cadets. Shaun McLaughlin won both the heats and from pole immediately went into a lead which he held until lap nine when Darrington powered into Stow and was first into the Willows. Further back Lloyd was driving a lonely third with Cousins leading the single cylinder

units. McLaughlin retook the lead when he drove up the inside of Darrington at Stow and ran out a winner at the flag. Pointer outmanouvered Cousins to take the National trophy while Wilson was close behind to take third in this class in a busy 250 final.

Junior Britain

Gareth Hession looked quickest in the heats, winning the first, the second was won by Doug Bell who dived past Hession on the last lap when a backmarker blocked the track.

Hession set off with a flourish in the final intent on doing a demolition job on the opposition but Bradford based Nathan Ferriday was mastering the track and led the chase from Bell and Skelton. Ferriday slowly reeled in Hession as Bell was left to run a lonely third; at two thirds distance Hession was ducking and diving to shake off his shadow but was outflanked at Stow as Ferriday moved ahead. Hession made a desperate bid on the last lap to late brake at Kim, but it was Ferriday who came through to win as Hession span out. Bell was second from Wood, Natalie Whaley and Jest after Skelton had siezed when lying fourth.

210 National

Whittamore and Lipman won the heats with Lipman looking the quickest. At the start Lipman was first through Stow followed by Whittamore, Holloway and Poole. Poole drove well as he moved up the order and was second with the race half run. Lipman could not be caught and ran out the winner with no further changes to the running order.

100 National

A very mixed bag of Nationals caused problems for leaders and lap scorers alike as stragglers were lapped as early as threelaps. Westbrook just out of juniors was quick and made the more senior drivers look pedestrian in winning both heats.

Westbrook did another demolition job in the final leaving the rest of the field for dead as he powered his way to an easy win. Powell briefly held second but dropped away as his engine went off, Duff was second but under pressure and was finally demoted to fourth by Gregory and Spence in a fast and furious tussle for the places.

Duncan Taylor

100 BRITAIN

- | | | |
|-----|----------------|-----------------|
| 1st | Gary Munro | Gillard/Parilla |
| 2nd | Phillip Whaley | Wright/Parilla |
| 3rd | Nick Kelly | ? |
| 4th | Darron Gibbs | Allkart/Parilla |
| 5th | Darren Kinsey | Gillard/TKM |
| 6th | Paul Wilde | Sprint/TKM |

100 BRITAIN RESTRICTED

- | | | |
|-----|------------------|------------|
| 1st | John Everett | Jetta/DAP |
| 2nd | Andrew Boss | Jetta/DAP |
| 3rd | Justin Armstrong | Spront/TKM |

100 UK

- | | | |
|-----|---------------|----------|
| 1st | Les Etheridge | Dart/TKM |
|-----|---------------|----------|

125 OPEN

- | | | |
|-----|-------------|-----------|
| 1st | Steve Perry | Zip/Rotax |
| 2nd | Nick Costin | Zip/Rotax |

125 NATIONAL

- | | | |
|-------------|----------------|----------------|
| 1st | Graham Stevens | Anderson/Rotax |
| 2nd | Gary Thexton | Anderson/Rotax |
| 3rd | Steve Thexton | Anderson/Rotax |
| Restricted: | Mark Shacknell | Zip/Rotax |

CLUB SCENE

250 INTER

- | | | |
|-----|------------------|-----------|
| 1st | Shaun McLaughlin | Zip/Rotax |
| 2nd | Paul Darrington | Zip/Rotax |

250 NATIONAL

- | | | |
|-----|--------------|----------------|
| 1st | Mark Pointer | Kobra/— |
| 2nd | Dale Cousins | Anderson/KTM |
| 3rd | Ian Wilson | Stratos/Suzuki |

Restricted: Nick Tyler Zip/—

JUNIO BRITAIN

- | | | |
|-------------|-----------------|-----------------|
| 1st | Nathan Ferriday | Wright/Parilla |
| 2nd | Doug Bell | Wright/Parilla |
| 3rd | Verney Wood | Boxer/Parilla |
| 4th | Natalie Whaley | Wright/Parilla |
| 5th | Nick Jest | Allkart/Parilla |
| Restricted: | Julian Barnes | Wright/— |

210 NATIONAL

- | | | |
|-------------|------------------|-----------------|
| 1st | Peter Lipman | Zip/Villiers |
| 2nd | Alan Poole | — |
| 3rd | Colin Whittamore | Lazer/Invader |
| Restricted: | Ralph Mayhew | Bullit/Villiers |

100 NATIONAL

- | | | |
|-------------|-------------------|-----------------|
| 1st | Richard Westbrook | Wright/Rotax |
| 2nd | Richard Gregory | Wright/Rotax |
| 3rd | Jamie Spence | Wright/Rotax |
| 4th | Howard Duff | Wright/Rotax |
| 5th | Daniel Stilp | Wright/Rotax |
| Restricted: | Daniel Hillard | Sprint/Parilla. |

Clay Pigeon

SUNDAY, SEPTEMBER 10th

Secretary: Mrs C Rennison, 135 Victoria Road, Parkstone, Poole, Dorset.
Comp. Secretary: Jacci Whiteley, 4 Summersell House, Benton’s Rise, West Norwood, London SE27 9TY.

Round seven of the Club championships and the weather most decidedly took a change for the worst after the accustomed sunshine of this summer. One can only describe it accurately as ‘chucking it down’ when the one hundred and twenty drivers gathered to sign on. As it happened the weather really sorted the men out from the boys and quite a few of the faint hearted decided not to play. We can only hope that Karting is not turning into a fair weather sport and it must be said that the cost to a club in organising a meeting is the same whether it is wet or dry. Consequently let’s hope that we don’t hear too much of the ‘can I have my entrance fee back because it’s raining’ syndrome. However, as it turned out, and as the day progressed the hole in the ozone layer did open and we ended up on a dry track with plenty of opportunity for the keen novices to experience the thrills of being up front.

JUNIOR BRITAIN

With twenty four drivers all keen to prove the worth of little used wet tyres there were a few pirouettes during practice until the realisation dawned that the long hot summer was over. David Robinson was first home in two heats with Julian Thomas winning the other one. Some fine finishes by Richard Whiteley earned him spot three on the final grid with Michael Graham alongside him, while Lee Saffron and Benedict McLaughlin shared the third row. The tyre decision for the final was difficult, and there was an even split of slicks and wets. First out of the hair-

WORLD CHAMPIONSHIPS PICTORIAL (BEVERLEY HEATH)



Mike Wilson drove like a champion (Kali/Komet/Dunlop).



Jos Verstappen (Swiss Hutless/De Bruyn Rotax/Bridgestone), 1989 European Champion 100cc.



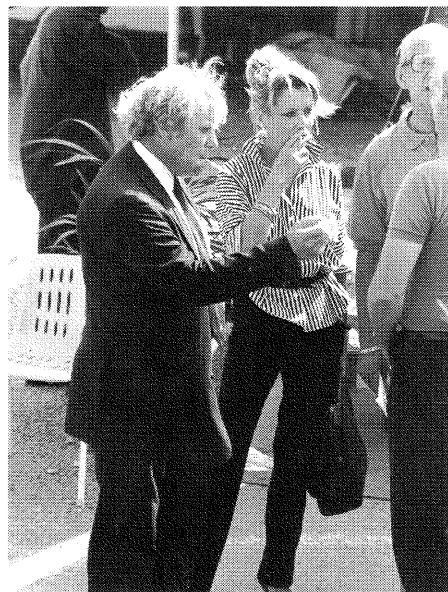
Gary Moynihan (Wright/Rotax/Bridgestone) did not have a happy time.



Mike Wilson was delighted to be World Champion for a record 6th time — his mechanic was quite pleased too!



Gert Munkholm (PCR/Atomik/Bridgestone), 1989 100cc World Champion.



