

A NEW ERA HAS BEGUN

THE
BANDIT
2

For 4 years the Bandit has won the British Championship and British Grand Prix. It has won World and European Championships and on Short Circuits its record is even more impressive.

Now, with the help of British Champions from every class, we have developed the all NEW BANDIT 2.

A host of exciting innovations will set new standards in National Karts.

CONGRATULATIONS
MARK POWELL

1ST

125 SHORT CIRCUIT
CHALLENGE



Congratulations Boyd Barrington
British Champion — British Grand Prix Winner



Quote: Boyd — "The Bandit, the best in the world".

QUICK RELEASE REAR AXLE

Change your axle in minutes, either 30mm or 35mm optional.

SLOTTED DISCS

Super lightweight slotted discs, as developed on the Eagle.

ZAPPELLI UPHOLSTERED SEAT (Optional)

Super support with real comfort.

"NEW LIGHTWEIGHT BANDIT 2"

Many new weight saving features to make this one of the lightest karts of its type.

NEW BANDIT 2 CHASSIS

Fully adjustable for wet and dry conditions, new stub design, T45 chrome manganese tube proven the best over 2 decades!

4 CALIPER SELF- ADJUSTING BRAKES

Virtually maintenance free, with new special pads for progressive braking with excellent feel.

NEW BANDIT 2 BODYWORK

The Bandit body, unquestionably the most aerodynamic body, is now even more aerodynamic with improved construction for greater strength and durability.

BRAKE BIASED ADJUSTER (Optional)

Adjust brake bias whilst driving to suit changing conditions.

ROSS EDWARDS WHEELS

The ultimate in fully machined precision wheels.

1-PIECE CRADLE MOUNT

1-piece cradle mount for ease of adjustment and increased crank case stability, with new chain tensioner running on bearings.

ZIP KART
WORLD CHAMPIONS
PINDAR ROAD, HODDESDON, HERTS.
Tel: Hoddesdon 463371/468503 Telex 266343
FAX: (0992) 447327

SEE US AT THE N.E.C.
INTERNATIONAL
KART SHOW

THE
BANDIT
2

THE BANDIT

K
AND S

THE INTERNATIONAL MAGAZINE

Features include...

Bovington
Chasewater
Shenington
Kimbolton
Blackbushe
Pembrey

KART AND
SUPERKART

DECEMBER 1989

£1.50



Kurt Luby

- ★ Formula E World Championship Review
- ★ Wilson's 6th World Title and Munkholm's 1st 100cc
- ★ Pembrey and Langbaugh British Championships

VAT IS INCLUDED

All prices include VAT where applicable. Please remember this when comparing with other advertisements.



Racewear & Accessories for all levels of Karting

SPARCO KARTING SUITS
New, excitingly styled range of 2-layer suits, conforming to C.I.K.112 Int. standards. Tough, abrasion-resistant outer layer; inner layer of soft cotton. Protective padding on shoulders, arms & knees. Elasticated cuffs/ankles.

Red or blue (231) £126.75
Navy blue with yellow trim (231) £138.00
Blue with yellow sleeves/shoulders or red with white sleeves/shoulders (234) .. £149.50
'Club' suit (243) red or blue £72.45
(Many Nomex suits also stocked — see Catalogue)

UNDERWEAR (Nomex fire-resistant)

Sparco
2-piece, white
— super smooth (176) £55.20
Vest only (176M) £28.75
— white cellular knit (175) .. £48.30
Vest only (175M) £25.30

SOCKS (Nomex fire-resistant)

Road & Racing
knee-length
— white £10.35

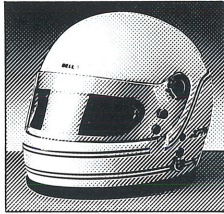
GLOVES (Nomex fire-resistant)

Sparco
134 'Rally' s/layer, leather palms — white £25.30
133 'Top' — as 134, red, blue £29.90
139 'Profi' single layer Nomex/grey suede — red, blue £39.10
Road & Racing
Single layer £27.60
(All gloves in small, medium, large)

BOOTS

Sparco Karting Boots (235). Purpose-made with heavily padded ankle & rubber composite sole with heel reinforcement. Nomex lined.
Blue & white/red & white... £62.10

We also stock a further selection of **Sparco & Simpson** flame-retardant boots. See Catalogue for full details.



Bell XFM-1
white, 6% - 7% £310.50

HELMETS

Bell M2 RS silver £230.00
Bell Magnum 4 RS white £161.00
Bell Star 5 polycarbonate, white £92.00
Bell Jet Open Face polycarbonate, white £74.75

Simpson Bandit II white £207.00
Simpson RX-II white £276.00
Simpson RX-III white £345.00
Simpson LX-II white £138.00

Everoak Corsa £139.00

(All helmets available in full range of sizes)

VISORS

Bell
New Star/Star LTD
— clear, smoked, dark £18.40
XFM-1/M1
— clear, smoked £25.88
M2 RS — clear, smoked £20.70
Racstar II £20.70
Star 5 — clear, smoked £11.50



Bell Racstar II, white, ex. small to ex. large £149.50



Everoak RSK
red or white, 6% - 7% £99.95

Everoak Corsa £139.00

(All helmets available in full range of sizes)

BALACLAVAS

(All one size)

Nomex fire-resistant balclavas:

Road & Racing
single/twin eye-hole
— white £16.10

Sparco — white only
142/143 Cellular-knit single/twin eye-hole £12.08
144/145 Close-knit single/twin eye-hole £13.80
140/141 Close-knit 2-layer single/twin eye-hole £17.25
148/149 Close-knit as above, flared neck £20.70

COMPETITION ACCESSORIES

Tank tape £6.00
Newbow tyre gauges.. from £92.00
Masta tyre gauge £27.60
Digital pyrometer kit
— with tyre probe £161.00
— surface probe £36.80
Carry case for above £13.80
Robinson wire twisting pliers £69.00
R&R wire twisting pliers £34.50
Lockwire £12.65

Seiko

S129 Split/Lap timer with built-in printer £287.50

Chronotec

Split/Lap timer £36.80

TAG-Heuer Stopwatches

1030 Microsplit, as 1030+illumination £60.00
7030 Microsplit, free-standing Taylor/Split .. £68.00
Chronoprinter 500 £215.00
7031 Timing Board c/w 7030 Microsplit £110.00
7032 Timing Board c/w 2x7030 Microsplits ... £180.00
TAG-Heuer Solar 200S Split timer £24.50

Pit signalling kits

Lightweight steel frame c/w nos. & signs £77.05
Carry case for above £23.00
Digital signalling kit — per unit £21.85
Ear defenders from £5.75

Tie down straps

TD3 £8.05
TD6 £9.20
TD10 £9.78
TD13 £10.35
TDR10 1" £15.30
TDR10 2" £34.50

Promotional The following can be supplied in Team/Sponsor's colours. Please enquire.

R&R golf size Umbrella £13.80

Silkscreen badges, Caps, T-shirts, Visor strips, Stickers, Hand embroidery all available.

SEND FOR FREE COLOUR CATALOGUE!

36-page full colour catalogue contains details of all items shown, plus much more Racewear and Competition Equipment.



ROAD & RACING ACCESSORIES

75-77 Moore Park Road, Fulham, London SW6 2HH Tel: 01-736 2881 Telex: 265109 R Wear Fax: 01-736 6116

Opening Hours:

Monday to Friday 9.30 — 6.00
Saturday 9.30 — 4.00

Nearest Underground Station:

Fulham Broadway (District Line) 3 minutes' walk.

Outfitters to Motorsport Competitors and Support Crews

CARRIAGE

Orders up to £15 — add £1.50
Orders up to £40 — add £3.00
Orders up to £75 — add £4.00
Orders over £75 — carriage free
Goods can be delivered by Securitor at a £7 surcharge per consignment INCLUDING orders over £75.

ORDERING

Access, Barclaycard Visa, American Express and Diners Club cards are accepted. Please quote your card number by phone, or post with your order. Please be sure to state clearly ALL relevant sizes. If ordering Racesuits, give Chest, Waist, Inside Leg and Height. Please state colour required where there is a choice.



Illustrations are protected by copyright and may not be reproduced.

ZIP



SUPER



SALE

TO ALL OUR CUSTOMERS SEASONS GREETINGS

Special Christmas Gifts for all Karters

"The Shunter is back,"
The Super Kart Starter **£59.95**

"New Zapelli Clubman"
Designer Racewear at budget price **£59.95**

Deluxe Kart Transporter, finished in red, fully adjustable **£95.00**

Zapelli Suede Kart Boots, Red, Blue, Black, sizes 1-11 **£42.00**

Shoei Helmets, No. 1 in Karting. All models **Less 10%**

Leather race suits, small only suit 10-15 years **£35.00**

Zip Bandit body shell complete air/L.C. **£140.00**

Zip Bandit or GPN Floor Tray Glass Fibre **£20.00**

Motorcraft AG403 Plugs Box 10 **£25.00**

Zip Headrest seats, for all gearbox karts, size small only **£20.00**

C.I.K. Pod Fitting-Kit, chrome bar's only, pair **£20.00**

Super Black Mono Wheels, for all 100cc classes complete set **£55.00**

Zapelli Super Wet Suit, available shortly, all sizes incl. Junior

ARAI GPN Visors, 3mm scratch proof **£5.00**

Zip F.I. Race Suits, Small/Med only **£35.00**

SAVE UP TO 60% ON SOME ITEMS!

ROTAX SPECIAL

NEW AND USED ROTAX PARTS — 125cc AND 250cc

Used Piston And Rings, — £10.00 each. Used Conrods done 4-5 meetings (with cage rollers) — £5.00 each, used Cylinders (for 256/124 LC) 85 complete with studs, outlets, piston and ring — £75.00, Replated Cylinders (256/124 LC), unused since replated — £150.00 each. 4 Sets Exhaust Pipes — Ex Martin Hines, Ian Shaw — per set £100.00, Carburettor set for 256 — 2 x 38mm Mikuni Carbs, Air Filters, Pulse Pump, regulator and pressure gauge — Lot £60.00, Rotax Engine Sprockets (Used) — £5.00 each.

NEW PARTS ROTAX 256 and 124 L/C

Power Valve Cylinder, complete '86 — £270.00 £140.00, '86 Rotax Cylinders £340.00 £180.00, '88 Rotax Cylinder 256/124 L/C £340.00 £230.00, '89 Rotax Cylinders 256/124 L/C £340.00 £250.00, 34mm Mikuni Carbs £112.00 £70, Dellorto 36mm Carbs £130.00 £70.00, 40mm Bing £25.00, 1 Piece 256 or 124 L/C Heads £87.31 £50.00.

CHRISTMAS OPENING 22nd 8-5, 23rd 8-3, 29th 8-5, 30th 8-2, Jan 2nd normal opening. Closed 24th, 25th, 26th, 27th, 28th, 31st, 1st Jan.

BRIDGESTONE TYRES

			RRP	SALE PRICE
YDJ WET	3.6 x 10 x 5	(100 Nat/100 Super)	£33.50	£29.00
	4.5 x 11 x 5	(100 Nat/100 Super/All Gearbox)	£33.50	£29.00
	6.0 x 11 x 5	(100 Nat/100 Super/All Gearbox)	£37.00	£32.00
	7.5 x 11 x 5	(Formula E)	£40.00	£31.00
YDE, YDW, YDP, YDZ SLICKS	4.5 x 11 x 5	(All Gearbox)	£30.00	£25.00
	7.1 x 11 x 5	(All Gearbox)	£33.00	£28.00
	4.5 x 11 x 5	(All Gearbox)	£30.00	£27.00
	7.1 x 11 x 5	(All Gearbox)	£33.00	£31.00
YDF SLICK	5.5 x 11 x 5	(All Gearbox)	£32.00	£29.00
	7.5 x 11.5 x 5	(Formula E)	£40.00	£35.00

VEGA TYRES

RT Compound	4.6 x 10 x 5	(All Gearbox)	£23.00	£20.00
	7.1 x 11 x 5	(All Gearbox)	£23.00	£20.00

Zip Kart, Pindar Road, Hoddesdon, Herts. Tel: (0992) 463371-468503 Fax: 447327

Strictly Classified!

PROFESSIONAL DIGITAL STOPWATCHES

Time each and every lap, difference between last two laps, resolution to 1/100 second. Large 10mm double digital display. Other features include normal time/date display, alarm mode, countdown timer pacemaker (not heart!). Size 55 x 70 x 19. Full 12 months warranty, the perfect Christmas present.

All this for just £18 + £2 P&P

**Cheques to P Hemes, 1 Holly Close,
Brackley, Northants, NN13 5UJ.**

210 NATIONAL RETIREMENT SALE — Stratos chassis, full body with poly floor, Short Circuit floor and tank, modified Brembo brakes on vented discs. Electric fuel pump with vibration proof battery and special fuel regulator, 100% reliable. SRA Rev Counter, YDF's on split rims. Villiers engine plates, 2 engines — +50 and +60, new pistons, new big ends in dynamically balanced cranks, needle roller gearboxes with full ratios, lightened clutches. Pipe and carb to suit. Spare barrel and piston +50. Brand new YDJ wets on rims. K74 wets on rims. YDF's on rims; 35mm smooth, 36, 38 and 40mm AMALS. Various other carbs, pulse pumps and pipes. **£2,700** for the lot. Will split. As used 2nd British Champs, 2nd Midlands Champs and 4th at Silverstone this year. Phone Paul Woodward (0793) 825253 (eves and weekends).

DUNCAN WHITE RACE PREPARATION END OF SEASON SALE

Mercedes Van 407D

Immaculate, new tyres, tested 1 year and taxed. Offers

Ex-Alex Jack

1—CIK (89) Gillard including pods

3—'88 Rotax engines,
all fully prepared.

Telephone: (0387) 65086 (24 hours)

VILLIERS ENGINE, very quick and reliable. 2nd 1989 210 Challenge. Fully rebuilt, including rod kit, bearings, etc. Special gearbox — £575. Phone: Glen Clarke, Banbury (0295) 811815.

1988 100 NATIONAL ALLKART, Parilla TT27 Jubilee, very quick motor. 1-piece rims, Vega slicks. Chassis only raced 8 meetings. Only £595. Telephone: (05395) 63182 (Cumbria).

100 NATIONAL ZIP with Parilla engine, ready to race, plus two spare frames, sprockets and other spares — £510. Telephone: Silverstone (0327) 857023.

KTM 250 MOTOCROSS BIKE, 1986, just rebuilt, new ignition, Dellorto carb. Black casings — £550 ono. Telephone: Daventry (0327) 71818 (day).

1988 ZIP BANDIT, Kelgate accessories, 1-piece wheels, championship winning chassis, never bent. Immaculate — £950 ono. Telephone: Mark Powell on (0684) 562674.

BRITAIN LANE CHASSIS, Sirio engine on standard bore, complete with wets, stand, sprockets, spares. Competitive outfit — £525. ZIP RACING SUIT — £30. Stoke-on-Trent 511997.