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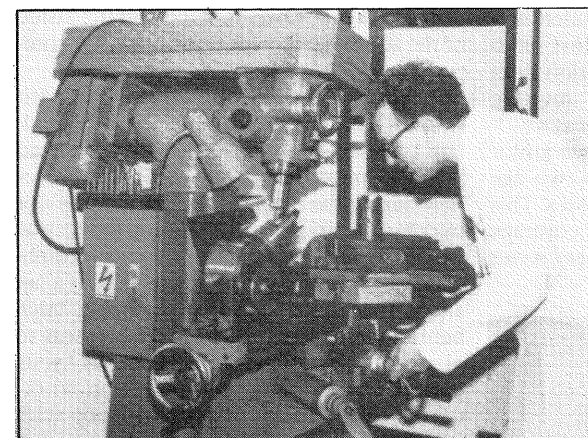
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100 National
1st Chris Hawes — SuperDart
Supertune Rotax
3rd Trevor Horncastle — SuperDart
Supertune Rotax

Junior Britain
1st Lee Harris — SuperDart
Supertune Parilla
2nd Alec Liell — SuperDart
Supertune TKM
100 National Restricted
1st Peter Morter — SuperDart Sirio

TILBURY JUNE
100 National
1st Chris Hawes — SuperDart
Supertune Rotax
3rd Trevor Horncastle — SuperDart
Supertune Rotax
4th Kim Smith — SuperDart
Supertune Rotax



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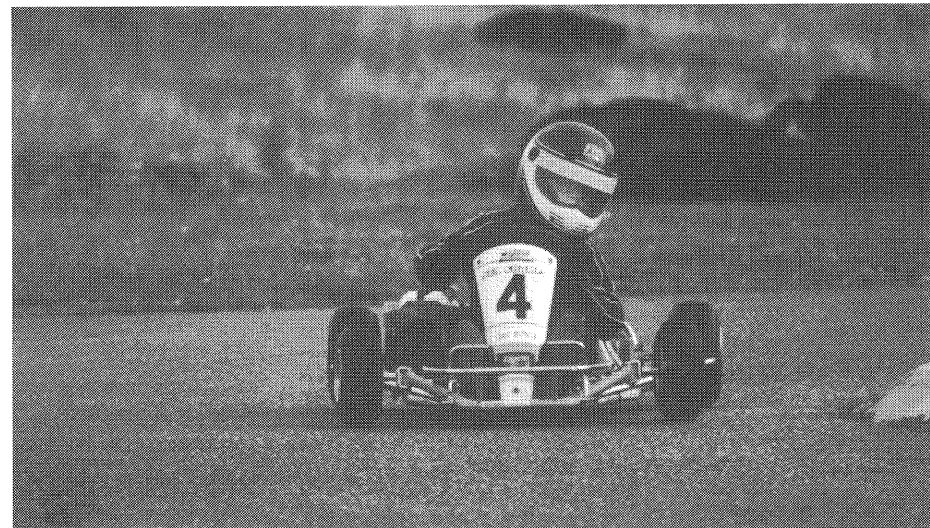


This was a major event in karting history with a special "made for TV" meeting, with informative and fun sections in the programme rather than a race meeting with cameras. The instigator of the shooting match was Border TV producer Harry King who had been looking for something fresh to do after a few years of BMX coverage. A chance meeting at Carlisle Castle some three years ago when Cumbria KRC members were involved in a "Get Fresh" production gave him the idea to try karting. Martin Hines, who was in on the Get Fresh programme, too, provided the catalyst but the gestation period took longer than anticipated.

Everything seemed on for a meeting at the

end of July but warring factions within the ITV networks prevented the details from becoming clear until the beginning of August. The meeting would go ahead in mid-September in mid-week and the programme would be co-hosted by Timmy Mallett and Martin Hines. Time was thus against us to get entries but with much co-operation from other kart clubs the 'Juniors only' meeting went ahead and was a great success.

The basic idea was to split the two junior categories; Cadet and Britain into two age groups each, thus creating four classes. This worked really well and if the TV coverage looks OK, then 1990 could see series number two.



Cadet 'Ruby' winner Chris Moreton (Pics: Iain Blair).

Cadet age 8 to 10 Ruby Class

With a win, 2nd and 4th behind him, Richard Lyons from Northern Ireland had pole position and was joined by another heat winner, Keith Brown on the front row. Winner of heat one, Chris Moreton had the inside of the second row with Chris Eaton for company.

From the lights, Lyons had the lead with Brown, Moreton and Eaton close in behind. Lap two saw Moreton up into second and begin to pressurise the leader, taking over first during the 4th lap. The drama was not over by any means as the leading group was still very much together and Lyons succumbed to terrific pressure from Brown with a lap and a half to go and Eaton looming large behind them. The presence of Eaton was to play a vital part in the last lap battle as Lyons disappeared from the fray and Eaton worked his way into the runner up spot with Brown just in third. Thomas Ford was 4th after a good dice with Daniel Gibson and Jonathan Fyda who finished 6th. All the drivers deserved a pat on the back for making a great race. We couldn't possibly top that — or could we?

Cadet age 10 to 12 Sapphire Class

No doubt about pole here with two heat wins giving Daniel Yeomans top spot. (Coincidentally he also won the two rehearsal races on the Tuesday too). The other heat win went to Phillip Moreton, brother of Ruby winner Chris, and he was looking to at least



Windsor/Salesions' Alex Abbey-Taylor pushed him up into the frame. The final heats went to Queensbury's C Geary and Abbey Taylor leaving the final order Broughton, Abbey Taylor, Blackburn, Longbottom and Geary.

CLASS 9

Somewhat reduced by the absence of most of the Hertfordshire schools but at least the defending champions from Highfield had made the long journey which ultimately proved to be worthwhile. Heat one and the defending champion shot away but ominously Breezechill's Val Fernandez came from well behind to move rapidly through the field only to blow the flying RD to bits leaving the two Highfield karts of Ewan Walls and Paul Tasling to collect 1st and 2nd in each of the first three races and with it the same overall places. The final heat gave a few thrills as Fernandez returned with another of the Breezechill RD's but after taking over virtually the whole field in a lap and a half he buried it in the top bend trying to pass Walls and was left to reflect on an unhappy day's racing having written off first an engine then a kart! Swadelands J Buckett, thanks to a second and third, collected third overall ahead of Stanborough's H. Middleton and the Bishop Stopford team.

CLASS 10 & 11

As usual the 60cc Comers were run with the 50cc moped engines and although this caused some problems on the rolling laps with the clutched Comers able to travel much slower than the direct drive 50's once the racing started they were soon well clear. Heat one went to Wind-

sor P Tichenor's Comer with heat two going to Tarporley's Lewis but it was the last two heat wins for Tarporley's N Moults which clinched the title after he came level on points with Tichenor, had the same 5th place in the disorganised heat and won it on two heat wins to Tichenor's one. The class II was a battle between the defending champion, Breezechill's Valerie Lord and Edmon-ton's D Holroyd. However the young lady suffered carb problems all weekend and despite some very rapid bursts she was unable to maintain a constant pace and Holroyd won all the three heats, he finished to take the title. Lord collected second ahead of Wycliffe's D Botting and Brooksale's Gary Bagley.

CLASS 1: 50 Restricted (Locked)

1st 90 R Fernandez Breezechill, Oldham
2nd 94 D Schofield Breezechill, Oldham
3rd 74 R Sharples Bedford HS, Leigh

CLASS 2: 50 Open (Locked)

1st E A Fewtrell Tarporley HS, Cheshire
2nd 34 I Henderson Tarporley HS, Cheshire
3rd 93 V Lord Breezechill, Oldham

CLASS 3: 50 Restricted

1st 94 D Schofield Breezechill, Oldham
2nd 15 A Jeffers Foxwood, Leeds
3rd 93 N Ormrod Breezechill, Oldham

CLASS 4: 50 Open

1st 93 V Fernandez Breezechill, Oldham
2nd 33 S Fewtrell Tarporley HS, Cheshire



3rd 66 J Hatley Queen Elizabeth, Middleton

CLASS 5: National CLASS

1st 51 C G Cary Queensbury, Enfield
2nd 53 S Rothwell Queensbury, Enfield
3rd 18 Team Windsor Boys, Berks

CLASS 6: Low Power 100

1st 15 A McHugh Brigshaw, Leeds
2nd E A Scholes All Hollows, Macclesfield
3rd 11 R Blackburn Stokesley, Durham

CLASS 7: High Power 100

1st 99 R Jones Breezechill, Oldham
2nd 46 J Leans King Edward, Coalville
3rd 23 A Bell Rutherford, Newcastle

CLASS 8: Rotary

1st 50 G Broughton Brigshaw, Leeds
2nd 82 A Abbey Taylor Windsor/Salesio, Berks
3rd 11 R Blackburn Stokesley, Durham

CLASS 9: 125 Gearbox

1st S Ewan Walls Highfield, Herts
2nd 2 P Terling Highfield, Herts
3rd 17 J Buckett Swadelands, Kent

CLASS 10: Comer 60

1st 35 N Moults Tarporley, Cheshire
2nd E P Tichenor Windsor Boys, Berks
3rd 4 J Culver Highfield, Herts

CLASS 11: 50 Direct

1st 2 D Holroyd Edmonton, Enfield
2nd ES V Lord Breezechill, Oldham
3rd 20 D Botting Wycliffe CC, Leics

Brian Lord
Pics: Iain Blair

125 Challenge — Points after Round 10 — Dunkerswell

1st	Mark Powell.....	340
2nd	Mark Gellatly.....	295
3rd	Nick Whitehead.....	241
4th	Andy Sowerby.....	238
5th	Andy Griffiths.....	230
6th	Willy Grieve.....	225
7th	Graham Stephens.....	195
8th	Toby Sinclair.....	193
9th	Jon Sully.....	173
10th	Steve Puddiphatt.....	166
11th	Dave Scott.....	152
12th	Malcolm Weaver.....	132
13th	Alan Dell.....	126
14th	Dave Bromfield.....	124
15th	Dennis Gale.....	118
16th	Wayne Bray.....	110 =
16th	Bob Bagley.....	110 =
18th	Maggie Dell.....	109
19th	Dave Blackshaw.....	102
20th	Mark Haswell.....	95
21st	Phil Wilson.....	93
22nd	Pete Rowlands.....	76
23rd	Graham McCarthy.....	71
24th	Terry Brookes.....	68
25th	Richard Connick.....	66

Open

1st	Bob Blight.....	312
2nd	Andy Fairless.....	300
3rd	Alan Whichello.....	266
4th	James Pontin.....	173
5th	Malcolm Stewart.....	169
6th	John Turner.....	124
7th	Nick Costins.....	120
8th	Steve Coward.....	45

National Schools Sprint Championships Rowrah Sept 89



Following the loss of the Fulbeck circuit in July the Schools were obliged to do a rapid rearrangement for their annual showpiece and were deeply indebted to Cumbria KC for allowing them to take it to Rowrah at such short notice. The change ruled out lots of would be competitors, partly because of the distances involved in travelling for Southern Schools, partly because of a clash with an already organised Hertfordshire Schools meeting at Rye House and partly through lack of availability of transport with minibuses already booked by other school clubs. However, despite all this some 250 entries descended on the tiny Rowrah circuit coming from about 60 schools from all over the country.

As always there were the 11 school classes to be contested although this year the rules for some had been re-written to try and give newcomers and less well off schools a chance to be competitive. Unfortunately some of the re-wording led to slight confusion but it didn't detract from a superb meeting held, for a change at this time of the year at Rowrah, in warm, dry, and on Sunday, sunny conditions.

Each class competed in 4 heats with drivers collecting points from each. The best three then count towards the title with the 4th heat being brought in should there be a tie.

CLASS 1 (50cc Restricted — locked in gear)

The basic idea of this class (and class 2) was to allow schools to lock their gearbox karts in a single gear thus enabling less experienced pupils to start racing without the problems of clutches and gears. However, at this level most drivers were far from inexperienced and some good racing was seen.

Heat one gave Oldhams Breezhill School a 1-2-3 with Bedfords Roger Sharples collecting 4th. Fortunes took a change in heat two as previous heat winner Danny Schofield inexplicably spun whilst leading comfortably gifting the race to team mate Rafael Fernandez and subsequently with it, the title. The Queen Elizabeth team collected second ahead of Sharples. With the Breezhill karts taking the remaining heat it gave Fernandez the win, Schofield second and Sharples third ahead of Nathan Ormrod on the third Breezhill outfit.

CLASS 2

With a huge entry it took eight heats to sort this one out and as ever the luck of the draw was to have an effect on the final placings. No one could doubt who was quickest as Tarporley's A

Fewtrell stormed through to win each heat chased on each occasion by Breezhill's Valerie Lord. Two heat wins and a second in the other group gave second overall to Tarporleys Ian Henderson whilst the other heat wins went to the two Brigshaw team entries. Steady placings saw Queensburys team collect the 5th place overall.

CLASS 3

After an easy one, two in the first heat the two Breezhill karts set about destroying themselves in heat two with only Schofield able to limp home in 4th place behind the St Wilfrid entry of C Hawkin. Heat three was little better for them as Fernandez spun out in the chichane whilst Schofield was still limping around. Hawkin won again, this time from Breezhill's Ormrod. The final heat saw the Breezhill duo 1st and 2nd again giving the win to Pickett by a single point but following a problem over interpretation of the new rules the Pontefract team withdrew their karts giving the title to Schofield from Foxwoods. A Jeffers and Ormrod with Queen Elizabeths team taking fourth ahead of the Shepshed team entry.

CLASS 4

The biggest entry of the championship and the prestigious 50 Open Gearbox title at stake. Clearly the two main contenders, defending champion Val Fernandez and Tarporley's Steven Fewtrell, were both in the same group and heat



two proved to be decisive as the top 6 karts were all out together. Fernandez just managed to win it by inches and ultimately with it, the title. When he took the next heat with Fewtrell out following a prang the issue was settled. Heat wins for Jonathan Hatley, Stephen Grundy and Niel Robinson took them all into the final honours and with wins in the last two heat Fewtrell took the runners up spot relegating Hatley to third.

CLASS 5

This used to be the biggest schools class but with the demise of the Solo engine entries have tumbled. However, this year the inclusion of the Comer 80 (big brother of the Cadet engine) new hope was breathed into the class. Nevertheless despite their inclusion no-one could stop the Queensbury Solos from dominating the event for the umpteenth year. C Geary and S Rothwell showed the heat wins and it was Geary's two seconds which gave him the title from his teammate whilst the leading Comer of the Windsor Boys team took third ahead of Bishops Stortfords D Gleave.

CLASS 6

One huge grid here but no doubt who was the quickest. Brigshaws Antony McHugh used his Senior Britain experience to good effect taking all the heats with consummate ease. The main opposition came from All Hallows Antony Scholes and Stokesleys Richard Blackburn each collecting seconds and thirds and 2nd and 3rd overall respectively. The two St Marys entries of M Corcoran and D Wigglesworth collected 4th and 5th ahead of the second Brigshaw team entry.

CLASS 7

With few people trying to find new powerpacks for this class it was left once again to the ageing Macrllocks and the handful of Yamaha KTS's to contest this one. Breezhill's Richard Jones completely dominated the heats winning by quite embarrassing margins apart from his own embarrassment when he oiled at the start, unable to pass two non starters in front of him. That heat went to King Edwards J Leans and with it second overall, Rutherford's A Bell collected third with some consistent drives.

CLASS 8

This is the RAC Junior Britain class and many competitors were regular names in this magazine. Heats one and two went to the Brigshaw pair of Gary Longbottom and Gary Broughton. The next pair of heats went to Broughton and Stokesley's Richard Blackburn. A third win in the next pair gave Broughton the title and a win for



The 'Sapphire' top four, sometimes they got closer!.

be even with little brother. Craig Murray, a Rowrah regular was also hoping for some success as was Peter MacLaren but Peter's heats meant he had some work to do in the final. Points for the heats were not the usual 0,2,3 etc but 25,20,15,14 etc down to 1 point for starting.

Yeomans got the jump at the lights but unlike the heats, would not make the break and get away. Instead he had Murray, Moreton and MacLaren all snapping at his heels and angling for any gap that might appear. Murray took over the lead on the second lap with Yeomans, Moreton and MacLaren all in line astern. Places were constantly swapping and the howls of delight from the commentary box as well as the cheers from the specially imported local schoolkids gave the race a special feel. Yeomans took back his lead on the 4th lap with Murray slipping back another place on the next tour. The race was as fraught as ever right until the last lap when none of the drivers were in position for more than 50 yards at a time. Together they flashed over the line with Yeomans just getting the verdict from Moreton, who's dad was overcome with delight. Third was Peter MacLaren with Murray unlucky to finish in 4th. He will drive worse than that and win this year. 5th went to Mark Nadolski, driving steadily in the knowledge he had no chance of a win in his last Cadet race, with Matthew Shaw in 6th position from Andrew Park, Paul Jones and Dickie

Wilson. Miss this race at your peril, it was brilliant!!

Junior Britain age 12 to 14 Emerald Class

Pole here was taken by C Battastini (sorry



Murray(38) and Yeomans(21), 'Sapphire' bot shoes.

for the lack of a first name) with Nick Fleming on opposite pole and obviously the quickest on the track. Doug Bell and Steven Crawford shared the second row with local hopeful, Robert Jenkinson on the third

with Lynsay Coulthard.

From the lights, Fleming burst through into the lead and immediately began to put some space between himself and the pursuers. These were led by Doug Bell and Steven Crawford who had some room over Battastini and Jenkinson. With the battle for the lead non-existent, all eyes were fixed on the progress of Jenkinson who, after disposing of Battastini, had to work hard to get near Crawford and a spot on the podium. As the laps began to run out, so too did the gap between Robert and Steven with the last corner dash all important. Crawford drifted wide on exit, Jenkinson was through up the inside and third was his. Battastini finished a fine 5th on his first visit to the place, just edging David Wandless out of a place at the awards ceremony.