250 NATIONAL ZIP GPX

Kelgates, Cheetham tuned KTM, Long/Short Circuit bodywork, 2nd Cadwell Champs, 8th British Champs.

£1,650

**Tel: Paul Goodison
(0625) 872004**

250 NATIONAL. Martin Pluck's GP winning Lazer Suzuki, complete as raced in '89 with Kelgate brakes and axle, knock on hubs, all bodywork, rev counter, adjustable rad, etc. This immaculately prepared outfit is fully sorted, competitive, reliable and cheap to run. Only 10 meetings old — £3,000. Telephone: (0353) 252641.

250 FORMULA E — ex-Richard Dean Anderson Rotax. '88 Anderson chassis, 87/88 Rotax tuned by Anderson. Latest JL pipe, 38mm smooth bore Dellortos, Kelgate throughout. Very fast and competitive. Plus spares. Immaculate throughout. For further details 'phone (0624) 28678 (after 6pm).

EX-RICHARD BOSTON 1988 ZIP BANDIT KTM. Completely rebuilt chassis. Engine not run since rebuild. Brand new 1-piece wheels, unused Bridgestones. Absolutely mint condition. No expense spared on professional rebuild. Genuine sale — £1,750. Barnsley (0226) 283294.

1989 ZIP BANDIT

Long/Short Circuit bodywork—£1,250

Spare KTM with exhaust and carb—£700

Gresford (0978) 832412

(Day or night)

COLIN FLETCHER'S IMMACULATE 250 NATIONAL Kelgate Bandit KTM, proven winner — £2,400. Spare engine — £850. Two Mugen Hondas much modified — £290 and £210 each. KTM spares, tuning, crank rebuilds on any engine. Ring for further details on York: (0904) 421596.

210 VILLIERS ZIP 925, Kelgate brakes, quick APV motor, dry clutch, wets on rims. VGC — £700. WANTED — 210 Long Circuit rolling chassis. Ring: (0502) 563601.

FUEL SYSTEM as used by Tim Parrott to win Formula E World Champs and Grand Prix. Steve Hurst second 210 Nat Grand Prix. For further details Telephone: (0793) 750999.

ROTAX 125 NATIONAL ENGINE

Air-cooled

Anderson tuned bottom end. Stoney barrel. Recent rebuild. New piston fitted.

Good condition — £400

Phone: Graham — Day (01-301) 1818

Eves (0322) 863428

HELP URGENTLY NEEDED

At kart meetings, mostly Fulbeck and Kimbolton. If you can help

please phone Andrew on:

**(0602) 265541 (after 5pm) or
(0480) 812005**

MINARELLI 125 air-cooled engine, CSK pipe, tools, spares — £550 ono. Phone: (0507) 602460.

125 NATIONAL STRATOS MINARELLI, Brembo brakes, slicks and wets on Sidewinder rims. Quick outfit, ready to race — £1,500 ovno. Phone: Ken (day) (0772) 792748; (eves) (0772) 433541.

125CC TM ROTARY W/C

As new, complete with
radiator, etc.

Will part exchange P&R outfit.

Tel: 010 353 6146000 ext 12.

1987 250 ROTAX, 2nd Short Circuit Champs. Just rebuilt — £1,900. Set L/H Anderson Merlin pipes — £50. Set L/H JL pipes — £90. Spare barrels. Telephone: (0509) 853888.

BRAND NEW YZ250 engine — £450. YZ250L, good condition — £300. YZ250L, barrel brand new — £220. Plastic engine plates — £30. Phone: (0509) 853888.

**Kart and Superkart Ltd cannot accept
responsibility for errors arising within
classified advertisements published
herein, although every effort will be
made to prevent them.**

WEBSTER'S '88 GP winning outfit. Anderson 250 KTM, full body, wets on rims, fast and reliable. Numerous wins — £2,500 ono. Telephone: Day (0784) 240387; Eves (0784) 454648.

ZIP GPN (88) HONDA 250RC (87) outfit complete with full bodywork, PMP pipe and 1-piece rims — £1,700. Also YBR's YDF's, YBQ's on 1-piece rims — £180 per set. Also ex-Doble Yamaha, YZ 'H' — £100. Telephone: 01-348 4812.

1986 ZIP KART, with 1988 spec 250 Rotax. Engine just rebuilt, chassis just overhauled, ie, bearings etc. Lots of spares. Quick sale required — £2,500 ono. Telephone: 01-674 7373.

BARLOTTI MUGEN HONDA 125 chassis. Raced once. Spare engine. Slicks and wets on rims — £650. For further details phone Denis on (0254) 877345 (eves).

250 NATIONAL BARLOTTI YAMAHA YZ'H', water-cooled, Bandit bodywork, head rest seat, Tacho and temperature gauges. Clean, smart outfit — £850. Spare YZ 'F' — £160. Telephone: (0443) 674130 (eves).

KART SCHOOL

Everything you need to know about
racing at top 100 National Kart

At TILBURY RACEWAY

On Saturday: 9.30 till 1pm

for appointments phone

DARTFORD 22645

2 x ROTAX 256, '89 DIGITAL

IGNITION, CARTRIDGE GEARBOX, FULL CDPT
TUNED, NEWLY REBUILT.

1 X ROTAX 256, '89 DIGITAL

IGNITION, FULLY CDPT TUNED, NEWLY REBUILT
FOR MORE DETAILS TELEPHONE (0702) 77707 or

Mike Hemmingway (050967) 3808

BARLOTTI ROLLING CHASSIS, Aeroquip ipies, ideal 210 or 125. Everything but the engine — £275. Suzuki 250cc twin air-cooled engine with exhaust — £100. Telephone: (0767) 600406.

125 NATIONAL ZIP BANDIT, Goff Rotax, Kelgate brakes. 5th British S/C Champs, 2nd Midlands Champs. Ready to race — £1,100 ono. Telephone: (09277) 61181 (after 5pm).

ZIP GP YZ250 'H', PMP pipe, Mikuni carb, quick, reliable, not raced for 2 years. Ideal S/C, L/C Novice — £625. ZIP GP ROLLING CHASSIS, 85 to 86, Kelgates, new seals and pads, GPN bumpers, c/w bodywork and fuel pump. 8th last L/C race — £615. ZIP SHADOW TZ250, w/c, good reliable motor. Ready to race. Offers around £550. BARLOTTI ROLLING CHASSIS, good S/C kart — £195. Any offers considered on all. Telephone: (0634) 669015.

WANTED — 250 NATIONAL, complete ready to race. Anything considered. Please 'phone Chris on (0572) 812226.

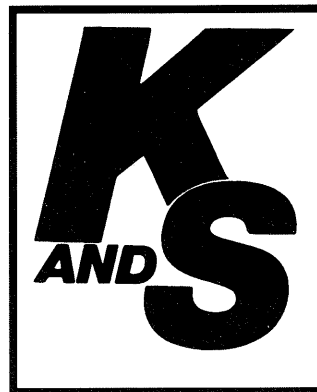
BRITAIN PACKAGE — Wright kart with sidepods, cloth seat, 2 quick Arrow engines just rebuilt. Slick, wets, some spares, 10ft Caravan/awning — £775. Telephone: (0285) 654828 (Glos).

WANTED — JUNIOR BRITAIN outfit, plus protective clothing for 14 year old just starting out in karting. Telephone: (0772) 796427.

250 NATIONAL PHOENIX YAMAHA. Immaculate outfit ready to race. Complete with bodywork, slicks, wets and spares. Best cash offer secures. Telephone: (0978) 762048.

1989 ANDERSON ROTAX 125 air-cooled. Season old. Rebuilt engine, 2 sets slicks, one set wets. Spares. (May split) — £1,750. Phone (0202) 826038 (after 7pm).

125 NATIONAL WRIGHT/ROTAX. Quick Short Circuit outfit in excellent condition. Engine just rebuilt — £900 ovno. Telephone: Roger Goff on Bedford (0234) 44001.



FRONT COVER:

Stuart Ziemelis, in 125 Open, picked up this year's British Short Circuit title, pictured here at Silverstone aboard the SRS Lazer.

Inset: Kurt Luby, ex-125/250 pilot, this year finished 4th in the Vauxhall Lotus Championship. He also got married on 18th November to Wendy and next day was racing at Playscape. That's dedication for you!

(Pics: Iain Blair)

MONTHLY

No. 128

Ed, Says....

The season has reflected a number of facets — some good, some bad, some indifferent, the latter many would say the most significant. Those at grass roots level care a lot for the sport and feel strongly about its future but their opinions apparently go unheard. The lack of guidance from the authoritative body causes concern, Riverside Park it seems is light years divorced from reality. As karting enters another decade we are led to believe a glimmer of hope is on the horizon — "1990 will be the year that makes karting". "Better organisation, improved communications, more active participation by those in positions of responsibility and more public awareness of what karting has to offer the man in the street." However, hasn't that been the cry for successive years? Until those in power can actively prove themselves to the rank and file instead of constantly vacillating they will never inspire confidence. Perhaps a heavy judgement but that's the way it looks from this side of the fence.

Tub-thumping aside, there have been more encouraging events, linked with television — Border TV's 'Kartbeat' which should be screened shortly; Playscape's London Arena charity meeting, screened last month and Clay Pigeon earlier in the year, although one could hardly call 3.40am 'peak viewing' time! Nevertheless it is good for the sport and now that karting has the TV companies interested it has to keep them interested and it is up to everyone to play their part, no matter how small. 'Kartbeat' looks set to run next year, Playscape talks of further TV participation and it is hoped the Grand Prix will be back on the box because next year it doesn't clash with the bike GP.

The Long Circuit championships will still be held over six rounds next year but all six rounds count instead of the best of five in previous. That should knock on the head poor attendances at the more far flung locations. The change of the Short Circuit championships (gearbox and non-gearbox) from 'one-off' events to series, as in Long Circuit, is lauded. It seems a much fairer system of deciding champions. Under the traditional method a driver could toil all day through heats and semis then have it all wasted by some quirk of fate that flushes hundreds of pounds down the drain. There are those who argue the wisdom of multi-round series, then again any proposal has its pros and cons but it will be the end of next season before the new system can be evaluated.

Well, Christmas is but a couple of weeks away so I shall take this opportunity to wish you all the compliments of the season and hope you have a happy, safe and successful New Year.

Ed McCormick

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

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.

Copyright — Kart and Superkart Ltd., 1989

contents

2

PIT TALK

News and views from around the karting world

8

1989 FORMULA E WORLD CHAMPIONSHIP REVIEW

15

WORLD FORMULA K & FORMULA SUPER HUNDRED

18

CADET COLUMN

The regular Cadet round-up, plus coverage of Playscape's Charity Invitation frolics

22

WHERE AND WHEN

Not so much to offer between now and Christmas, even less for January — dates please (hint, hint...)

24

CLASS ONE COLUMN

A somewhat tongue in cheek look at the RAC 100cc British Championships...

27

125 CHALLENGE

30

CLUB SCENE

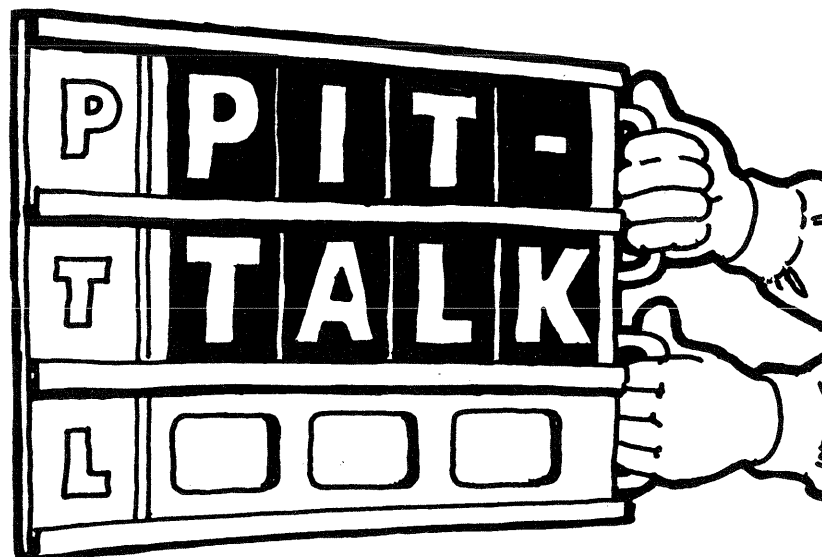
Our regular look at what's been happening around the country's Club racing circuits.

39

STRICTLY CLASSIFIED

Next month's features include:- Playscape's London Arena Charity Challenge; Mike Smith's 1989 Long Circuit Top Ten; Class One Column on engines, amongst other things, plus more. (These items correct at time of going to press).

Publication date:- Thursday 4th January 1990.



NEWS

1990 Championship News

The RAC Long Circuit Championships will include six rounds, all at different circuits, with all rounds to count.

The RAC Short Circuit Championships will consist of a minimum of four rounds, at different circuits, with all rounds to count.

The winners of the RAC Championship in 1990 will be allowed to use the appropriate number plates from 1st January 1991 until 31st December 1991.

No GP, O or E number plates may be used in rounds of the CIK World Championship, under instructions of the CIK.

Permitted Tyres for 1990

Junior & Senior Britain

Bridgestone YBN	£ 95.45
Bridgestone UDK	£115.00

100 National

Cheng Shin SL Racing	£ 89.70
Cheng Shin SL Rain	£ 99.50

Super 100

Vega RH CIK	£103.50
Vega WK CIK	£103.50

210 National

Vega SL CIK	£103.50
Vega WK CIK	£103.50

125 National & P&R

Bridgestone YDG SL	£110.40
Bridgestone YEJ Wet	£149.50

(YD) are allowed to be used until 28th February 1990).

125 Open-250 National

List C	Maximum size and price
Dry	£36.00 plus VAT
Wet	£35.00 plus VAT

The following Manufacturers only for List C:

Dunlop
Bridgestone
Vega
Cheng Shin

Engines for down grading to Britain and Gear-box classes are still being inspected due to the vast quantities of applications. The new engine list will be available shortly.

People wishing to apply for Championship Co-Ordinators posts for the 1990 RAC MSA Championships for Long and Short Circuits, please forward written applications to the Karting Department, RAC MSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG. Please state the classes you are interested in, your knowledge of computer input, short race reports, liaising skills with clubs and drivers, fees required plus cost per mile of your vehicle.

Competition Licences

As in previous years 1989 Licences will continue to be valid for all events (except international events) until 31st January 1990.

1990 Permit Fees

The Motor Sports Council has approved the following permit fees for 1990.