Junior Britain age 14 to 16 Diamond Class

Another quick Irishman, Johnny Eastwood took pole with a brace of wins and 3rd place with perennial second place man, Alan Mackay, 2nd in all the heats sat alongside. Winner of heat one was



Robert Jenkinson, 'Emerald' class.



No champagne allowed, lemonade sprayed instead.



'Diamond' action — Eastwood(32) leads Mackay.

speed stalemate as Eastwood got away first from Mackay and Gladis and maintained a small but sufficient gap to the flag. Eastwood and Mackay were rather quicker than those following so the rest of the race was a poser as to whether the 4th placed Marlyn Dickson could overhaul the dayglo Gladis for third. The answer was no but the attempt was entertaining anyway. Darren Wandless was 5th with Oliver Hutchinson and Scott Kinnley immediately behind him. Not a great TV spectacle but the other races more than made up for it.

Keep an eye out in the Christmas TV schedules for this series. The sequence where Hines punts off Timmy Mallett was great. Timmy being the only one in the circuit who didn't know it was going to happen!

IAIN BLAIR

RUBY CLASS

1st	Chris Moreton	Jeta
2nd	Chris Eaton	Ecosse
3rd	Keith Brown	Allkart
4th	Thomas Ford	DAP
5th	Daniel Gibson	Allkart

SAPPHIRE CLASS

1st	Daniel Yeomans	Zip
2nd	Phillip Moreton	Allkart
3rd	Peter MacLaren	Zip
4th	Craig Murray	Ecosse
5th	Mark Nadolski	Allkart

EMERALD CLASS

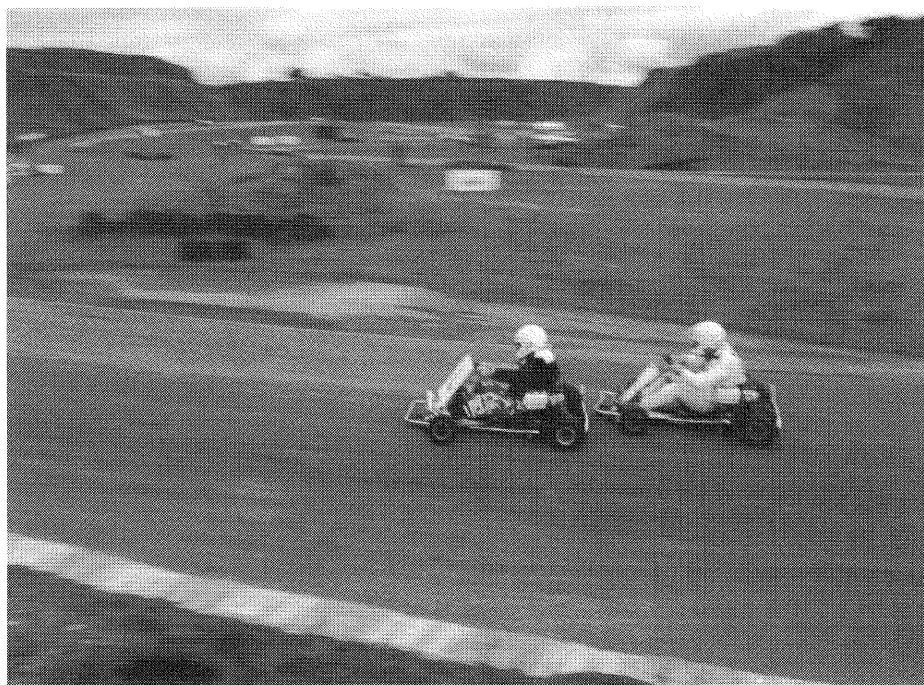
1st	Nick Fleming	Sprint/Deavin Parilla
2nd	Doug Bell	Zip/Parilla
3rd	Robert Jenkinson	Gillard/White Parilla
4th	Steven Crawford	Wright/Parilla
5th	C Battastini	Zip/Parilla

DIAMOND CLASS

1st	Johnny Eastwood	Zip/Boyce Parilla
2nd	Alan Mackay	Gillard/SO Parilla
3rd	Andrew Bell	DAP/Parilla
4th	Marlyn Dickson	Swiss Hutless/TKM
5th	Darren Wandless	Boxer/Parilla



'Ruby' prize winners.



Unfair contact of the Hines kinds!!



Timmy addresses the masses.....



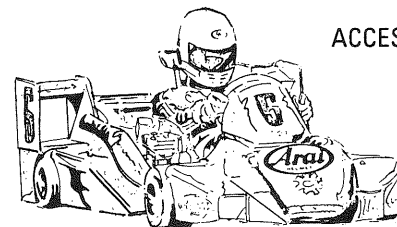
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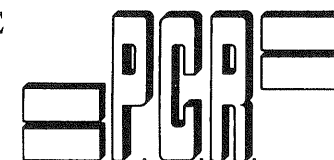
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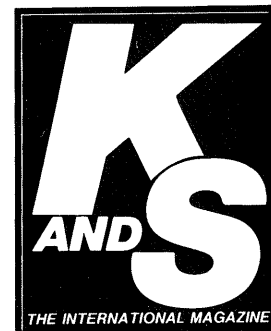


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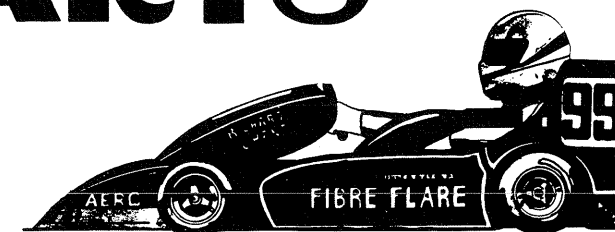
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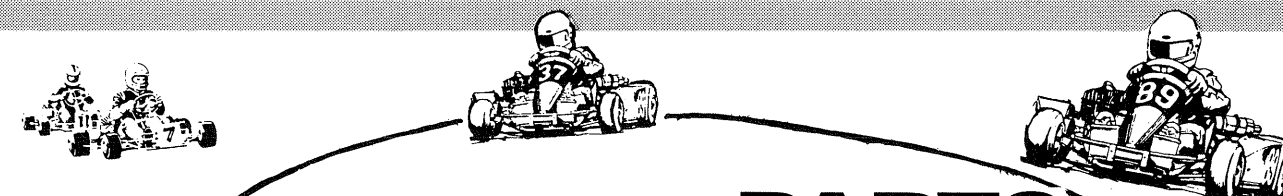
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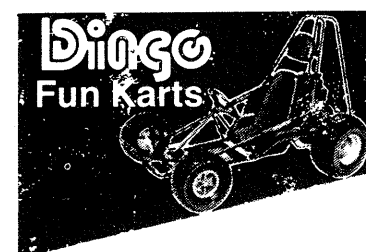
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125 Open: 1st — Guernsey, 2nd — Jersey, 3rd — SRS Racing Team.

Open Individual

Cadets: 1st — Simon Le Feuvre (J) Zip/Comer, 2nd — Darren Le Feuvre (J) Miere/Comer, 3rd — Emma Monet (J) Wright/Comer.

100 Junior Guernsey/Britain: 1st — Ben Basten (E) Wright/Parilla, 2nd — Gregory Harris (J) Miere/Dap, 3rd — Chris Mees (G) Total Zip/Parilla.

100 Guernsey/Britain: 1st — Graham Wallace (E) Dap/Parilla, 2nd — Joel Lanyon (G) Wright/Parilla, 3rd — Conrad Ayres (G) Wright/Dap.

100 National: 1st — Patrick Smith (E) Sprint/Rotax, 2nd — Tim Taylor (E) Dap/Rotax, 3rd — Nigel Metcalf (E) Sprint/Rotax, 4th — Tony MacLeod (E) Swiss Hutless/Rotax, 5th — Pete Irvine (E) Wright/Sirio, 6th — Martin Cornelius (G) MJH Plumbing & Heating Zip/Rotax.

125 Piston and Reed: 1st — Tony Mollet (G) Commodore Shipping/Honda, 2nd — Alan Trustum (G) Luxicar/Seat, 3rd — Dene Bownes (J) Miere/Honda.

125 National: 1st — Malcolm Crowe (J) Stratos/Minerelli, 2nd — Steve Davies (J) Zip/Rotax, 3rd — Carl Le Page, (G) Anderson/Rotax.