Per Capita - Kart - Minimum fee per event:	£15.00
Closed	£ 0.49
Restricted	£ 0.69
National	£ 0.88
International	£ 1.52
	plus CIK fee
Flat Rate fee for Karting Schools	£ 5.25

Track Licences

Kart International C	£100.00
	plus CIK fee
Kart National	£ 55.00
Kart Restricted	£ 33.00

Presentation of Awards

The annual Presentation of Motor Sports Awards is scheduled to take place at the Royal Automobile Club, Pall Mall, on Friday 2nd February 1990. All award winners will receive invitations in due course.

Larkhall Resurfaced

The West of Scotland Kart Club is pleased to announce that resurfacing work has been completed at their Summerlee Circuit. The track has been completely resurfaced in asphalt to give a consistently smooth racing surface, thus removing the notorious bumpy sections. The first meeting on the new surface was voted a great success by the drivers.

Racing is going ahead as usual on the first Sunday of each month, so why not come up and test on the new surface at the next meeting on January 7th 1990.

Felton Video

The Northumbrian Kart Club had a one hour long video made of their 25th Anniversary meeting held on Sunday 4th June this year. This is an excellent quality video with plenty of exciting action shots. It is now available to NKC members at £14.95 and to non-Club members at £19.95. It is available from:

Garry Gaffney,
29 Ennerdale,
Ashbrooke
Sunderland,
Tyne and Wear,
SR2 7HR.

Cheques to be made payable to: Northumbrian Kart Club and copies will be sent by return post.

Cumbria Kart Racing Club

It is with deep regret that we have to announce the resignation of Mike and Christine Ballantyne as Competition Secretaries and Bob Ballantyne as Chairman of the Cumbria Kart Racing Club with effect from December 31st 1989.

Bob took over as Chairman in 1975 following the death of George Abbott and under his leadership, the Club has progressed to the current position of financial stability and high public awareness both locally and nationally. It will come as a surprise to many that Bob is 68 years of age and he feels it is time to hand over to a younger person. His enthusiastic input in all Club matters and the famous canteen "Restaurant de Bob" will be missed.

Mike and Christine took over as joint Comp Secs some five years ago with the move out of the area of Karen Dixon. They quickly established a reputation for accuracy which has not diminished over the years. During their term in office, the Club has run a couple of British Championships and a number of Super One rounds and the success of these meetings is due largely to the time and effort put in by Mike and Christine.

The Club would like to wish Bob, Mike and Christine the best of health and wishes for many years to come and to say you are welcome at any time.

With effect from January 1st 1990 all enquiries regarding race entries should be directed to Mrs Fiona Glynn at the following address. Telephone entries are still not to be accepted.

Mrs Fiona Glynn, 56 Napier Street, Workington, Cumbria CA14 2PU. Tel: 0900 68881.

Iain Blair

Would you like to be part of the back up team for one of the best 250 Formula E drivers? Can you cope with the pressure of race day and help to keep a regular front runner at the front?

You will need to be keen, competent on the spanners and have a good sense of humour. Ideally you will be available for all long circuit meetings and occasional short circuit events with the possibility of some foreign meetings for good measure.

IAN SHAW, one of the World's top 250 E drivers is looking for someone to assist in the preparation of his Zip Team equipment on race days during 1990.

If you think you fit the bill and have a contribution to make, then contact Ian on 061 737 4578.

Strictly Classified!

Dingo Fun Karts

ANY TIME
Summer or Winter: they're always exciting.

ANYWHERE
Vast estates not necessary. 1/3 of an acre upwards will do nicely.

ANYONE
Aged six to sixty — the thrills are the same.

7 models. 148 - 319cc engine. Prices from £450. A fantastic present!

Send for your FREE brochure, and address of your nearest stockist.

TRENCH POWER PRODUCTS
(Dept KS), Dove Fields, Uttoxeter, Staffs. ST14 8ER.
Tel: 0889 565155. Telex: 36552. Fax: 0889 563140.

JEANETTE PEEK'S ROTAX ENGINE

Plus '89 Sprint 100 National kart, used 3 meetings.
Includes slide carb and exhaust.
Complete winning outfit.

£1,400

Telephone:- (0761) 34463

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

SWISS HUTLESS/ARROW NATIONAL. Two sets slicks plus wets. Inability to obtain competition licence forces sale — £700 ono for quick sale. Telephone: Dean (0594) 841470.

1986 256 ANDERSON prepared Rotax, hardly used. Record holder of no less than four records. Ideal for 250 Challenge. Telephone: (0481) 54438.

100 BRITAIN GILLARD 'A' FRAME rolling chassis, September '89. Three meetings only — £475 ono. Telephone: Malvern (0684) 569613 (evenings).

FORD TRANSIT Camper 1978, 2 litre, OHC, excellent race transport, elevating roof, 40,000 miles only. Sleeps 4/5, undersealed, resprayed. Fridge, hob, grill, radio, stereo cassette, awning, towbar. Excellent condition — £2,850 ovno. Telephone: Allan Jones (0432) 820229 (Hereford).

NIGEL WIGGS'S ANDERSON CSK ROTAX 125 w/c. Tuned and prepared by Chris Stoney. Ultra quick and reliable outfit. 3rd Grand Prix, 4th British Champs — £2,100 ono. Might split. Phone: Nigel on (0473) 41335.

JETA/DAP T70, good condition Junior or Senior Britain outfit. This flame red kart has a ventilated disc and Nassau panel and comes complete with a recently rebuilt and tuned motor and a new exhaust. All ready to race — £495 ono. Telephone: (0272) 862478 (after 6pm).

YAMAHA TZ 250G, Zip GP chassis, spare slicks and wets on rims, spare engine. Lots more spares — £500 ono. Phone: (0202) 698709 (after 6pm).

SPYDA ROTAX 250, 1982 — £900. ROTAX 250 engine, 1983 — £650. SCITSU for 210 — £40. All above in very good condition and complete. Ring: Peter 01-847 2219.

SWISS HUTLESS CORSA EME 100 NATIONAL. Slicks and wets on rims, few spares, race suit, helmet, gloves etc. Offers (0453) 750175.

MINI-ADS

Telephone in your Mini-Ads
on
Hoddesdon (0992) 444201

ALL MINI ADS MUST BE PREPAID AND WILL HAVE TO BE INSERTED IN THE NEXT AVAILABLE ISSUE

Rates: up to 25 words £5.00
26 to 40 words £8.00
41 to 70 words £11.00
1" Box £12 + VAT (max 25 words) 2" Box £24 + VAT (max 65 words) inclusive of VAT

**HAVE YOU GOT ANY BITS TO SELL OR SWAP?
WHY NOT USE THE COUPON BELOW!**

ONE WORD PER SPACE

Don't forget to include your TELEPHONE number in the box!

Name

Address

Access/Barclaycard No.

Advertisements to:
KART & SUPERKART, PINDAR ROAD, HODDESDON, HERTS EN11 0DE



125 OPEN SHORT CIRCUIT

World Champion replica DAP Greyhound and ultra quick TM engine. Purchased March '89, used only twice before owner "left country". Full race spec includes magnesium rims and parts, all alloy l/w radiator. Engine factory selected, fully tuned, large bore carb, special race exhaust, pulse pump, regulator etc.

**Cost £3,500 nine months ago.
Accept £1,750
(0305) 774074**

ZIP BRITAIN Parilla TT31, Tillett seat, good slicks and wets. Spares, slicks, split rims, carbs. Very quick, ready to race — £800. ZIP BRITAIN Parilla, slicks, wets, spares, slicks, carbs. Ready to race, less seat — £700. ZIP NATIONAL 981 rolling chassis — £100. Phone ALlen Hillery 01-637-5393 (9am to 5pm).

UNUSED ZIP BANDIT, Kelgate axle, carriers, discs, ply floor tray. All new parts, only needs wheels, tyres and engine — £875. Telephone: (0923) 50279.

ZIP 125 GP with SRS tuned a/c Rotax. Full bodywork, some carbon fibre, rev counter, lots of spares, stand, pit trolley — £995 ono. Telephone: (0773) 609214.

100 NATIONAL outfit, ART/ARROW, spare Arrow engine, some spares. Suitable for beginner — £355. Paul Bridgemen. Telephone: 01-363 9942 or 01-363 3456.

GILLARD-SIRIO 100 NATIONAL, July '88 'A' Frame, Magnum factory prepared motor. Jubilee Gillard tuned, new piston and rings with full accessories — £1,090. Telephone: (0279) 411360.

1989 WRIGHT Britain chassis,
1988 SPRINT Britain chassis,
1988 SPRINT National chassis,
All complete less engines.
Tel: (0480) 62334

88/89
British Champions
125 National L/C

**C.I. RACING
EQUIPMENT SALE**

89/90
British Champions
125 National S/C

2 ZIP BANDITS, Kelgate brakes, axle, wheel fixings, Sidewinder rims, full body. Immaculate condition.....£1,295 each

2 MINARELLI 125 engines, complete with carbs, exhausts, ignition.....£695 each
(Both have won major Championships)

5 SETS OF SIDEWINDER MONO RIMS£50 per set

2 KART TRAILERS, ally body, front/rear doors, 95cu ft 8'x4'x3' Good condition.....£250 each

1 STRATOS 125 OPEN full body with rear wing, internal rads, rear bumper, floor brackets, floor tray and radiators £200

PHONE: CAMBRIDGE (0223) 880555 (ANYTIME)

CLUB SCENE

SENIOR BRITAIN DIVISION 1

At the beginning I mentioned that things had a habit of changing unexpectedly. Well in heat one of Senior Brits disaster — Stewart Baker lost control at infield bend, left the circuit and ran into Alan Bryant — Clerk of the Course — Alan was knocked down, was unconscious for a moment or two and was taken to Weymouth Hospital with suspected broken ankles. Happily he returned at the end of the day in time for the finals reporting badly bruised. Though will go to Yeovil in a day or two to have another check.

This is where things changed — instead of temporary Assistant Clerk of the Course job I now became Clerk of the Course Starter — Stew Baker already not having a good day for personal reasons, packed up and went home. As the race had run more than 50 per cent and a lot of time been lost, the result was declared at the previous lap and we restarted some 30 minutes behind schedule.

Heat 1: 1st Green, 2nd Boardman, 3rd Collinson

Heat 2: 1st Spencer, 2nd Boardman, 3rd Green

Heat 3: 1st Tozer, 2nd Green, 3rd Collinson

Final: Malcolm Green on pole took an immediate lead followed by Will Collinson, Frazer Wells, John Boardman. Then on lap 5 Collinson chipped a cone which somehow attached itself to Wells' front wheel. Wells stopped inches from the lap scorers, removed offending cone and restarted. Meanwhile Green consolidated his lead when Collinson spun in front of Boardman. This let in Neil Tozer and the order was now Green, Tozer, Boardman, Spencer. Spencer hounded Boardman and eventually spun off, restarting at the back. Collinson had worked his way back to 4th and Wells 6th though this wasn't the end. On the last lap Will again slipped something and ended with bent steering.

Some good racing. Some dubious driving tactics. The weather held. The lines and drums were cleared quickly, trophies presented and best wishes given to our senior drivers for the Nat Championships at Langbaurgh, Stewart Baker, Stuart Etheridge and Mike Horden, Britain, Nick Clark and Lee Loder, National, and a speedy recovery to Alan Bryant.

I enjoyed being in a position of overall power, 'talking' to one or two drivers and threatening them.

Brian Clark

SUNDAY, OCTOBER 15th

A good day's racing and good weather were in prospect and the final round of the Club Championships would decide most of the battles that had taken place throughout the year.

C of C Alan Bryant appeared to have recovered from his unfortunate accident at September's meeting.

The meeting was sponsored jointly by Loders Garages Ltd (Richard Loder) and Purbeck Motors (Keith Lloyd).

JUNIORS

Heat 1: 1st Jamie Patten, 2nd Marc Craddock, 3rd Jason Freeman

Heat 2: 1st Patten, 2nd Craddock, 3rd Freeman

Heat 3: 1st Patten, 2nd Jamie Wood, 3rd Craddock

Jason started the meeting leading the Club Champs from Marc but it was close. So close it was decided on the final. At the lights it was Jamie and Marc followed by Jamie Wood and Jason. Jason quickly moved into 3rd but could make no impression on Craddock. Mid race and Patten had a cushion from 2nd man with a size-

able gap back to 3rd and 4th, 5th was Paul Freeman and a fighting 6th was Marc Hynes having his first Junior meeting up from Cadets.

At the finish it was Patten, Craddock (snatching Club Champs), Jason Freeman.

SENIOR BRITAIN DIVISION II

Heat 1: 1st Bob Hyde, 2nd Jim Wills, 3rd 86 (not in programme)

Heat 2: 1st 86, 2nd Wills, 3rd Keith Lloyd

Heat 3: 1st Wills, 2nd Hyde, 3rd Graham Cutler
Club Chairman and GOMOR (Grand Old Man of Racing) Keith Lloyd (sorry Keith) led at the end of the first lap. Hyde was right on his bumper and on lap two was through — opening up a sizeable gap. Keith held a comfortable 2nd until near the end when the baying pack started to close. At the finish Lloyd was 2nd and novice Matthew Quiatowski 3rd.

NATIONAL DIVISION II

Heat 1: 1st Phil Smallridge, 2nd Jeff Hansler, 3rd Nick Hill

Heat 2: 1st Duncan Uren, 2nd Hill, 3rd Terry Milton

Heat 3: 1st Hansler, 2nd Hill, 3rd Uren

Pre race favourite, Rotax powered Uren was out before the start with a motor which wouldn't start, so novice Hansler decided that No. 13 was not to be unlucky and went straight to the front. Smallridge was 2nd and trying. Gaylen Hayward, having a frustrating day was 3rd, then Hayward got second but before he could challenge the motor died. After some fiddling he got going and back to second only for the same thing to happen again, at the same time Hill in 3rd also dropped out leaving a tussle between Milton and St John Webster. At the flag Webster was credited with 3rd though in my charts I made Terry 3rd.

SENIOR BRITAIN DIVISION I

Heat 1: 1st Malcolm Green, 2nd Neil Tozer, 3rd John Boardman

Heat 2: 1st Green, 2nd Frazer Wells, 3rd Ken Boardman

Heat 3: 1st Tozer, 2nd Will Collinson, 3rd Stuart Etheridge

From the lights it was Green and Tozer with the Boardmans 3 and 4. Malcolm eased his way to a comfortable 20 yard lead over Neil. Both the Boardmans spun — in separate incidents, and the main interest now centred on Collinson and Etheridge who hauled in Tozer and battled side by side. As Stuart thought he had Neil for second, Will swooped and demoted him to fourth.

All good exciting stuff and close at the finish.

NATIONAL DIVISION I

Heat 1: 1st Nick Clark, 2nd Lee Loder, 3rd Mike Bradley

Heat 2: 1st Loder, 2nd Bradley, 3rd Ron Shone

Heat 3: 1st Loder, 2nd Shone, 3rd Bradley

Loder on pole, Bradley alongside, then Clark and Bob Knight into the first bend and Bradley was wide. Nick (having lost a chain leading heat 3) shot through the gap with the other GOMOR (Ron Shone) right behind. Bradley recovering for 4th.