125 Open: 1st — Stuart Ziemelis (E) Lazer/TKM, 2nd — Tim Greenhill (E) Lazer/TKM, 3rd — Cliff Basten (E) Lazer/TKM.

REPORT: MRS SUE MEES



Tim Taylor (Team Speedfit) leads the pack at Press Box Corner (All pics this feature courtesy Guernsey Kart Club).

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CADET COLUMN

PEMBREY 24TH SEPTEMBER WELSH CHAMPIONSHIP

This class has been going from strength to strength since its inception, although it is sometimes difficult to see who gets the most pleasure; Driver or Entrant. Certainly, there is as much 'driving' off the circuit as on.

Reigning Champion, Daniel Yeomans from South Yorkshire set about the defence of his title by winning each heat. Not that it was by any means a walkover. Pole man, Pip Clode struggled in heat one to keep the pack at bay and quickly lost places to Yeomans, Nelson Rowe of Shennington and local lad, John Nicholson.

Lee Maunde made a good start in the second heat from mid pack, passing Dunkeswell's Rupert Cue to take second place on only the third lap.

It was Maund in front in the third, ahead of David Lloyd (Shennington) and Lee Hammond (Bromsgrove), the latter finishing the heats with two fifths and a third. Young Yeomans wasn't to be denied however, forcing his way from the back and into the lead on lap six of eight, a terrific performance.

Heat 1: Daniel Yeomans, Nelson Rowe, John Nicholson.

Heat 2: Daniel Yeomans, Lee Maund, Rupert Cue.

Heat 3: Daniel Yeomans, Lee Maund, Lee Hammond.

His dominance in the heats was reflected in the final in a flag to flag win for Daniel Yeomans Whilst Lee Maund, kept Lee Hammond in third spot until two thirds distance, when he finally succumbed to continued pressure. Further down the pack, Phillip Charles from Chasewater beavered away, picking off Pip Clode, David Lloyd, Rupert Cue and Richard Francis on the way.

At the front, it was still Yeomans with Hammond chasing hard, but alas, the race just wasn't long enough. Nelson Rowe came in a worthy fourth.

1st	Daniel Yeomans	Zip
2nd	Lee Hammond	Allkart
3rd	Lee Maund	Wright
4th	Nelson Rowe	Allkart

KEITH RANN

KIMBOLTON SUNDAY 8TH OCTOBER

Cadets

Daniel Wheldon took pole position with a first and a third and the other heat winner was Kevin Hall; Anthony Davidson made up the front row with Wheldon after finishes in 2nd & 4th positions. Davidson it was who headed the field through Stow and into the Willows for the first time closely followed by Wheldon and Hall. Wheldon tried down the straight as they commenced lap two but was fended off by Davidson, however the next time Wheldon could not be denied and snatched the lead. Davidson was soon relegated to third by Hall and came under pressure from Wilkin who had closed up on the leaders. The chasing snake of karts was led by James Goode and Mathew Pinney, but Pinney was to make a mistake and drop down the order. Their were no changes in the leaders and Wheldon increased his lead throughout, lowering the Cadet lap record in the process.



Oliver Wood pictured with Ashley his Team Manager at Donington Park amid just a few of his trophies (Pic: Dudley Wood).

(Restricted)

Mathew Knott drove well to win a heat and take a third place to gain pole position. Knott took full advantage of pole to lead from Max Winslade, Oliver Knighton and Carl Breeze. Winslade completed a good passing manouvre on the second lap and increased his lead until disaster struck at the Willows when his engine died with half the race remaining, he was restarted well down the field. Knott took this opportunity and led through to the flag with Breeze collecting the second place spot.

RESULTS

Cadets	
1st	Daniel Wheldon Allkart
2nd	Kevin Hall Allkart
3rd	Anthony Davidson Zip
4th	Barry Wilkin Jetta
5th	James Goode Allkart
6th	Alex Davies Gillard

CADETS

Cadets (Restricted)

1st	Mathew Knott	—
2nd	Carl Breeze	Zip

CLAY PIGEON SUNDAY 10TH SEPTEMBER

CADET

As expected none of the Cadets chickened out because it was damp and we enjoyed some good racing with these youngsters getting back into the business of learning the skills of driving in less than perfect conditions. Peter Clarke was first home in the heats with the second places being taken by Ricky Elliott, Gary Catt and Marcus Bazley. Novice Nicky Plummer had three sound finishes to earn a place on the second row of the final grid. In the final Clarke shot off from pole position and stayed in the lead for an easy win. An excellent scrap for second place was witnessed between Elliott and Bazley after Bazley had fought his way from sixth place to challenge for second. As these two crossed the line Elliott just managed to push in front by half a length. Meanwhile the usual duels were taking place further back with some interesting competition between Gareth Penn and Martyn Smith, while Robin North and Mark Smith both drove consistently to complete the day's races. Stuart Lane maintained his form throughout and stayed on Catt's tail for most of the final.

CADET

1st	Peter Clarke	DAP/Comer
2nd	Ricky Elliott	Allkart/Comer
3rd	Marcus Bazley	DAP/Comer



Keith Brown receives some words of encouragement on the Langbaurgh grid (Pic: Graham Garrity).



Mark Rotherham (Pic: Graham Garrity).



Andrew Tindale, Langbaurgh (Pic: Graham Garrity).

Guernsey Kart Club's Team and Individual Open Championships The Track, Victoria Avenue, St Sampsons, Guernsey

The Guernsey Kart and Motor Club all-day kart race meet for the Barclays Team Championship and Barclays Open Individual Championship produced a feast of good racing at The Track, Victoria Avenue, St Sampsons, Guernsey in the Channel Islands. These championships mark the climax of the year for Guernsey kart drivers since it gives them the opportunity to drive against top class opposition and experience close contact racing. They were not found wanting, especially in the team events.

The day started badly with heavy rain flooding The Track at Victoria Avenue, Guernsey, requiring officials and drivers to don wet weather clothing and driving equipment. The officials' jobs were made easier by the use of the walkie talkies provided by Deletronics and the outcome was a full day's exciting competition for both competitors and spectators. The morning was taken up with team racing for which Guernsey entered two teams to challenge those from Jersey, the RAF A and B Teams, and Team Speedfit from England in the 100 NationalA Class. All drivers coped admirably with the terrible early conditions and all of the 10 heats were keenly contested. The teams of four competed on a round robin system of penalty points. The finish was so close that a race-off had to be staged and in this Guernsey A (Paul Ozanne, Martin Cornelius, Simon Smith, Colin Laine and Conrad Ayres) narrowly defeated Team Speedfit to take the Championships. RAF B were third, RAF A fourth, Guernsey B fifth and Jersey sixth.

In the 125 gearbox racing, the Guernsey Team of Carl Le Page, Tony Vile, Mark Hearn, Alan Trustum, Ian Banneville and Tony Mollet defeated teams from Jersey and SRS Racing Team, even though the British number one driver, Stuart Ziemelis of SRS, put in superb performances and set a new record for The Track. By lunch time the circuit had dried out and slick tyres replaced the wets of the morning competition.

In the afternoon team orders were discarded and drivers competed for honours in the Barclays Open Individual Championships. The Cadet Class was won by Simon Le Feuvre of Jersey after brother Darren had spun off. Emma Monet, also



Stuart Ziemelis(1) who created a new track record.



Guernsey 125 Team: Back row — Ian Banneville, Mark Hearn, Carl Le Page; Front — Alan Trustum, Tony Mollet, Tony Vile.

from Jersey, finished third. In the 100 Junior Class, local driver Chris Mees, dominated the heats but was baulked on the first corner of the final and came off, leaving the way clear for Ben Basten of England to take the title followed home by Gregory Harris of Jersey. Guernsey driver Kevin Mechem also had bad luck in the final of his class, the 100 Guernsey/Britain, losing a motor with only half a lap to go when in second place. Graham Wallace of England took this title, followed home by Guernsey drivers Joel Lanyon and Conrad Ayres. There were 22 drivers contesting the 100 National Championship and they produced some very exciting heats. At times there were 14 drivers on the grid and they maintained a fast pace and kept spectators on the edge of their seats. The final was the most closely contested race of the day with three Team Speedfit drivers vying for the chequered flag. Patrick Smith eventually held off his two companions Tim Taylor and Nigel Metcalfe to take the title. First local driver was Martin Cornelius in sixth position. In the 125 gearbox classes, the 125 Open final was won, not surprisingly by Ziemelis

the British Champion, with an outstanding drive. His teammates Tim Greenhill and Cliff Basten took second and third places respectively. The 125 National Class was very closely contested with Jerseyman Malcolm Crowe eventually overhauling team mate Steve Davies and Guernsey's Carl Le Page to take the chequered flag. Guernseyman Tony Mollet took first place in the Piston and Reed final holding off teammate Alan Trustum with some decisive driving. Jersey's Dene Bownes took the bronze position.