Lap after lap and a 'single size blanket' would have covered the first three. Ron thought he had a Reliant — preferring three to four wheels.

Could Nick get Lee? Could Ron get Nick? How they all tried. Every move Nick made Lee was equal to. After eight laps they started to catch the last man and he was to prove crucial, not by bad driving but by the reading of the situation by the leaders. Nick read best got the inside of Lee into bottom bend and as the back marker slid out he powered up the inside to a lead he was not giving up. Lee also went through. But Ron and Mike Bradley didn't make it before the

next corner and now it was a two way fight. At the finish Nick was three to four lengths clear of Lee. Ron now some way back and Bradley settling for 4th after sideswiping a barrel as he tried to pass Mr Shone.

JUNIORS

1st Jamie Patten Dap/Dap

2nd Marc Craddock Dap/Dap*

3rd Jason Freeman Dap/Dap

SENIOR DIVISION II

1st Bob Hyde Gillard/Dap

2nd Keith Lloyd Jeta/Dap

3rd Matthew Quiatowski Dap/Dap

NATIONAL DIVISION II

1st Jeff Hansler Zip/TKM

2nd Phil Smallridge Dap/Dap

3rd St John Webster Dap/Dap

SENIOR DIVISION I

1st Malcolm Green Gillard/Parilla*

2nd Neil Tozer Dap/Dap

3rd Will Collinson Dap/Dap

NATIONAL DIVISION I

1st Nick Clark Dap/Rotax

2nd Lee Loder Dap/Dap*

3rd Ron Shone Dap/Dap

*Club Champion 1989

ZIP HONDA 125 a/c, full body (Short Circuit equipment available), unused 2 years — £780. ZIP HONDA 125 a/c Short Circuit, unused 3 years — £580. Will separate. For collectors:- 250cc Bultaco Mk 8 engine, Suzuki Super Six 250, Yamaha YZ125 a/c with exhaust, Honda CR70.

For assembly:- 250cc Bultaco Mk 8, 2 x Yamaha 125cc twins (iron barrels remember?), 2 x Yamaha TZ250/350. offers on all or any. Telephone: (0246) 237379 (evenings); (0629) 580000 ext'n 7566 during working hours.

FOR SALE — Racing suit (red), 2 pairs of racing boots, plus helmet. All items brand new and unused. Telephone 01-340 4654.

CADET KART, Wright Comer, Trophy winner in good condition and ready to race. Complete with suit. Ideal for beginner — £550, or offers. Redditch (0527) 45652.

Clubs are requested to forward their 1990 fixtures lists to Kart and Superkart as soon as possible for inclusion in 'Where and When'.

KARTCRAFT
KART FOR HIRE
FOR 1990

Let us quote you for
your season's racing

Telephone:
(0604) 862010

Playscape charity karting — what it's all about

When the Greater London Council was disbanded both Bob Pope and Martin Howell were made redundant from the Recreation Department. Their responsibilities were the setting up and organisation of karting and allied projects throughout the GLC area. Prior to the founding of Playscape Racing Ltd, the first 'Charity Karting Challenge' was held on a cold December Saturday in Burgess Park in 1985 utilising two disused tennis courts where a make-shift track had been laid out with tyres. As the event was staged outdoors and it got dark early, the finals had to be run with the aid of a spotlight! Many of the organisations involved in that original event have remained loyal to Playscape over the years — Autosport, Motoring News, Kart & Superkart, Zip Kart and Sebron Autostores to name but a few. Burgess Park was a success, the amount donated to charity in goods and cash may have only numbered hundreds of pounds but the gesture and thought behind it was very much appreciated by the needy recipients. The second such charity event was staged in a disused banana warehouse, a massive building in the Royal 'Victoria Docks' which looked as though it had been constructed to aid the American space programme. Stars from all branches of motorsport, the motoring and karting press again took part, along with Metropolitan Police and St John Ambulance teams. Raffles and auctions after the racing ensured that the figure donated was up three-fold on the previous year.

1987 and 1988 saw the events staged in Playscape's premises in Clapham Bus Garage. The company leased it to provide indoor day and evening kart tuition to the growing market of 'corporate entertainment'. Last year Playscape was able to hand over the princely sum of £15,000 to deserving charities, which included Dr Barnados. Both Bob and Martin have worked hard building the business, to the point where they now boast a fully computerised central booking office to cover their three London-based operations — Clapham, Hackney and Abbey Wood. They also offer Pro-Kart tuition and 'corporate' racing facilities at Buckmore Park circuit near Maidstone in Kent. This year they have been running a series and offering test days on proper Class One karts. Earlier in the year Playscape expanded the operation to include an indoor venue in Hyde near Manchester which, apart from the usual Playscape facilities, also boasts a kart shop. They also set up 'Formula Drive' based at the Welsh Motorsports Centre, Pembrey, providing training in saloon cars and single seater racing cars up to Formula 3.

The move of the annual Charity Challenge this year was a gamble to try and attract the general public to karting at a very popular and well known venue. A lot of expense was incurred by

the decision.

The London Arena, situated in the centre of the Docklands Enterprise Zone, was two years in the construction and cost £25,000,000. It was opened in February this year with Ford's Fiesta launch. It is fully equipped for all forms of entertainment and leisure activity — sports, concerts, exhibitions.

Design Design of West Hampstead had handled indoor and outdoor karting projects before but when commissioned by Playscape to equip the Arena with a suitable track and facilities, Director John Stedman had doubts, particularly as it had to be built, used and dismantled within the space of 24 hours. "Quite simple really, just bring in the spectators, over 200 racing drivers and build a 350 metre long track complying with all safety requirements, hospitality, building regulations, television needs, *et al* . . ."

Finally it all came together, but the main problem was the floor surface of the Arena. Its composition made it extremely slippery, therefore a grippy, durable substance had to be found which could be laid to the floor to give the kart tyres adhesion. After research and trials a special coating was found which would meet the durability needs of the day, but could also be easily removed after the event. It was stressed, however, that the surface would become smoother and slipperier as the day progressed . . . So it did, adding even more challenge to the 'Challenge'. When viewed from trackside it looked like a skating rink. The Pro-Karts, with twin engines thus more power, used wet tyres to try to increase grip whilst the team and individual drivers on the singles had to make the best of it on slick tyres. If one overdid it in corners say, the kart rotated. The karters tried to treat the surface as they would had they been driving in the wet but even that didn't work. It was only through perseverance and respect for the circuit that one could circulate with a modicum of confidence, until, that is, someone in front spun then the whole exercise became an ice ballet without music!

Playscape's personnel were at the Arena beginning preparation around 4am on Sunday morning and didn't cease working all day. To put 209 drivers through signing-on and practice, heats, run team events, Pro-Kart races, Cadet demonstrations, run all the semi-finals and Finals, present awards and wrap up the proceedings around 8pm calls for excellent teamwork and management. Bob Pope, Martin Howell, organisers, all the voluntary staff deserve a lot of credit for staging an event of such magnitude. They put on a marvellous show. A lot of money was invested to make it a success and it was, in terms of entertainment value, though not so much in terms of fund-raising. What they were able to donate to

Barnados was considerably less than last year but it was still received gratefully. Playscape has proved that it can be done on a large scale and plans are being formulated already for next year.

During the late afternoon I was in conversation with a gentleman who confessed to never having seen karting of any form before. 'I think it is exciting, terrific entertainment value. I would like to think that we could have karting again in the Arena.' That gentleman turned out to be one of the co-owners of the place!

EM

(A full report on the Charity event will appear in next month's issue.)

Memory Lane 1980

Remember the Honda Double? The Deavinson/Haydock Park Motorcycles creation was present at the opening Cadwell with Derek Price in the driving seat. It certainly caused a great deal of controversy on the day and RAC Steward Mason Minns managed to fend off any formal protest by agreeing to take the matter back to HQ.

The Zip 901 was on offer at £300 for Britain classes . . . £350 for National and Junior . . . £400 for International. Prices included tyres but not VAT.

Ex karters Tim Davey and Dave Coyne spent the year battling for honours in the Dunlop Star of Tomorrow Formula Ford Series with Davey finally getting the top spot and Coyne settling for second overall.

The Long Circuit Titles went to Gordon Douglas (210 National); Paul Molloy (125); Gary Deal (250 Nats) and Dave Buttigieg (250E).

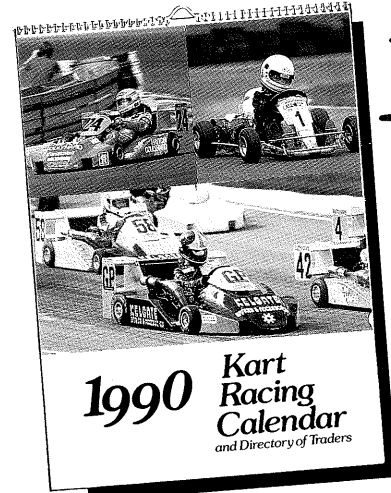
Swede Lennart Bohlin won both the European Crown . . . in Denmark and the World Cup . . . at Heysham.

Shenington celebrated with a 21st birthday meeting on 19th October.

Silverstone Grand Prix wins went to Phil Ansell (210); Nick Carter (125); Gary Deal (250 Nat) and Martin Hines (250E).

Non Gearbox Championships were won by Terry Fullerton (100 International), Mark Tredwell (100 National), Adrian Mills (100 Britain), Kevin Warner (Junior National) and Lee Cranmer (Junior Britain).

The Short Circuit Championships were held at Three Sisters with victories going to John Sellars (250 Nat); Paul Molloy (125); Phil Ansell (210 Nats) and Paul Elmore (250E).



1990 Kart Racing Calendar and Full Directory of Traders



Full size 12" x 16" 8 pages of Full Colour pictures, from Cadets to 250 International. Includes useful directory of Traders. Plus Testing and Race date planner.

£5-95 INCLUDES
UK Post & Pack
Europe add £1-00 World add £2-50

58 High Street Potters Bar
Hertfordshire EN6 5AB

PICA

COLOUR 58 High Street, Potters Bar, Herts EN6 5AB

Please send Calendars. I enclose Cheque/P.O. for £

made payable to "PICA COLOUR". Allow up to 28 days.

Name _____

Address _____

Postcode _____

Trade enquiries welcome FAX: 0707 53677

A Birel/Parilla took Mike Wilson to the Asian Open Championship Title with Lars Forsman second on a similar outfit.

Rye House hosted the Mazda Race of Champions for ITV and Terry Fullerton ran out the winner. A supporting 125cc event was won by Tim Parrott.

The Non Gearbox World Championship was held at Nivelles near Brussels and Peter de Bruyn led home one Ayrton Senna to take the title. Terry Fullerton was third.

The Kart and Superkart Series was won by Paul Carr . . . second placed Mark Tredwell being just five points adrift.

Rapid Movements departed the Superkart scene leaving Dave Buttigieg without a drive. Martin Hines came to his rescue and 'Butty' promptly won the final at Cadwell!

A wet Thruxton was the venue for a long circuit event in June and Steve Styryn took the Superkart honours. Peter Haywood won the 210's. 125 went to Neil Myers and Gary Deal once again tied up the 250 Nats.

Kart and Superkart was priced at 65p and the December issue contained 52 pages.

I haven't mentioned Mark Allen this time . . . where was he in 1980?

**A VERY MERRY
CHRISTMAS AND A
HAPPY NEW YEAR TO
ALL OUR FRIENDS AND
READERS . . . AND I
DO MEAN BOTH OF
YOU!**

**MIKE SMITH,
JEAN AND JAMIE**

Happy December Birthdays to all the following:
Trevor Roberts 11th, Steve Horton 23rd, Paul Hobson 4th, Henry Chevallier Guild 20th, Stuart Skinner 25th, Neil Woodhead 1st, Graham Sykes 18th, Sean Mellor 19th, Joanne Hurst 9th, Richard Fray 31st, Steve Makin 28th, Gordon Brown 22nd, Kenton Owen 23rd, Poul Petersen 22nd, Ian Shaw 7th, Ivan Fisher 27th, Peter Conway 13th, Perry Grondstra 3rd, Gun Gun Malm 15th.

The following have got absolutely nothing to do with karting but might give you something to think about whilst getting over that Christmas hangover!

Raindrops are usually about 1.5mm round and

never exceed 5mm. Drops less than 0.5mm are called drizzle. Snetterton obviously doesn't get much drizzle!

Did you know that English is spoken in at least 45 countries and that it has more words than any other language . . . approximately one million. Most people use about 10,000 of those words.

Russia produces the most honey in a year . . . about 193,000 tonnes.

The fastest official record for typing is 216 words per minute. My two fingers are not quite up to that standard yet!

The Guinness Book of Records has been translated into 24 languages and has sold over 50 million copies worldwide.

Out of 171 countries in the World Coca-Cola can be bought in 157 of them.

China has frontiers with 13 other countries.

The first petrol driven motor cycle was designed in 1885 by Gottlieb Daimler. Its top speed was about 12 mph.

Did you know that Japan produces over 52 million calculators in a year.

BITS

* Ex-karter Jason Plato recently completed the Winfield Course in France, driving Formula Renault and finished second. He was the most successful British driver on the 10 day course which necessitated three visits to France and consisted of elimination races all the way. It is sponsored by Elf and Renault France. The course has been running for 28 years and all the French Formula One drivers have completed it. What next Jason? . . .

* 250 National driver, Bill Garner Jnr announced recently that he is to marry next September (15th). His fiancée Stephanie is a nurse and also comes from Wisbech. Bill plans to continue racing 250 National next season and is currently compiling his sponsorship package. K&S wishes the couple the very best for the future.

* On 1st December DMA Racing moved premises to Unit 15, Windsor Industrial Estate, Hawkins Lane, Burton-on-Trent, Telephone (0283) 69387.

Moving On . . .

Mark Webster has opted for the Eagle Clan for 1990 and has already been out testing, whilst Chris Stoney rejoins Zip, again in Formula E. Alex Pettigrew will also has confirmed he will be aboard a Zip in 1990. Who else one wonders . . .

**your
letters..**

Dear Ed,

May I take this opportunity to thank Winston Hollaway for all his help which enabled a sixteen stone fatty to win the Chasewater Wheels Kart Club 100 National Club Championship. Without his help my only hope was for 'Slimmer of the Year'. So, big lads, even fatties can win with help.

**Yours
Terry Haddon**

Dear Ed,

May I on behalf of Manchester and Buxton Kart Club congratulate Simon Cullen on his outstanding achievements in the 125 Open class this year. To win one of the prestigious plates in a season would be a dream come true for the majority of us, but to win the GPO Plates and the British No.1 Plates all in the same season against seasoned campaigners such as Trevor Roberts, Derek Price and Paul Molloy, to name but a few, must be the dream of a lifetime. Special thanks for their assistance go to Russell and Doug of Anderson Karts. Chris Stoney for tuning his engines and giving expert advice. Roy Cullen for his superb engine preparation which enabled Simon to finish every final he entered, and Mrs "C" for doing the things a mum does without being asked.