At the presentation dinner Mr Willie Allen, representing the main sponsors Barclays Bank Plc, presented the trophies for the events. There were also awards to drivers for special performances as follows: De Moulpied Cup (Juniors): Chris Mees (G); Camus Trophy (100 Class): Kevin Mechem (G); Richard Trophy (125): Tony Vile (G); Eastbourne Trophy: Guernsey A 100 National Team; RAF Trophy: William Hewland (E); Sixella Investments Cup: Joel Lanyon (G); Broadway Auto Services Challenge Trophy: Chris Mees (G).



100 National Team: Back — Simon Smith, Colin Laine, Conrad Ayres; Front — Martin Cornelius, Paul Ozanne.

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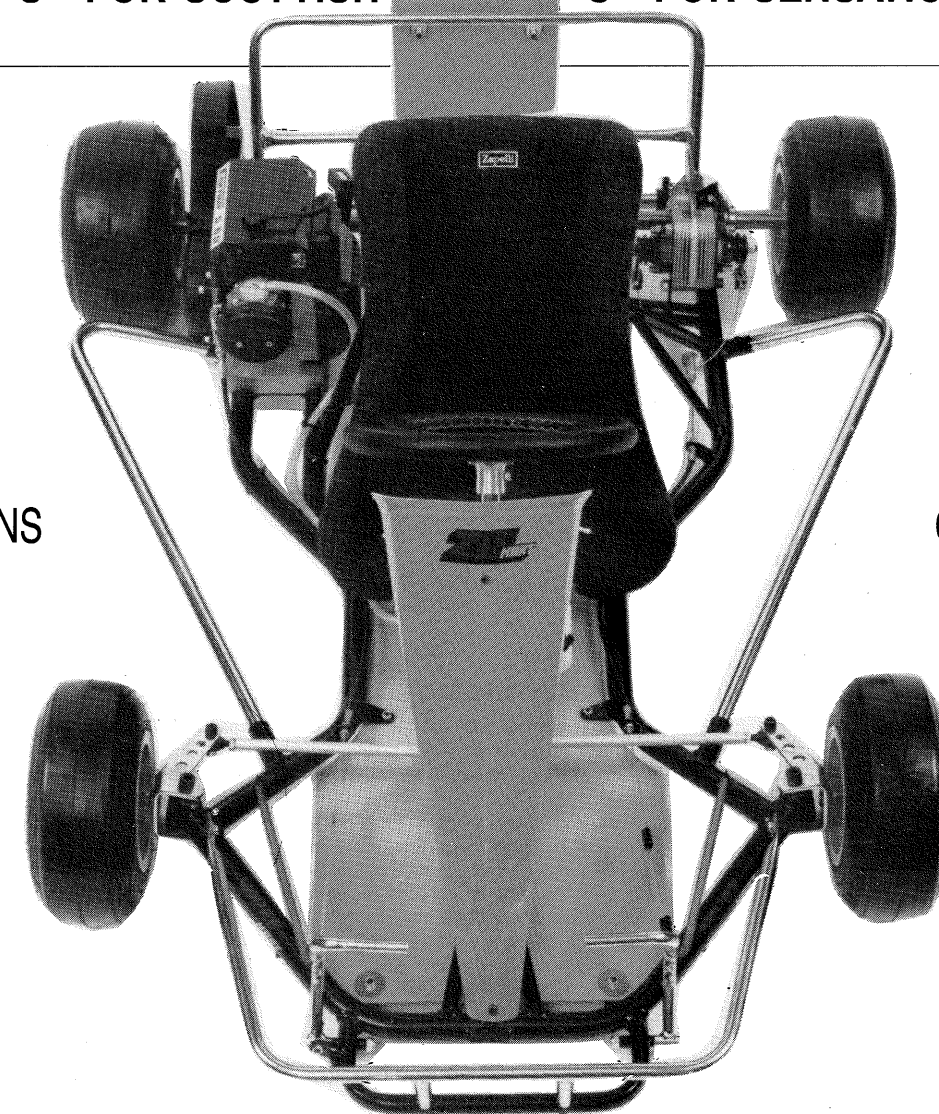
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SNETTERTON SATURDAY OCTOBER 7th 1989

Ian Shaw notches up his third win of the season in yet another wet Snetterton final; Mark Allen collects his first win on long circuits this season in the 250 Nationals; Alex Pettigrew does the same in 125 Open; Boyd Barrington makes it seven wins this year in the 125 National class and John Brennan takes his fourth victory of '89 in the 210 National category.

That was the bare bones of the final Snetterton meeting for '89 under the control of the Central Kart Club and it was, would you believe, WET. It did remain dry during the morning but by the time the finals were due off the track was definitely well drenched.

A reasonable entry of over 120 drivers was listed in the programme with the Superkarts suffering most, having an entry of just 12. Roger Goff gave this one a miss and of course Phil Glencross is out of action following his Cadwell 'off'. The latest news is that Phil is on the mend... having been back to hospital for further attention to his leg... whilst the back injury sustained is considered to be not too serious. New World Champion Tim Parrott was present with much attention being focussed on the No 1 by the TV camera crew present. They appeared to be getting plenty of footage including some track shots of Martin Hines and Ian Shaw... the camera crew sitting in the back of Peter Carters Range Rover. It was due to be transmitted on both Saturday night and Monday following the meeting so if you didn't see it ask around for a video copy.

There were one or two other interesting little snippets gleaned during the day but you can read those elsewhere within the mag... on to the racing.

As usual the 210 Nationals were first out...

Brennan best again

Irishman John Brennan took both heats to wrap up pole for the ten lap final with a number of names filling the places down to sixth. Phil Featherstone held second spot from the first heat and went on to add a fourth place second time round. Igor Ashwell, Tom Thacker, Andrew Mear and Dave Thacker made up the top half dozen in heat one whilst it was the turn of Jeremy Pinny, Brian Borwell and Trevor Gowers in the second heat.

So as they approached the lights the rain had eased a little and on the change to green it was poleman Brennan who got away well. Featherstone wasn't content with that though and by the time they appeared in view to complete one lap the Kobra driver was in the lead with Brennan with his Zip in close attendance. The Aero of Pinny was next with Quance and his Longtune Zip holding fourth place as they went into lap two.

Large gaps were already evident as Featherstone and Brennan pulled away from the rest and by the close of lap four the two leaders had taken the first of the slower runners. Into the second half of the race and the leading duo were side by side... Quance was in trouble... still mobile... but slipping down the order.

The rest of the field were now well spread out and after seven laps it all changed at the front. John Brennan entered the straight all alone... Featherstone was out of the race leaving the Irishman with a huge advantage over second placed Pinny.

Mears was holding third spot, Tom Thacker was next from Brian Borwell with Mike Hopkins running in sixth spot.

Backmarkers were well mixed in and on lap nine Pinny, Mears and Tom Thacker had closed up on each other with an interesting last lap in prospect. Quance was still running albeit slowly and a lap down but the leader... Brennan... was on his way... through Coram down to Russells and he was onto the straight and heading for the flag.

Victory was his by the huge margin of 30 seconds. Tom Thacker found a bit extra during the last tour and he put the Invader into second place from the Aero of Pinny.

Andrew Mears and his Bullit came home to claim fourth from the Aero of Brian Borwell whilst Mike Hopkins just had enough momentum to cross the line in sixth spot aboard his Anderson.

1st John Brennan	Zip/Invader
2nd Tom Thacker	15m 12.1 75.67 mph
3rd Jeremy Pinny	Invader/Invader
4th Andrew Mears	Aero/Ellison
5th Brian Borwell	Bullit/APM
6th Mike Hopkins	Aero/BBR 210
	Anderson/Invader

Fastest lap of the final	Phil Featherstone
	1m 29.1 77.45 mph

Barrington... Barrington... Barrington

The name of Barrington appeared at the top of each heat result sheet with Boyd going on to record his seventh 125 National win of the long circuit season.

UK Cup winner Gary Ashurst took second place in the first heat and went on to record a fifth place finish in the second qualifier. Malcolm Clark had a third and a second from the heats... Steve Pridmore collected a fourth and a fifth... Wayne Bray took a fourth and a fifth whilst the Mason brothers figured once each. Ian was sixth in the first heat and Colin claimed a third place from the first one. You probably don't need reminding that it was wet as they crept towards the lights and on the change to green Barrington made the early pace.