Remembering that no one has achieved all three plates in one season before, I hope Simon gets the recognition he deserves for his outstanding efforts this year. Commiserations go out to Derek (Can I sell you a pension) Rodgers for his attempts to retain the 250 NAT Title, we thought we had a better chance this year than last, but Mark really got it together this year. (Except for the European meeting at Cadwell) and thoroughly deserves the title.

Wishing Everyone Good Luck for next season.

**Yours truly
Neil Woodhead
Secretary Manchester
& Buxton Kart Club**

Dear Ed,

May I, through your letters page, thank all the teams who donated items for the Marshals raffle at the European Meeting at Cadwell in July. Also thanks to Derek Rodgers who donated his 250 Mono Euro trophy as a prize but we then decided to use it as a Marshal of the Year award. The winners this year were John Franks and Nigel Gray for their work in running a very awkward pit lane at the Euro meeting and thanks

Dredge and Tillson-Hawke and in the 125 section it was Saunders from Olive and Wright. In the second heat, Ede was again the best 250 from Dredge and Mckillop and the best 125 was Saunders again from Holditch and Wright. There was not much difference in lap times between the 250s and the 125 Opens with Saunders the best 125 finishing second and third on the road against the 250s. In the final it was David Ede (Zip/Rotax) all the way and behind him, Paul Dredge second. For the majority of the race, Peter Tillson-Hawke (Zip/Yamaha) leading the attack from the Dunkswell club was third but two laps from the end he dropped behind the leading two 125s but was able to retrieve one of the two lost places. Among the 125s Dave Olive (Zip/Rotax) made the best start and led most of the race.

Initially, Tony Holditch (Zip/Rotax) ran second but Dave Saunders (Zip/Rotax) who had dominated the heats was trying to make up for his poor start. At half distance he moved ahead of Tony Holditch and on lap 12 he burst past Dave Olive into fourth place overall and the class lead

125 NATIONAL/210

The first heat went to Hopgood, Ellis and Flower and the second to Ellis, Hopgood and Gilbert. Ellinor was the best 210 in both heats from Von Gerard. In the final, Warren Gilbert (Zip/Rotax) made the best start to lead on the first lap from Dave Ellis (Zip/Rotax) and William Haslam (Anderson/Rotax). Gordon Ellinor (Barlotti/Villiers) was the best 210. Of Dave Hopgood there was no sign. On the fifth lap, Dave Ellis moved into the lead and steadily pulled away from Warren Gilbert. In fourth place, Anthony Young (Zip/Rotax) was chasing Haslam for third and just before half distance, he moved ahead and that is how the race finished.

100 RESTRICTED

Although the restricted races were for both Britain and National classes, the club has decided to give trophies for both classes. The first heat went to Bailey (Nat) from Dugdale (Brit) and Haywood (Brit) and the second heat went to Colin Youle (Brit) from Steve Youle (Brit) and Townsend (Nat) so neither class had the advantage among the novice drivers. Britain class karts took the front row of the grid and it was David Haywood (Superdart/Arrow) who took the lead from Steve Youle (Superdart/Parilla). Following these two at the end of lap one were Dave Mann (Gillard/TKM), Clive Bailey (Superdart/Parilla) and Phillip Reader (DAP/DAP). R Townsend, who was a late entry with no information for your reporter was making up places fast and from sixth on the initial lap he gained one place per lap until he took the lead on the sixth lap and held it to the chequered flag.

100 NATIONAL

The first heat was won by Hewland from Crawford and Bob Stansbury and the second went to Crawford, Bob Stansbury and Hewland. Stuart Crawford (Sprint/Rotax) was on pole for the final with William Hewland (Gillard/Rotax) next to him. Crawford made the best start with Hewland slotting in behind him. These two led over the line at the end of the first lap with Bob Stansbury (Superdart/Parilla) behind them. Next through were Nigel Metcalfe (Sprint/Rotax), Spud Murphy (Dart/Sirio), Andy Greig (Gillard/Rotax) and Chris Stansbury (Sprint/TKM). The first four of Crawford, Hewland, Bob Stansbury and Metcalfe remained unchanged for the whole race. However, Andy Greig fell out of sixth place and Chris Stansbury got past Spud Murphy for fifth.

Roger Abbey-Taylor

CLUB SCENE

JUNIOR BRITAIN

1st Stuart Wood	Allkart/Parilla
2nd David Robinson	Wright/Parilla
3rd Neil Moulton	Wright/Parilla
4th Alex Abbey-Taylor	Gillard/Parilla
5th James O'Neill	Wright/Parilla
6th Simon Short	DAP/Parilla

100 BRITAIN

1st Anthony Geraty	Allkart/Parilla
2nd Rupert Ivey	Superdart/Parilla
3rd Malcolm Green	Gillard/Parilla
4th Simon Moulton	Wright/Parilla
5th John Saunders	Wright/Parilla
6th Colin Lakin	—/—

250/210 OPEN

1st David Ede	Zip/Rotax
2nd Paul Dredge	Anderson/KTM
3rd Dave Saunders (125)	Zip/Rotax
4th Peter Tillson-Hawke	Zip/Yamaha
5th Dave Olive (125)	Zip/Rotax
6th Tony Holditch (125)	Zip/Rotax

125 NATIONAL/210

1st Dave Ellis	Zip/Rotax
2nd Warren Gilbert	Zip/Rotax
3rd Anthony Young	Zip/Rotax
4th Myles Kirby	Zip/Rotax
4th Gordon Ellinor (210)	Barlotti/Villiers

100 RESTRICTED

1st R Townsend (Nat)	—
2nd David Haywood (Brit)	Superdart/Arrow
3rd Steve Youle (Brit)	Superdart/Parilla
4th Clive Bailey (Nat)	Superdart/Parilla
5th David Humphrey (Brit)	TKM/DAP
6th Dene Mann (Brit)	Gillard/TKM

100 NATIONAL

1st Stuart Crawford	Sprint/Rotax
2nd William Hewland	Gillard/Rotax
3rd Bob Stansbury	Superdart/Parilla
4th Nigel Metcalfe	Sprint/Rotax
5th Chris Stansbury	Sprint/TKM
6th Spud Murphy	Dart/Sirio

Bovington

SUNDAY, SEPTEMBER 17th

The day dawned wet and miserable. However on the journey down from Swindon the roads dried and we looked forward to a 'dry' meeting.

59 entries, not bad for a small 'Club' event.

Slight drizzle as the first practice lined up, though it soon stopped and everyone stayed on slicks. Yours truly had been assigned 'Starter's' duties which I agreed to do for practice only, as I needed to help son Nick during racing, plus Assistant Clerk of Course. However things have a habit of not going to plan of which more anon Cadets (6 entries).

Heat 1: 1st Stoner, 2nd Bowie, 3rd Catt
Heat 2: 1st P D Clark, 2nd Stoner, 3rd Catt
Heat 3: 1st P D Clark, 2nd Stoner, 3rd Bowie

Final: From the lights Peter D Clark shot into the lead stretching the gap lap by lap. Ross Stoner was a safe second with Catt just holding off Bowie — (Michael not David) until the last lap when Bowie got by.

JUNIORS

Eight entries — five last time. No Jamie Patten today.

Heat 1: 1st Jason Freeman, 2nd Paul Freeman, 3rd Olnern

Heat 2: 1st Craddock, 2nd Jason Freeman, 3rd Wood

Heat 3: 1st Jason Freeman, 2nd Wood, 3rd Paul Freeman

Final (15 laps): Jason on pole and he was going to make up for misfortune at Wombwell last weekend, straight into the lead. Craddock squeezing through into second.

After two bad heats, Marc had something to prove, for a couple of laps he tried every which way but Jason was equal to the challenge, and slowly eased away to a safe distance with Jamie Wood hanging on to Marc's rear but not quite getting close enough to mount a challenge.

NATIONAL DIVISION 2

10 entries.

Heat 1: 1st Plumbly, 2nd Sutcliffe, 3rd Milton

Heat 2: 1st Sutcliffe, 2nd Plumbly, 3rd Hansler

Heat 3: 1st Sutcliffe, 2nd Plumbly, 3rd Uren

Final: Sutcliffe on pole, took lead but by end of first lap Mark Plumbly was leading followed by Mike Sutcliffe and Charlie Nash (one time mechanic for Russell Hicks). No change for six laps but Uren in 4th was closing (having shed a chain in heats 1 and 2).

Lap 7 — Plumbly, Sutcliffe, Uren. Lap 9 — Uren was then trailed by Plumbly and Sutcliffe, now it was Nash's turn squeezing by Sutcliffe but Mike was not having that and with two laps to go regained 3rd.

SENIOR BRITAIN DIVISION 2

13 entries.

Heat 1: 1st King, 2nd McFaul, 3rd Wills

Heat 2: 1st King, 2nd Varney, 3rd Wills

Heat 3: 1st King, 2nd Wills, 3rd Hyde

Final: Kevin King on pole and from the lights demonstrated his heat form. Lap by lap his lead increased until he was half a lap ahead.

Places behind though kept changing, for five laps it was Jim Wills, Alan Varney and Graham Cutler. Then Denis McFaul appeared on the scene with Wills taking an off.

Lap 7 it was King, McFaul, Varney and Cutler and whilst no changes were recorded at each lap end, there was some tremendous 'dog' fighting.

NATIONAL DIVISION 1

Ten entries (two non-starters).

Heat 1: 1st Loder, 2nd Shone, 3rd Knight

Heat 2: 1st Loder, 2nd Shone, 3rd Clark

Heat 3: 1st Loder, 2nd Shone, 3rd Knight

Final: Loder and Shone at the front. Championship leader, prior to this meeting, Nick Clark at the back (having had two bad heats due to other drivers?). The lights changed and Loder snatched the lead. Shone next. At the end of lap one it was Loder, Shone, Knight and Clark. Lap two and Clark was 3rd and closing on the leading two drivers. By lap five he was on Ron's tail. Ron drove well doing a good blocking job but in the end had to give way to one of the 'Young Pretenders'. Once through Nick set off after Lee who was obviously conscious of the growing threat, anxiously looking at the lap board. His luck held and Clark just couldn't get there (if only the race had been its original 20 laps).



We are the UK importer and distributor for ND spark plugs.

Full range of EN (nickel) and Pt/Zu (platinum) types immediately available, ex stock.



TRADE ENQUIRIES WELCOMED

We have been importing and distributing ROTAX engines and spares since 1979.

Widest stocks and full technical service.





International Limited



(0264) 50855

Royce Close, West Portway, Andover, Hants SP10 3TS

CLUB SCENE

ond, first place went to Spud Murphy from Geraty and Stuart Green. So Tony Geraty (Superdart/Parilla) was on pole for the final with Spud Murphy (Dart/Sirio) alongside him. Anthony Geraty made the best start and led the race for the whole distance and no other drivers looked threatening. At the end of the first lap Geraty was chased by Richard Wallington (Wright/Parilla), Malcolm Green (Gillard/Parilla) and Stuart Green (Superdart/Parilla). Next through was Gary Watts (Superdart/Parilla) going very strongly with John Saunders (Wright/Parilla) chasing him. The order between the first four did not change but John Saunders worked away at Gary Watts and eventually squeezed ahead. Tim Murphy (Superdart/Parilla) was uncharacteristically far back in eighth spot for most of this race but he got past Harvey Small for seventh on the last lap.

250/210

The first heat went to Budd from Coaker and Ede in 250s and Hopkins, Ellinor and Von Gerard in 210s. In the second heat the order was Budd, Coaker and Ede again in 250s and among the 210s the sequence was Ellinor, Hopkins and Kendrick. For the final, Steve Budd (Dino/Rotax) was on pole and as the lights changed, he took the lead which he was to hold to the end. In the first half, he had John Coaker (Lynx/Yamaha) behind him and John in turn was chased by David Ede (Zip/Rotax). The leading 210 was Martin Kendrick (Zip/Villiers) in seventh place from Mike Hopkins (Anderson/Invader) and David Von Gerard (Barlotti/Villiers). At half distance, David Ede passed John Coaker for second and John Lucas (Zip/Rotax) got ahead of Wayne McKillop (Aero/Yamaha) for fourth place. Among the 210s, Mike Hopkins had taken the class lead from Kendrick.

125 NATIONAL

The first heat went to Gale from Bird and Powell. The second went to Gale again from Bird and Bell. Pole for the final obviously went to Dennis Gale (Anderson/Minarelli) with Steve Bird (Stratos/Rotax) also on the front row. But it was Dennis who disappeared into the distance, determined to defend the trophy which he won last year. Steve Bird held second all the way but Mark Dell (Anderson/Rotax) had made a terrific start and was up to fourth place. He was followed by Steve Bell (Anderson/Rotax) and Russell Powell (Phoenix/Rotax). After a couple of laps Steve Bell passed Mark Dell to take fourth but he could not close on Bird and the order remained unchanged for the rest of the race.

125 OPEN

The field of water-cooled 125s is increasing and there were enough to have their own race. Saunders won the first heat from Hurley and McLean. The second heat went to McLean from Hurley and Saunders. The best start in the final went to Dave Saunders (Zip/Rotax) and on the first lap he was followed by Calvin Hurley (Anderson/Rotax) and Roy McLean (Anderson/Rotax). Next through was Colin Ayres (Allkart TKM) chased by Tony Holditch (Zip Rotax) and Quentin Laundry (Anderson/Rotax). As the 125 Open is a new class for the Roy Mortara meeting there was no cup, so Calvin Hurley has generously donated one. His chances of winning it himself took a turn for the worse on lap three when Roy McLean took second place from him and then pulled ahead to close the gap on the leader Dave Saunders. Although Roy was able to close that gap, getting past was another matter but on the last lap, he got through at the end of the straight and although the manoeuvre was the subject of a dispute, the results stood

unchanged. Tony Holditch found a way past Colin Ayres to hold fourth spot.

100 RESTRICTED

There was a large entry of restricted drivers with Britain and National equipment. They were all put into the same race, competing in two out of three heats then 'B' and 'A' finals. Heat one went to Cunningham, Pell and Gadd. Heat two went to Mauger, Pell and Watson. Heat three went to Hussey, Reid and Gadd. The 'B' final went to Mark Chambers from Colin Youle and Stephen Parsons. It was intended to put the top five finishers from the 'B' race into the 'A' final and therefore, to give them time to recover, the 'A' final was the last of the day but due to delays caused by protests, time ran out and the 'A' final was not run. The results were declared on the basis of heat performances.