It wasn't to last though for as they completed lap one it was Ashurst in front... Barrington in second... Andrew Sowerby and Malcolm Clark next up from Colin and Ian Mason. The battle was on!

After three laps the leading five were fairly evenly spaced... Ashurst led from Barrington... Ian Mason... Clark and Colin Mason.

At the close of lap four Barrington made his move and as they came over the start/finish line the CSK Rotax went into the lead.

All manner of things happened then... one more lap complete and both Ashurst and Clark had gone... Ian Mason was now second from brother Colin... Bray was up fourth from Sowerby with Eamon Talbot next. Into the second half of the race and Ian Mason appeared to be closing slightly on leader Barrington but Boyd was having none of that and promptly extended his lead yet again.

Into lap eight and the field was well spread

and fairly settled. Colin Mason was showing no brotherly love whatsoever and after nine laps he had relegated Ian to third. Sowerby was still there... Sean Mellor was settled in fifth spot ahead of Bray and those longish gaps were still present.

The last lap produced no real drama as Boyd Barrington splashed his way to a fine win completing the ten laps 3.6 seconds quicker than second placed Colin Mason. Ian Mason still had third at the end... Andrew Sowerby picked up fourth spot... Sean Mellor had fifth and Wayne Bray collected sixth.

1st Boyd Barrington	Zip/CSK Rotax
	14m 40.1s
	78.30mph
2nd Colin Mason	Zip/Minarelli
3rd Ian Mason	Zip/Minarelli
4th Andrew Sowerby	Anderson/Rotax
5th Sean Mellor	Zip/CSK Rotax
6th Wayne Bray	Stratos/Minarelli
Fastest lap of the final	Gary Ashurst
	79.95mph

Master Mark

Like Brennan and Barrington before him Mark Allen put his name at the top of the result sheets from both heats and went on to do the same for the final.

There was a good mix of names and equipment filling the places from both heats... GP Winner Martin Pluck put his Lazer/Suzuki into second place in heat one. The Mark Webster prepared KTM bolted to the Anderson of Kevin Routh claimed a third and a sixth. Mike Doble and his Honda had a fourth from heat one... Jamie Vale with his Zip/Suzuki took fifth first time out with John Underdown on his Maico powered Anderson in sixth spot.

The second heat showed Peter Morgan on his Webster prepared KTM in second place with Paul Goodison on a Zip taking third. The Anderson Honda combination of Mike Woznitska claimed fourth whilst the Anderson/Wood Yamaha of Current No.1 Derek Rodgers had fifth.

The rain mist had descended even more as they lined up for the start of the ten lap final and conditions were murky to say the least. Mark Allen made the best of it on the green with Derek Rodgers quickly tucking into second place.

That was how they ended lap one with Kevin Routh in third from Pluck, Andy Martin, Paul Goodison and Jamie Vale.

Even after just two laps the field was becoming rather spread out... Mark Allen still had the edge though Derek Rodgers was closing... Martin Pluck had put the G plates into third... Kevin Routh still headed Andy Martin.

Lap three... Rodgers went for it... made it through... and went into lap four ahead of Allen... but only just. Andy Martin had also made progress and he had third spot from Pluck, Routh and Vale. Goodison was next from Underdown, Mike Doble and Tony Draper.

Half distance and the gaps widened a little... Mark Allen was back in front and easing away a little whilst Rodgers was well clear of Martin. After seven complete laps backmarkers were mixed in amongst the leaders... Allen it was still at the head of the field... Rodgers in second from Martin... Pluck... Vale... Goodison... Routh and Underdown with Pete Morgan about to challenge the latter for seventh place.

Three laps left to go and little changed... Mark Allen running out a clear win-



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ner by three and a half seconds from Derek Rodgers. Andy Martin, Martin Pluck, Jamie Vale and Paul Goodison completed the top half dozen with Pete Morgan finally getting the better of John Underdown to take seventh.

Tony Draper had slipped a little and he came home in tenth place with Mike Doble dropping back to twelfth.

1st Mark Allen	Dino/KMP KTM
2nd Derek Rodgers	14.3s 81.88mph
3rd Andy Martin	Anderson/Wood
4th Martin Pluck	Yamaha
5th Jamie Vale	Zip/CKC Honda
6th Paul Goodison	Lazer/TC Suzuki
	Zip/TC Suzuki
	Zip/KTM
Fastest lap of the final	Mark Allen
	1m 22.9 83.25mph

First for Pettigrew

It very much looked as though 125 Open pace setter Simon Cullen was going to be the fourth driver to make a clean sweep of heats and the final as he took both qualifiers to wrap up pole position. The final was a little different though... more of that in a moment. There was a good mix again in the heat results... Alex Pettigrew took second place first time out with his CSK outfit... Paul Molloy put the Stratos into third spot... Richard Crump had his Anderson/CSK Rotax in fourth from the Spyda/Minarelli of Stephen Webb. The Beaumont Rotax of Mike Hole taking sixth place.

Second time out and Nigel Wigg claimed second abroad his Anderson with yet another CSK Rotax. Stuart Ziemelis and his Lazer/TKM had third... Stephen Webb took fourth from the Anderson/Rotax of Stuart Mead. Crump slotted into sixth place.

So with eyes on poleman Cullen it was indeed the UK Cup and Grand Prix title holder who made the best of it on the green.

Alex Pettigrew had other ideas though and as they completed one lap the Scot was in front. By the close of two laps he had eased away a little from Cullen with Webb holding third. Wigg and Crump were next up from Mead and Molloy. Graham Barker had started from row seven but was making rapid progress and after three laps he was settled in eighth spot.

Pettigrew was striding it out at the front... Cullen was seemingly making little progress in his efforts to close the gap and the field was fairly well spread out.

Into the second half of the race and the order was still... Pettigrew... Cullen... Wigg... Crump... Mead... Molloy and a fast closing Barker.

Backmarkers were in abundance... but Pettigrew was having no problems getting through the traffic as he maintained a comfortable lead. A long gap separated Cullen and third placed Wigg... with a backmarker between the latter and Crump. Barker had overhauled Molloy to claim sixth spot and after eight laps he made that fifth as Crump went out of the race.

Two laps to run and little happened to change that order... Pettigrew running out the victor by just under four seconds from Cullen. Wigg held third at the flag from Mead whilst Barker had driven a fine race to claim fifth. John Duley came home in sixth place with Clive Elmore... running on long circuit novice plates... taking a creditable seventh spot. Paul Molloy had slipped to ninth at the flag.

1st Alex Pettigrew	Anderson/CSK Rotax
2nd Simon Cullen	14m 13.29s 80.81mph
3rd Nigel Wigg	Anderson/CSK Rotax
	Anderson/CSK Rotax

4th Stuart Mead	Anderson/Rotax
5th Graham Barker	Anderson/Anderson Rotax
6th John Duley	Lazer/SRS Rotax
Fastest lap of the final	Pettigrew
	1m 23.8s 82.35mph

Who said Chris Stoney had left the 125 scene?

Shaw for sure

It has to be said that with an entry of just twelve Superkarts the racing was not exactly rivetting stuff... it was however rather quick! Timed practice in the dry resulted in Ian Shaw and his Eagle heading the field with a time of 1m 3.8s a speed of 108.17 mph.

Martin Hines was just half a second adrift with Chris Stoney and his Anderson on 1m 4.6. New World No.1 Tim Parrott posted a best of 1m 5.2 whilst John Denton was fifth quickest on 1m 7.1.

The two heats went as you would expect... Martin Hines taking heat one from Ian Shaw Chris Stoney, Tim Parrott, John Denton and Paul Hobson. Second time round Shaw took the flag first... Stoney was second this time with Hines third and Parrott again fourth. Denton and Hobson repeated their first heat performances with fifth and sixth.

The dry first heat produced a fastest lap from Ian Shaw of 1m 4.1 whilst the rain slowed things down a bit second time around with Chris Stoney was taking fastest lap on 1m 14.3.

So with wet suits the order of the day the small grid formed up and on the green it was Shaw and Hines getting away well... almost as one.

Parrott tried everything to get on terms but his first lap charge only resulted in the Kelgate driver slipping and sliding down to tenth place as they went into lap two!

Shaw led... Hines was second... Stoney third and Denton fourth. After two laps Shaw had pulled out a good lead over Hines and Stoney was beginning to close the gap on the Zip Boss. Parrott was rapidly moving up and as the third lap started he was up to seventh.