100 NATIONAL

Best performance in the first heat went to Bob Stansbury from Murphy and Taylor. In the second heat the winner was Walker from Greig and Johnson. For the final, Bob Stansbury (Superdart/Rotax) was on pole with Tim Taylor (Superdart/Rotax) alongside him. Unfortunately Tim's Rotax was reluctant to run properly and he missed the start. A bitter disappointment after going so well in the heats. Lee Johnson (Superdart/Rotax) also had problems getting fired up but he eventually joined at the tail of the field. Bob Stansbury made a good start to lead on the first lap from Spud Murphy (Dart Parilla) and Chris Stansbury (Sprint/TKM). Next through was Adrian Walker (Sprint/Rotax) followed by Steven Hart (Dart/Sirio) and Gary Walker (Gillard/TKM). At the tail end were Lee Johnson recovering from his oiled up start and the unfortunate Andy Greig (Gillard/Rotax) who went off in the first lap pushing and shoving, as the field sorted itself out. Bob Stansbury had his eyes fixed on the Mortara Trophy and there was no catching him today. He steadily (if Bob's driving can be described as steady!) opened a gap on Spud Murphy who was being pressured by Chris Stansbury who was trying to make it a Stansbury family walkover. Spud is not the easiest of drivers to pass and Chris went off in the attempt at half distance. The order then was Bob Stansbury, Spud Murphy and Adrian Walker then Steven Hart, Lee Johnson already up to fifth, then Keven Overman (Wright/Sirio), Gary Walker and Bob Minson (Gillard/TKM). There were no more changes at the front of the field in the second half of the race and Bob Stansbury came home the worthy winner.

Camberley Kart Club

SUNDAY, OCTOBER 22nd

This was the first race meeting that Camberley Kart Club was able to run to the current RAC noise regulations as the test rig had only been delivered a few weeks earlier. Testing had been available over several weekends so the majority of club members had the appropriate noise certificates. Visitors to Blackbushe for this meeting were given the opportunity of taking the test on the morning of the race and there were spot checks of competitors during the day. Some competitors were annoyed that Camberley is one of the few clubs to impose the RAC noise regulations, however, the local authorities are aware of these regulations and the club's planning permission is only granted subject to meeting these requirements. The RAC MSA

should either ensure that all clubs operate to its rules or stop dreaming up unenforceable regulations.

JUNIOR BRITAIN

The first Junior heat went to Moulton from Wood and Abbey-Taylor and the second went to Short from Robinson and Moulton. It had been damp during the heats but it was dry enough in the final for slick tyres. Neil Moulton (Wright/PCR) was on pole for the final with Stuart Wood (Allkart/Parilla) alongside him. However, it was Stuart who made the best start and at the end of the first lap it was Wood ahead of Moulton with James O'Neill (Wright/Parilla), who had made a fantastic start, up into third place. Behind the flying James it was Paul Jewiss (Superdart/DAP), Jason David Robinson (Wright/Parilla), another fast starter, and Simon Short (DAP/Parilla). Certainly the left lane of the grid did better than those in the right queue. Damon Cousins (Barlotti/Parilla) also made a real flyer and barged his way through on the kerbs on the first corner. However, there was a damp patch at the back of the circuit just waiting for the reckless ones on cold slicks and it caught out Damon and also Sven Gibson (Superdart/Parilla). On the second lap, David Robinson was on the move and he got ahead of Paul Jewiss to take fourth, also Alex Abbey-Taylor (Gillard/Parilla) had passed Simon Short which is never easy to achieve. On the next two laps David passed James O'Neill and then Neil Moulton to take second, albeit a long way behind the leader Stuart Wood. Alex Abbey-Taylor was also getting into the groove and he passed Jewiss and O'Neill to take fourth behind Moulton. At the front Stuart Wood was driving beautifully despite the pressure as David Robinson inched closer and closer.

However, the fifteen laps ran out with Stuart ahead for a well deserved victory. Meanwhile, Alex Abbey-Taylor had his eye on Neil Moulton's third place and was looking for any opportunity to pass. He tried one banzai outbraking effort at the end of the straight but Neil kept his cool and as Alex went a bit wide coming out of the corner, Neil slipped ahead again, and that's how they finished. It was a good clean scrap and they both looked exhausted afterwards. James O'Neill held onto fifth and Simon Short took sixth.

100 BRITAIN

The first heat went to Wallington from Ferguson and Moulton. The second was won by Geraty from Tim Murphy and Spud Murphy. Anthony Geraty, giving his new Allkart/Parilla a baptism of fire, was on pole and he dominated the race leading from start to finish. The order behind Tony on the first lap was Paul Ferguson (Wright/Parilla), Rupert Ivey (Superdart/Parilla) and Malcolm Green (Gillard/Parilla). They were chased by Gary Watts (Superdart/Parilla) and John Saunders (Wright/Parilla). Anthony Geraty was in a class of his own but the scrap for second between Ferguson, Ivey and Malcolm Green was really close. Simon Moulton (Wright/Parilla) was moving up from seventh on the first lap, he first demoted John Saunders and then Gary Watts to run fifth. On the tenth lap, the second place battle hotted up with Malcolm Green passing Rupert Ivey into third and then a lap later he took Paul Ferguson for second. Unfortunately, Paul went out during all this activity and on the last lap as they came up behind a driver who was being lapped, Malcolm Green was slightly baulked and Rupert grabbed second place back.

250/125 OPEN

These two classes were combined due to low entries and the first 250 heat went to Ede from

to Derek again for presenting them with the trophy on September 2nd.

This was the first year for 'Car' marshals at Cadwell to do the karts and the feedback to me was that they enjoyed it. Thanks very much for a very enjoyable year and see you all next year. Keep safe.

Bill Lancaster

Dear Ed,

Please may I, through the pages of your magazine, thank the following people who have helped make the 1989 season so successful for myself.

Firstly to those who made it all possible financially. To mum and dad and Alan and Lesley Dean a special thank you. If it was not for the commitment you have all shown the trophy shelves would have surely been empty. Also to Dave Solomon for his contribution to the season.

To Marc Jordan for his continuous dedication over the years and Alan Scott for always being on hand. The dedication shown by you both was a major contributor to finding the winning formula.

Also thanks to Hilary Scott for her support and being a dab hand with the stop watch.

A big thank you goes to Roger Goff for an excellent service, remarkable engines and his advice throughout the year. Also to John Brookes from Surespeed for first class track side assistance.

1989 has been my most successful of 11 seasons which is partly due to the advice (most if it uncensored) I have always received from my dad — a very good friend who has always had faith in me. I would like to thank him for standing by me.

The biggest thank you of all must go to my wife Emma for living and breathing kart racing and not moaning too much about the decorating getting neglected. I'll do it in the winter, I promise.

Too numerous to mention are all of the supporters that have followed me around the country. Thank you all. See you all next year.

Mark Powell

Dear Ed,

I would like to thank all the members of my family, especially my father, for their invaluable support which enabled me to win the 100 Super British Championships at Langbaurgh on the 24th September 1989.

I would also like to thank my good friend Andrew Rossides who was my mechanic for that weekend and Paul Deavin for his engine tuning.

Without their help and support it would not have been possible.

Yours sincerely,
A R O'Hara

Dear Ed,

I would like to extend my thanks to all those who kindly helped to pack up all my equipment following my accident at Kimbolton on Sunday 12th November.

I am particularly grateful to Peter Raynor, Colin and Dave, Pan, Michelle and Steve, in fact to anyone else involved. I will see you all again soon. Thank you very much. You're a great bunch.

Yours sincerely,
Ricky Flynn

Dear Ed,

As a regular competitor in the Short Circuit 210 Challenge I am reasonably up to date with the current feeling in the 210 National class. I realise that there will be much opposition to my suggestions but the general opinion is that the time is ripe for the formation of two separate classes within 210 National.

Many will say that there are already too many classes in karting and that splitting 210 National

WORDSEARCH

The darker nights are almost with us. . . test your skill and find the following 25 words in the square below. All words are connected with karting and could be vertical, horizontal, backwards or diagonally. No prizes I'm afraid, but it's fun.

B	X	W	O	N	U	Y	A	M	A	H	A	D	E	N	S	O	M	I	W
Z	I	P	L	O	O	T	K	T	M	A	V	C	O	F	B	X	I	E	O
N	N	P	I	S	T	O	N	C	B	Z	O	G	N	P	K	W	N	W	M
M	T	H	T	X	W	C	O	T	N	O	S	R	E	D	N	A	A	V	B
A	O	Y	T	M	L	U	C	M	I	R	J	U	V	J	S	L	R	T	W
L	U	A	L	B	D	L	K	P	O	S	T	R	A	T	O	S	E	L	E
R	D	C	E	X	A	O	H	Y	H	Z	W	O	K	R	I	J	L	O	L
T	O	B	R	N	Q	C	I	R	C	U	I	T	P	R	S	S	L	P	L
N	A	C	J	T	B	O	L	T	Y	S	X	A	A	S	B	U	I	Q	P
O	B	F	S	T	L	E	L	C	X	J	H	X	Z	U	V	P	N	S	W
T	I	M	S	A	P	R	Q	U	A	L	I	F	I	E	R	E	A	T	B
R	O	A	T	C	E	G	I	A	K	C	M	T	P	O	G	R	I	D	L
E	S	T	N	U	Y	P	K	C	R	Q	S	A	Z	P	I	K	Y	W	S
T	U	P	G	A	C	D	D	O	B	W	C	R	S	V	U	A	J	Y	K
T	R	V	T	S	I	L	V	E	R	S	T	O	N	E	P	R	O	L	T
F	B	I	O	J	L	F	T	G	J	B	H	P	N	O	V	T	L	N	O
N	C	H	N	W	Y	F	C	L	T	A	T	R	S	H	C	W	M	X	W
S	E	T	G	D	H	X	O	G	A	O	A	C	T	A	E	R	O	S	Y
P	F	L	A	Z	E	R	B	M	I	P	T	N	R	Z	T	A	L	U	B
O	T	M	K	J	R	N	J	C	N	O	R	J	C	A	D	E	T	E	O

PISTON
KNOCKHILL
CIRCUIT
ROTAX
KTM
SILVERSTONE
BRITAIN
GRID

SUPERKART
QUALIFIER
SNETTERTON
WOMBWELL
LITTLE RISSINGTON
YAMAHA
ZIP
STRATOS

AERO
HEAT
FINAL
MINARELLI
RAC
ANDERSON
LAZER
CADET
BOLT

would be a disaster for the class. However I think I am correct in thinking it will be best for all concerned.

My proposals are as follows.

1) There should be two distinct classes formed: (a) 210 National; (b) 210 Super National. 2) Class 210 National should be open to virtually all drivers wishing to compete.

Class 210 Super National should be restricted to the following list: *210 Super National* (1) John Haig only.

This scheme would have the following advantages:

(a) John could be presented with his winner's trophy at the beginning of the season and thus be saved a considerable amount of time and expense.

(b) John could spend more time on his leisure interests, ie flower arrangement and origami.

(c) The Monopolies Commission would no longer be concerned over John's monopoly of the 210 trophy supply.

(d) Other drivers would be given an opportunity to win something!

Joking aside though. Congratulations John and

thanks for a thoroughly enjoyable year's racing.

My thanks also to Graham Payne for organising a superb challenge and for the most hilarious presentation dinner I have ever been fortunate enough to attend.

Yours,
Colyn Firth
(210 also-ran)

Dear Ed,

May I through the columns of your magazine thank everyone involved in helping me win the 1989 Formula E World Championship. Firstly, thanks must go to the following, without whom my victory would not have been possible:

Derek, Chris and Sue; Tony and Elaine, Trevor and Francoise; Russell and Eileen; the 'Doc' and family, Alan, Mum and Dad, Sue and children.

(I'm sure I've missed someone). Lastly, a special thank you to everyone who sent me congratulations cards and all the phone calls I have received since I have been home. Hope to see you for the remainder of the year. Once again, many thanks.

Tim Parrott

LETTERS CONTINUED...

Dear Ed,
It is with regret that I announce the death of Roy Jones, of Scunthorpe. Roy died from cancer at the age of 51 years, at his home.

He was the Borders Kart Club's regular Clerk of the Course at Club meetings at Hemswell and Lindholme from 1980 to 1984, but prior to this had already had quite an involvement in karting. Both Roy and his brother, Frank, together with their respective sons, Kevin and David, at one time raced in the 210 National Class.

Roy was always cheerful and would lend a hand to anyone in need. He will be sorely missed and I am sure you will join me in offering our deepest condolences to his family.

As chairman of the Borders Kart Club, such as it is, I have recently had my arm twisted to put the Club back together again by some of the ex-members. Due to a slight deterioration in my own health, which has forced a change of both occupation and address upon me, I am no longer available to dedicate the time and energy to such a project on my own. However, as there is a very slim chance of a suitable venue being found I am willing to do what I can. So if there are any karters (present or ex) who would be willing to get involved, I can be contacted at the address below and telephone number.

Yours sincerely
John Stocks
68 Coronation Road
Cleethorpes
Lincs
Tel: (0472) 692808

Dear Ed,
Phil and I would like to thank everyone through your column for their concern and best wishes after Phil's accident at Cadwell Park on September 2nd.

We would especially like to thank the Marshals, Officials, Doctor and Ambulance crew who were excellent. Due to the very prompt attention received and the good medical care at Louth County Hospital, Phil will make a complete and speedy recovery and be back racing before long.

Yours sincerely,
Phil & Janet Glencross

LAWRENCE RACEWAY — SUMMARY 1989
Brian Clark

Some excellent racing in all classes, but also some bad driving. Particularly the Division 1 Senior Brits and Nats. I won't name drivers but some of you were not setting a good example to the less expert competitors — the CoC spoke to quite a few during the year.

All meetings have once again been sponsored, with some excellent trophies up for grabs (some of the bigger clubs don't give such nice commemorative hardware).

Thanks to: Auto Colours, Poole Joinery, Station Garage (Wool), Team Tabor, Loders Garages, Purbeck Motors, Swift Body Repairs.

We have had some hard working officials who are too numerous to mention (except Jan Collinson) — some drivers who *don't* help to clear up at the end).

Our C of C was knocked down during September meet which necessitated yours truly in taking over until Alan's return from hospital. (Different.)

Club Champs are: Cadet: Peter D Clark, Junior: Marc Craddock, Senior Britain: Malcolm Green, National: Lee Loder.

Our grateful thanks to the Commanding Officer, Junior Leaders Regt, with whose permission we race and also St John Ambulance.

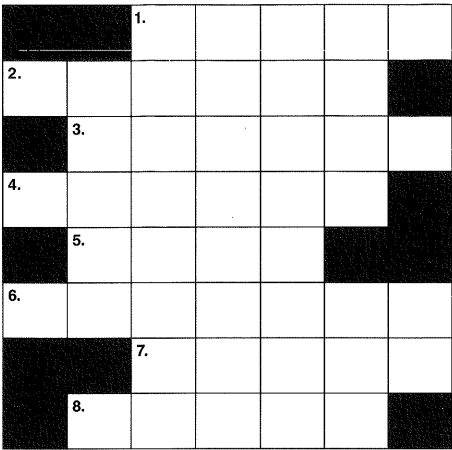
Dates for 1990: February 18th, March 18th,

May 20th, July 22nd, September 16th, November 18th.