At the close of four laps Shaw was about to take the first of the backmarkers and setting a rapid pace considering the conditions. Stoney was within striking distance of Hines and after one more lap... the completion of five the Anderson was into second spot. Denton was in trouble and out of the race as they entered the second half... Parrott was up to fourth spot but still a long way adrift of third placed Hines. Alan Pritchard and Paul Hobson held the next two places with Andy Fido in seventh.

Lap six and Stoney appeared to be closing just a little on leader Shaw... those left running were well spread out with fourth placed Parrott the length of the straight and more between him and the Pritchard/Hobson scrap.

Eight laps gone... Shaw had eased away again from Stoney... there was a long gap between the latter and Hines whilst Parrott was running a lonely fourth. Alan Pritchard was out of the running leaving Hobson to run solo in fifth spot.

Nothing changed over the remaining laps and it was a happy Ian Shaw who took the flag first to claim his first win since the European meeting at Cadwell in July. Chris Stoney, Martin Hines, Tim Parrott and Paul Hobson held station to the flag to fill the next places with Fido and Griffiths a lap down at the end.

1st Ian Shaw	Zip Eagle/Zip Rotax
2nd Chris Stoney	12m 43.3 90.45
3rd Martin Hines	Anderson/CSK Rotax
4th Tim Parrott	Zip Eagle/Zip Rotax
	Kelgate Anderson/Rotax

SNETTERTON SNIPPETS

Darren Wenn, son of Dave Wenn of WPT was out on novice plates in the 250 National class.

Steve Styryn was as usual overseeing the efforts of Askwith Business Services backed Jason Schofield in 250 National.

Richard Dean is to enter hospital for two or three days in early November but hopes to be back at work well in time for the expected Christmas rush. Richard also hopes to be back in the driving seat next season... possibly with a Yamaha.

Derek Price was due to return to work after the Snetterton meeting and he reports no complications with the leg injury and is hopefully looking to a return to racing in 1989.

Phil Glencross has been back to hospital for further treatment after his Cadwell 'off'. Some fibre glass had to be removed from his leg and a skin graft performed but Phil is another looking towards a return to the tracks in '89.

Will we see Derek Rodgers back in a Superkart next year? It is a possibility if funds are forthcoming... any offers?

Dave Buttigieg was an interested spectator at Snetterton... sizing up the opposition for his planned comeback next season. 'Butty' plans a winter programme of testing... both man and machine... and reckons that if all goes well he will be ready to make a serious assault on the long circuit scene quite early next season. He has one burning ambition... secret at the moment... but if... no when, he achieves it, I will tell you what it is, I am sure he will realise that ambition and he won't be too long doing it!

In the meantime Dave is to be married... yes by the time you read this he will have tied the knot... quietly. From all in karting... the very best for the future to both Dave and Jan.

COPYFAX (ANGLIA) LTD of Great Yarmouth sponsors of 125 Open driver, Mike Hole deserve a vote of thanks for their efforts in sorting out the copier in race admin at Snetterton. It was out of action during the morning and looked set to stay that way until the Copyfax lads quietly remedied the situation free of charge. Thanks.

With his racing for this season over former 125 and Superkart front runner, Kurt Luby has turned his attentions to more pressing things. He and Wendy are to be married in November. I suppose it is almost the 'silly season'... seriously though, congratulations and all the best for the future.

Still on the wedding theme... Andrew Shaw and Christine are planning to marry next summer and it would greatly help if they could be told next year's karting dates as soon as possible please! Anyone listening at the RAC calendar department?

Have you any interesting bits of gossip that you wouldn't mind the rest of karting knowing about? If so let me know... letter... phone or fax... 0204 26926.



Mark deals with a customer at the Zip Service Vehicle. In the early days it consisted of a trailer towed behind Martin's car...

After war service, from 1940 to 1946, Mark Hines opened with his service gratuity a cycle shop in Church End, Finchley, North London. From there he supplied the cycle enthusiasts with his own specially designed, hand made, racing models, along with bikes for the popular sport of that era for the younger generation, 'Cycle Speedway' which was held on tracks throughout the English countryside. He was assisted by a then well known Speedway motorcycle ace, West Ham's Wally Green, a friend of Mark's from school-days. Mark then turned his hands to designing and constructing his own brand of racing cycles which were sold to competitors in the famous 'Tour de France', his make remaining popular for many years. Those years in the cycle trade made him friends with directors of well known cycle firms, household names such as Coventry Eagle, Raleigh and many others.

Then, when cycles were losing their popularity with the public because of the ever-increasing traffic problem, another karting enthusiast, a sports commentator, Patrick Warnock, turned Kart Trader with a sports shop only a

MARK HINES — A TRIBUTE

stones throw away, approached Mark and persuaded him (without much pressure) to buy him out lock, stock and barrel and so another sporting interest, 'Go-Karting', was to benefit from this far seeing businessman, able to revive a failing business hit by the march of time. By now he had an enthusiastic 16 year old son desperately wanting to show the world his heels by going into a motor racing career. So Mark, despite his age, decided he would like to accompany his son on the tracks of this new found sport of 'Go-Karting, starting at Long Marston on Clintons, racing the tracks together, watched fearfully by the rest of the family. They went from strength, Mark made it his life work and love, helped by his son who designed the karts which were then made by Mark, assisted by his brother John, Wally Green, John Scutchings (still Shop Manager) and a friend called Pete, operating from the basement of the original cycle shop in Hendon Lane, Finchley. There he produced the best he possibly could for the youngsters entering this exciting sport.

Aided by Martin the two men put every bit of knowledge they could muster for both speed and safety into everything they produced. Then came the opportunity to move further on in this world of sport, for both boys and men. The promotion of meetings, both National and International at the well known Rye House Stadium, owned by the British Team Captain and Four Counties Kart Club President, Doug Gest. It was Doug who assisted this hard working man in his quest to advance the 'Go-Kart' scene more prominently in the eyes of the world.



Congratulations to Martin at Donington Park when he won the World Cup in 1984.



Mark gave his every hour, hard earned money, his all, into helping get the sport recognised both by press and television. Not to forget, when others danced the night away, he put his energy into running Whist Drives at the Temperance Hall in North Finchley which he had purchased in 1957 and where he had previously found his own pleasure in a game of cards. He introduced the first Money Prize Bingo Drives in London, managing to alternate from Whist to Bingo, therefore managing to fill the seven evenings of the week with the work he found as satisfying, and at the same time (helped once again by brother Paisey, better known as John) a donation of all the takings given to well known charities. Day times were spent in his now flourishing business premises, manufacturing the now well known Zip Kart and where he was better known as 'Mr Zip', receiving full appraisal from Karting Magazine, Motoring News and local papers.

With Martin, when he won the Zip International Trophy.

Mark was one of the driving forces behind karting in the 60's and 70's, especially at Rye House where for many years he was the Chairman of the Four Counties Karting Club. In 1968 he staged at Rye House the only World Championship for 100cc karts that has ever been held in the UK to this day. The firm of Zip Kart under this man's drive and ambition became a household name in karting circles, indeed Zip is a name known and respected throughout the world of motorsport.

It was his unending support for his son's racing that enabled Martin to become one of the most respected drivers. His finest hour was probably when Martin won the Superkart World Championship. The last meeting he was able to attend due to health was at Silverstone this year when once again Martin dominated the proceedings and won the World Championship round.

He was a man of strength with a heart of gold. He worshipped his family and grand-children and in turn they worshipped him. Everyone who knew him soon realised he had a special quality, something you cannot put into words and equally something you will never forget. He was always happiest at work, serving customers, with wife Maudie always there in support running the office.

He was a young 72 years and still worked six days a week until taken ill a few months ago. He had recently moved to Hoddesdon from Finchley

Regrettably his life has come to an end, as did that of his brother Paisey John who had been managing Mark's Snooker Hall until his untimely death only three months previous. The Hall had been gutted by fire some eight years ago by vandals, but not to be robbed of their place of work the two brothers rebuilt the ruined property to enable them to once again serve dedicated followers who had waited two years to once again play Bingo in one half and snooker in the other. Helped by their sons they reverted things back, as all things eventually do, to the original.

May we never forget the great struggle this dearly loved man made to help so many. A full life well spent, even when dogged by adversity, he has shown the world how to love and enjoy life.

Mrs M. Hines



He was always happiest with his family, that's the way he'll be remembered.



Chatting to friends beside Martin's kart at Cadwell, when Cadwell really was Cadwell. Dave Hockey was around in those days too...

To all our many friends and business associates, may we please take this opportunity to show our gratitude for the many beautiful floral tributes we received on this very sad occasion. The comforting thought that accompanied them and the knowledge that so many others feel — "He had been taken from our home but never from our hearts."

Thank you all so much, Martin and Maudie