To Ron and Julie (sorry Julie and Ron) congrats on becoming proud parents. See you in 1990. Join the friendly club for some friendly racing (most of the time).

Annual get together and prize giving: Saturday 2nd December in Weymouth. Tickets from Julie Shone at Tabor. 0305 774074. £3.50 each.

CROSSWORD



- 1. A high flyer?
- 2. His initials feature prominently in karting.
- 3. Once a Kart and Superkart columnist.
- 4. Could be Police, Army or Air Force.
- 5. You could eat one of these.
- 6. Started in karting. . . now in F1.
- 7. Entered 250 scene in 1981.
- 8. World Champion in 1983.

Find the answers to the eight simple questions and down the centre column you will find the name of a leading kart manufacturer.

RIP SPEED

INTERNATIONAL

01-803 4355

For Racewear in London

Ring us now for the best prices in town!

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

THOUSANDS OF PARTS FOR SPECIALISED CARS

HELMETS (RAC Approved)

NEW GILL M2 Full Face (No VAT) (Not RS)...£150.00
Bell Racerstar 2 Full Face (Inc. VAT)...£130.00
New Bell Magnum RS Open Face (Inc. VAT)...£140.00
Bell XF M1 Full Face (Inc. VAT)...£270.00
Simpson Bandit 2 White Full Face (Inc. VAT)...£180.00
Simpson Voyager Full Face (Inc. VAT)...£155.00
Simpson RX 2 Full Face (Inc. VAT)...£240.00
Hitec Full Face (No VAT)...£59.50
Nimrod 2 Full Face (No VAT)...£42.50
Panther Full Face (No VAT)...£79.50
Spectra Open Face (No VAT)...£54.50
Arai GP2 Full Face (Inc. VAT)...£325.00
Arai Helmet Sock...£5.95

LAP BOARDS

OMP Board, Automatic Lever...£199.00
Digital Board...£19.95
Road & Racing PIT Board...£57.00
Ear Defenders...£5.95

HEUER STOP WATCHES

Heuer 1030 Split or Taylor...£47.83
Heuer 1035 Dual Read Out...£72.17
Heuer 1040 Single Read Out...£52.17
Stauer 7030 Free Standing...£59.13
Heuer 7031 Single Timing Board...£95.65
Heuer 7032 Dual Timing Board...£156.52
Heuer Stop Watch with Printer...£106.95
Comp. Split/Taylor Stopwatch...£25.50

RALLY JACKETS by Ricardo

A completely re-designed range of jackets in 11 new styles:
Benetton Green...£30.00
Camel Yellow/Blue...£30.00
Marlboro McLaren Red/White Chevron...£30.00
MG Black/Red...£30.00
Ferrari Long...£35.00
RS Cosworth Blue/Green Chevron...£30.00
RS Sport Dark Blue/Light Blue...£30.00
RS Turbo White/Blue...£30.00
Ripspeed Jacket Black/Yellow...£30.00
Ripspeed L-Sleeve Rugby Shirt Black...£16.47
Ripspeed S-Sleeve Rugby Shirt Black...£11.26
Ripspeed Baseball Cap Black or Yellow...£4.30
Brand names or badges are used only to adorn the above jackets. They do not indicate any affiliation with the manufacturer/sponsor.

KART RACE SUITS (CIK Approved)

Sparco Clubman Red...£64.50
Sparco Blue or Red...£105.00
Sparco Black...£115.00
Sparco Red & White Two Tone...£125.00
Sparco Blue & Yellow Two Tone...£125.00
AMS Kestrel Box Red, Blue, Yellow, Black...£89.50

SPARCO RACEWEAR (Double Layer FISA Approved)

Single Layer Nomex Red/White/Black...£105.00
Double Layer Nomex Pinstripe Red/Blue...£199.95
Double Layer Nomex Box Quilt Red/Blue...£209.00
Double Layer Nomex Box Quilt Shiny White...£325.00
Triple Layer Nomex Box Quilt Red/Blue...£390.00
Triple Layer Nomex Box Quilt Shiny White...£450.00
Knitted Nomex Underwear Set-S,M,L...£42.00
Super Smooth Nomex Underwear Set-S,M,L...£46.00
Short Nomex Socks-S,M,L...£7.50
Long Nomex Socks-S,M,L...£9.00
Knitted Nomex Open Face/Race-Male Balaclava...£10.50
Super Smooth Nomex OF/FH Balaclava...£12.00
Double Layer Nomex OF/FH Balaclava...£16.00
Profil Suede/Nomex Gloves Red/Blue...£34.00
Single Layer Nomex Gloves Red/Blue/White...£25.00
Racing Double Layer Nomex Gloves Red/Blue...£38.00
Kevlar Mechanics Gloves...£30.00
Fireproof Working Gloves Red/Blue...£5.00

AMS RACEWEAR (Double Layer FISA Approved)

Proban Clubman Suit Blue/Black/Red/White...£49.50
Proban W/Duty Suit Blue/Black/Red/White...£64.50
Double Layer Nomex Box Suit Green/White...£173.00
Double Layer Nomex Box Suit Yellow/Black...£173.00
Double Layer Nomex Box Suit Grey/Red/Black...£173.00
Eye Hole Balaclava...£12.95
Slot Type Balaclava...£12.95
Race suits available in many other colours

RACE KIT BAGS

Sparco Rudy Bag (Takes kit only)...£24.95
OMP Pro Bag (Takes kit and helmet)...£22.95
RIPSPEED Helmet/Kit Bag...£12.95
RIPSPEED Helmet Sack...£5.95

RACING BOOTS

Sparco Junior Leather Kart Boots Red/Blue...£54.00
Sparco Top Driver Suede/Nomex Blue/Red/Grey...£72.00
Sparco Classic Black Leather Nomex Boot...£54.00
Simpson Suede/Nomex Boot Red/Blue...£44.95
Zapelli Suede Clubman Boot Red/Blue...£44.95
Puma Suede/Nomex Boot Red/Blue...£42.95
Overboots suitable for all boots

send S.A.E. for FREE Racewear Leaflet

SHOP OPEN 9.30-5.30 MON-SAT

Mail Order & Export Specialists

54 UPPER FLORE STREET, EDMONTON, LONDON N18 2SS

01-803-4355

TELEX 21938 RIPSPD/G FAX 01-807 2403

Kart & Superkart

CLUB SCENE

appeared to be down a bit on form but steadily improved with each heat. Both Bill Hilton and Vernon Burgess showed themselves to be well prepared having good heat results, to get upper grid places in the final. Roger Gregory redeemed himself after a no finish in the first heat to achieve two good thirds in the other two heats.

Heat Results

Heat 1: 1st Paul Kellett, 2nd John Haigh, 3rd Lionel Sifleet.

Heat 2: 1st Paul Kellett, 2nd Lionel Sifleet, 3rd Roger Gregory.

Heat 3: 1st John Haigh, 2nd Lionel Sifleet, 3rd Roger Gregory.

FINAL

A good start by Paul Kellett gave him the early lead with John zipping through to be the 2nd placed man. Lionel faltering in the early stages was in 3rd and Rob was just behind him in 4th. As the drivers finished the first lap it was apparent that Vernon was missing. Martin James was well down at the back having the prospect of making up a lot of ground. In the next lap Paul was just hanging on to the lead but there were changes in the mid field. Adrian Goodall fell down four places and Roger Gregory passed Bill to move up to 7th behind Bob Rawden who had good heat results and was performing well so far in the final. A couple of laps on and Martin had found new fire and over the next three laps had made up six places to get into 5th place behind Rob overtaking Mick Sifleet to get there. At this point Bob Rawden was beginning to regress down the field, obviously experiencing difficulties. Mid race and Lionel driving with his usual panache managed to pass Paul to be the new 2nd placed driver. However John looked to have the race well sewn up and showed exactly why he was the British Champ and took the chequered flag in fine style.

Apparently after the race it was mentioned that Paul Kellett had been driving with a dislocated shoulder. So well done Paul, showing that in the true style of karters, it doesn't matter if you're dying the race must go on.

250 NATIONAL AND INTERNATIONAL

These two classes were combined to give a total of twelve racing. This was one of those rare occasions where it wasn't a clean sweep for Bob Kennings. Richard Budd took two of the heat wins leaving Bob to win the first heat only. The two novice drivers Anthony Harrison and Barry Foulds both successfully completed all three heats. Peter Rogers seemed to be dogged with problems throughout the day.

In the nationals it was novice driver Andy Hill who had the best set of heats getting himself on the front row for the final. The other drivers all had one or more no finishes but Karl Fisher and Kevin Thornton both made up with two good results in the other heats as did novice driver Mark Tanner. Brent Prince finished all three heats in his first visit to Wheels.

Heat Results

Heat 1: 1st Bob Kennings (I), 2nd Richard Budd (I), 3rd Karl Fisher (N).

Heat 2: 1st Richard Budd, 2nd Bob Kennings, 3rd Karl Fisher.

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

Richard took pole but it was Bob who was the leader by the end of the first lap. The rest of the field was headed by Karl Fisher followed by Kevin Thornton and Shaun Heath (National), looking to have recovered after disappointing heats. As Bob and Richard pulled a lead, a few laps on and Andy Hill (N) overtook Barry Foulds

(I) to gain a place in the next lap, Karl and Kevin who were locked in battle swapped places making Kevin the new 3rd placed man after the two very quick leaders. Mid race and Peter Rogers retired. Places were then maintained for the next few laps until a few laps from the end Andy Hill nipped in front of Shaun. Again the overall race winner was Bob with Richard a close second.

NORTH WEST KARTING ASSOCIATION RESULTS

Winning Team: Chasewater Wheels

Bob Kennings (Captain), Chris Winter, Nik Beriman, Paul Kennings, Ben Purkis, Mark Bird.

2nd Place: Lion.

3rd Place: Merseyside.

Cadet: Dean Haddon (Chase), Junior Britain: Paul Kennings (Chase), Senior Britain: Roger Davies (Chase), 100 UK: Mick Pritchard (Chase), 100 National: Alexis Peake (Lion), 125 National: Peter Rowlands (Chase), 125 Open: David Spriggs (Chase), 125 P&R: Andrew Holmes (Chase), 210 National: John Haigh (Bolton), 250 National: Kevin Thornton (Mersey), 250 International: Bob Kennings (Chase).

CHASE DRIPS

Congratulations to Lionel and Debbie Sifleet on the birth of their first baby in September, Kelly Marie.

The closest fought classes in the Club Championship are Cadet 18 points and 100 Nationals 14 points. All down to the last meeting in November for points to count this season.

Many thanks to all those who attended the recent Work Party. Your help was much appreciated.

Liz Peters

JUNIOR BRITAIN PREMIER

- 1st Paul Kennings
- 2nd Peter Budd
- 3rd Jonathan Philips

JUNIOR BRITAIN RESTRICTED

- 1st Gavin Jones
- 2nd James Davies
- 3rd Anthony Dowdall

SENIOR BRITAIN PREMIER

- 1st 1st Roger Davies
- 2nd Steve Wood
- 3rd Lee Brookes

SENIOR BRITAIN RESTRICTED

- 1st Simon Shanahan
- 2nd Ian Creba
- 3rd Simon Baines

100 UK

- 1st Bill Tully
- 2nd Mark Bruce
- 3rd Michael Houghton

100 NATIONAL

- 1st Alexis Peake
- 2nd Carl Ayriss
- 3rd Alistair Boyd
- Best Placed Novice: Winston Holloway (8th)

125 CLASSES

125 NATIONAL

- 1st Mark Evans
- 2nd Peter Rowlands
- 3rd Andy Forsdick

125 Open

- 1st David Spriggs

125 P&R

- 1st Andrew Holmes
- 2nd Alan Ford
- 3rd Adrian Harvey
- Best Placed Novice: Andrew Carthy (Nat) 7th

210 NATIONAL

- 1st John Haig
- 2nd Lionel Sifleet
- 3rd Paul Kellett

250 NATIONAL AND INTERNATIONAL

250 NATIONAL

- 1st Kevin Thornton
- 2nd Andy Hill
- 3rd Shaun Heath

250 INTERNATIONAL

- 1st Bob Kennings
- 2nd Richard Budd
- 3rd Barry Foulds

Blackbushe

SUNDAY, SEPTEMBER 24th

This year marks the 16th annual Roy Mortara Memorial race to be held at the Blackbushe kart circuit. The meeting stems from the Crystal Trophy Meeting held in 1973 shortly after the circuit was revised to include the class one chicane on the main straight. The winner of the premier 100 National class at that meeting was Roy Mortara but sadly, a short time after that meeting, Roy was killed in a road accident. From 1974 this meeting was named after him as a mark of remembrance from his friends at Camberley Kart Club.

We were fortunate to have mild sunny weather and with the continued improvements to the circuit, it made for a good day out.

JUNIOR BRITAIN

The first Junior heat went to Gibson from Robinson and O'Neill. In the second heat, the winner was Robinson from Dutton and Abbey-Taylor. For the final, David Robinson (Wright/Parilla) was on pole with Steve Dutton (Sprint/Parilla) alongside and it was David who grabbed the lead, making his usual cracking start. Sven Gibson (Superdart/Parilla) followed him through into second with Steve Dutton holding third. Next through were Damon Cousins (Barlotti/Parilla), James O'Neill (Wright/Parilla) and Stuart Wood (Allkart/Parilla). For the first half of the race, the order among the leaders did not change but Sven Gibson was very close to David Robinson and it seemed that there was nothing between them and Sven, having won at this meeting last year, was not about to give up the trophy. He got his opportunity on the eleventh lap among some backmarkers and snatched the lead. After that incident David did not get the breaks in traffic and Sven was the winner. Steve Dutton was a fine third after a rather lonely race and Stuart Wood managed to hold off Damon Cousins for fourth.

SENIOR BRITAIN

The first heat was won by Wallington from Malcolm Green and Tim Murphy and in the sec-

CLUB SCENE

had a mishap and was unable to regain momentum and was forced to retire. Gavin was now in an established lead with James and Anthony in 2nd and 3rd respectively and it was that order that they crossed the line.

SENIOR BRITAIN PREMIER

Again a full grid of Britains. There was a heat win each for Lee Brookes, Alexis Peake and Gary Broughton. However it was two 2nds and 7th for Roger Davies who won pole for the final. The current club leader Chris Winter was well below par today, being near the back of the field in all three heats. Mike Mitchell and Steve Wood both visiting drivers had good heats to get 2nd and 1st row places for the final. Richard Few had a good 2nd place in the 3rd heat and both Craig Dollery and Richard Chandler had good upper half heat results to be well placed for the final.

Heat Results

Heat 1: 1st Lee Brookes, 2nd Roger Davies, 3rd Mike Mitchell.

Heat 2: 1st Alexis Peake, 2nd Roger Davies, 3rd Mike Mitchell.

Heat 3: 1st Gary Broughton, 2nd Richard Few, 3rd Steve Wood.

FINAL

Roger taking advantage of the privileged pole position shot into the lead ahead of Steve Wood in 2nd. Mike Mitchell and Lee Brookes were a very close 3rd and 4th but at this early stage the whole of the pack were nose to tail around the circuit. In the 2nd lap David Hind lost a place to Gary Broughton. Places were then fairly stable until the 5th lap where Alexis Peake overtook Richard Chandler and at that Richard Few took the opportunity to follow him. In the mid field Gary Broughton just nipped past Craig to take 8th place. It was the next lap where Richard Few showing a good piece of driving passed Alexis, who was finding this class a bit more competitive than his usual National class. A couple of laps before the end and Lee just nips past Mike to sneak 3rd place and Gary gains another place at the expense of Richard Chandler. Towards the end of the race Michael Goodacre had been picking off drivers slowly to improve his position by three places. However back in the lead the race had been dominated by Roger never once losing the lead over Steve Wood. A well deserved win to a good sporting karter.

SENIOR BRITAIN RESTRICTED

Again virtually a full grid of drivers. Two wins and a 3rd gave Simon Shanahan pole for the final. The other win was had by Ian Creba complementing his win with two 3rds went alongside Simon on the front row. There were also consistent good results achieved by Simon Baines, Steve Green, Branson Poyner and Andrew Cope who took the top places on the final grid.

Heat Results

Heat 1: 1st Simon Shanahan, 2nd Peter Hodges, 3rd Ian Creba.

Heat 2: 1st Simon Shanahan, 2nd Branson Poyner, 3rd Ian Creba.

Heat 3: 1st Ian Creba, 2nd Peter Hodges, 3rd Simon Shanahan.

FINAL

From the start Simon Shanahan took the early lead ahead of Ian Creba who was very close. Simon Baines was in 3rd with Branson just behind. By the 2nd lap the two leaders were pulling away slightly and Branson overtook Simon Baines for 3rd. However in the next lap Simon had overtaken Branson to regain 3rd

place. The next few laps saw the drivers settling down to maintain race positions but then in lap 6 Branson lost another place this time to Peter Hodges who was the new 4th placed driver. As the race reached its final stages it was clear that Simon Shanahan excluding a mistake or mechanical failure was going to be the winner although Ian was giving him a good race. This was in fact the case and Simon who is proving to be a very competent driver had yet another win to add to his collection in his short racing season.

100 UK

This the 9th round of the Supergold series brought a full grid of UKs in this highly competitive class which has produced some of the best racing in the sport around the short circuit. In the heats it was a win each for Bill Tully, who looks very comfortable on this track, Mick Pritchard and Michael Houghton. However it was Mark Bruce's consistency that gave him pole for the final with Bill alongside. The other top places were taken up by Andrew Taylor, Michael Houghton, Robert Bouse and Ian Bell to make up the first three rows in the final. The only novice driver racing Jeffrey Clifton had a respectable day finishing well in all the heats. This could be anyone's race where engine tuning means very little and driving ability is the key.

Heat Results

Heat 1: 1st Bill Tully, 2nd Ian Bell, 3rd Mark Bruce.

Heat 2: 1st Mick Pritchard, 2nd Neil Smith, 3rd Robert Bouse.

Heat 3: 1st Michael Houghton, 2nd Mark Bouse, 3rd Andrew Taylor.

FINAL

At the start it was Bill who was quickest off the mark and took the early lead ahead of Mark Bruce. Close behind it was the next group headed by Michael Houghton ahead of Andrew Taylor, Ian Bell and Neil Smith. Places were settled for the early part of the race but the retirement of Richard Guest in the 4th lap was the only loss in the race.

There was some close racing between Ian, Neil and Mick and in the 8th lap Ian lost his 5th place to Neil and Mick also took the opportunity to follow through. These positions were maintained for the remainder of the race. Back in the lead Bill opened up a gap by overtaking a group of backmarkers putting the seal on his lead which gave him room to be comfortable and take a win in this class.

100 NATIONAL

Yet again just a couple of drivers short of being a full grid. Unusually for this class each heat produced a different winner, those being Paul Hensman, Steve Narbeth and Alexis Peake, who gained pole position with the addition of two 3rds. Although he didn't have a win Carl Ayriss took up the 2nd place on the final grid. Alistair Boyd was back on form having very good heat results a 5th and two 4ths. Terry Haddon was also up in the top places having a particularly good 2nd place in the first heat. Mark Bird and Stan Clotworthy also had a good set of heats to make up the 4th row for the final. The best results from a novice driver was from Vince Delaney.

Heat Results

Heat 1: 1st Paul Hensman, 2nd Terry Haddon, 3rd Alexis Peake.

Heat 2: 1st Steve Narbeth, 2nd Carl Ayriss, 3rd Alexis Peake.

Heat 3: 1st Alexis Peake, 2nd Carl Ayriss, 3rd Steve Narbeth.

FINAL

Alexis with the advantageous pole position shot into the lead ahead of Carl, Alistair, Steve and Paul. Terry was experiencing some mechanical problems trying hard to keep going and was bringing up the rear. At the back of the field novice Winston Holloway made up two places. By the mid race Alexis was forging ahead opening up a gap. In the mid field, Mark Bird who didn't have the best of starts was making up ground and found two places by overtaking Frank Hallworth and Stan. However he was not able to pass Paul Hensman who was showing an improved performance this meeting and was holding on to 5th place. As the race entered the penultimate lap Carl had improved his 2nd place distancewise but Alexis was still showing domination of the race. Alistair and Steve were a little way behind. So as the race finished it was a good win again for Alexis.

125 CLASSES

This race was made up of six Nationals, five P&Rs and two Opens. The overall race winner was three straight wins for Mark Evans in his National. The two Open drivers Andy Thornton and David Spriggs achieved the next best set of results in the heats. Of the P&R drivers Andrew Holmes had the best heats giving him a second row position for the final. In fact all of the P&R drivers did well, excepting Alan Ford who seemed to be dogged with problems in the heats.

Heat Results

Heat 1: 1st Mark Evans (National), 2nd A Thornton (Open), 3rd David Spriggs (Open).

Heat 2: 1st Mark Evans, 2nd Andy Thornton, 3rd Peter Rowlands (National).

Heat 3: 1st Mark Evans, 2nd Peter Rowlands, 3rd Andy Forsdick (National).

FINAL

With Mark Evans taking up the pole position, he flew into the lead with Open driver Dave Spriggs just behind, followed by Andy Forsdick and a good start by Andrew Holmes (P&R) was in 4th place at the end of the first lap. Andy Thornton who had a good set of heats to be on the front row for the final seemed troubled on the first lap and subsequently retired. In the 3rd lap Peter Rowlands had undertaken some good driving to take three places moving up into 2nd place ahead of Dave, Andy Forsdick and Andrew Holmes. Further back in the field Alan Ford (P&R) had also made up a couple of places but with the progression of the race he lost this gain. By the mid race Andy Forsdick moved up into 3rd place in front of Dave and Tony Pegg (Nat) who got past novice driver Andrew Carthy. In the lead, Mark was well in command of the race and had made himself a comfortable lead, which was where he stayed as the chequered flag signalled the end of the race.

210 NATIONAL

Yet again just a few off a full grid of Villiers. There were some high quality names racing today. The top of the pile being the British Short Circuit Champion John Haigh. How nice to see the number one plate on the short circuit and not lost to the long circuit. Paul Kellett the current Supergold Series Leader was showing fine form winning two of the heats. Lionel Sifleet who when on form is one of the quickest men in the class was certainly on form today taking a 3rd and two 2nds. Lionel's brother Mick showed consistency to gain the 3rd place on the final grid. Martin James who is well up in the 210 Challenge was having a few problems in the heats having two no finishes. Rob Peters also

GOFF RACING DEVELOPMENTS

A VERY MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR
TO ALL OUR CUSTOMERS AND FRIENDS



CONGRATULATIONS TO

MARK POWELL	— 1st 125 CHALLENGE	— GOFF ROTAX
GRAHAM STEVENS	— 2nd 125 NAT S/C BRITISH CHAMPS	— GOFF ROTAX
COLIN POOLE	— 4th 125 NAT S/C BRITISH CHAMPS	— GOFF ROTAX
TREVOR ROBERTS	— 2nd 125 OPEN L/C BRITISH CHAMPS	— GOFF ROTAX/PIPES
GRAHAM STEVENS	— 4th 125 NAT L/C BRITISH CHAMPS	— GOFF ROTAX
ROGER GOFF	— 3rd FORMULA E L/C BRITISH CHAMPS	— GOFF ROTAX

OUR TUNED ENGINES HAVE BROKEN RECORDS WITH DEVASTATING RESULTS. ALL OUR ENGINES ARE PREPARED TO THE SAME SPEC FOR EVERY CUSTOMER. OUR EXHAUST PIPES WILL GIVE YOU POWER WHERE YOU NEED IT.

Shattering

PREPARE NOW FOR 1990 — RELIABILITY FROM THE RECORD BREAKERS AT A PRICE YOUR POCKET CAN AFFORD — IT MAKES SENSE.

WITH GOFF POWER YOU CAN GET AHEAD AND STAY AHEAD!

AGENTS FOR: ANDERSON — ZIP — ROTAX — DINO — PCR — TKM — PARILLA — EME — TM — KELGATE — BRIDGESTONE — VEGA — DUNLOP

MAIN UK DISTRIBUTORS: JL COMPETITION EXHAUSTS — 125cc, 250cc, ETC

G
POWER

Unit 1, Caldwell Walk, Bedford
Tel: (0234) 44001 (day); (0234) 266549 (eves)
— LATE NIGHT THURSDAY —

G
POWER

1989 FORMULA E WORLD CHAMPIONSHIP REVIEW

by Ed. McCormick

Tim Parrott wrapped up a highly successful season for his Kelgate sponsors with the Grand Prix at Silverstone in August, culminating in the World Championship title in September by virtue of two outright victories — Nurburgring and Le Mans.



Tim Parrott (4), here pictured at Silverstone where he collected the 'GP' plates, capped his year with the World title (Pics: Iain Blair)

The 1989 Formula E World title chase climaxed at Le Mans during 23rd-24th September. The lead up to it commenced at Silverstone in August along with the Grand Prix. There Martin Hines, much to the delight of his late father, took the honours from a battle-weary Chris Stoney in what was undoubtedly one of the 'old master's' best drives for some time.

Hines' luck didn't carry into Germany, although in fairness it wasn't his fault that he went off in the Final on the first lap. In Qualifying he pipped an on-form Tim Parrott's time by two-tenths in the closing minutes of the last session to snatch pole position for the Pre-Final. Eric Gassin was also showing good, he occupied third on the grid from Phil Glencross and Poul Petersen. Ian Shaw, the other half of the Zip duo, wasn't exactly happy with his over 1 second off the pace time although a really quick time is not always an indicator of performance. Roger Goff was next, a shade adrift of Shaw and not destined for a successful weekend, which has been much the story of his season. Though he did finish the Final it was hardly what he would classify as a creditable result. His spirits were enlightened by the fine Pembrey victory in October in atrocious conditions. Chris Stoney on his first visit to the 'ring had to content himself with a 1min 41.03 and ninth place on the grid behind errant Dutchman Perry Grondstra. Stefan Rindestroem, the new European Champion, Pertti Kuismanen and Rainer Wimmer occupied the next three places. Alan Pritchard was languishing low down the 40-odd grid, poor Alan missed the ferry! The Pre-Final was run over six laps in fine weather, something almost unheard of in the Eifel region of West Germany. It was to prove a Hines' benefit and people began to think maybe he just might repeat his Silverstone drive. He also notched up the fastest lap — a 1min 40.43. Petersen was second from Shaw, Rinderstroem, Kuismanen and Grondstra. Stoney, Wimmer, Gassin, Glencross

and then Parrott completed the immediate running. Roger Goff chased Hines in second for a couple of laps before he faded and no longer featured in the proceedings. Alan Pritchard's disappointment continued with a seized Rotax after only one lap.

And so to the Final, a ten lap affair, conditions sunny and dry for the 41 starters. It should have been a really good race and would have, had not the first corner shunt decimated the field. It proved a blessing in disguise for Parrott because he avoided the melee and was to race tidily to the flag, chased hard by Gassin who finished second. Petersen clinched third from Rindestroem and Wimmer whilst Hines recovered well to take sixth after restarting from the accident in twenty-third spot. Shaw was next along from Glencross, Kuismanen, Goff, Niall Bernic and local man Olaf Dau. Pritchard seized again after one lap, Grondstra crashed out on the second and Stoney lasted but three. The fastest lap went to Dane Poul Petersen on lap 10, a 1min 40.15.

So they were heading for Le Mans with the points situation looking thus:-

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

Any one of the last three could, mathematically, take the title provided the top three seriously defaulted.....

However, on to Le Mans where four practice sessions greeted the drivers upon arrival. The entry was as healthy as could be expected for a decider round. Several of those not in with a chance just did not bother, including Chris Stoney who confided in me later he wished he had. He did mention the reason but for the life

of me I cannot recall what it was..... (eh Chris?).

Both Friday practice sessions were held in the wet and I know from bitter experience Le Mans isn't the most pleasant of locales in the rain.

The first session reflected the following:-

Pertti Kuismanen	2min 06.12
Ian Shaw	2min 06.37
Eric Gassin	2min 06.58
Jean-Claude Kallen	2min 07.04

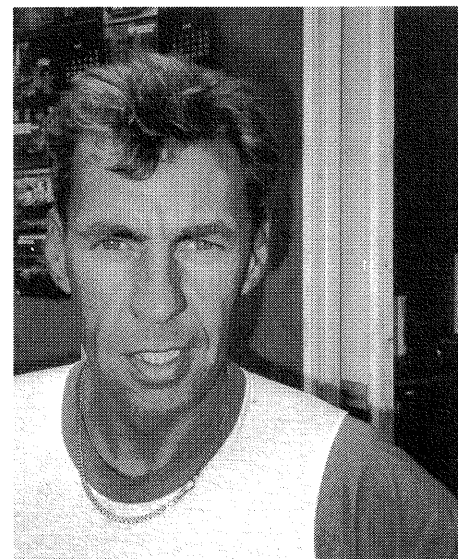
Kallen had not competed in the other rounds and, in truth, was at Le Mans in support of Gassin's chance of the title.

Session two, again wet, threw out the following results:-

Eric Gassin	2min 04.00
Stefan Rindestroem	2min 04.04
Tim Parrott	2min 04.61
Pertti Kuismanen	2min 05.03



Next year Roger. . . ?



After a concerted effort Martin Hines finished 2nd overall.

Kart & Superkart

CLUB SCENE

people's lips was if Holman was really a novice? If so, then here was a born natural talent, because the guy was amazingly fast. Watching from the end of the main straight was fascinating viewing, as Holman challenged throughout the race. So close, but never once did they touch, with Burton soaking up the pressure very well.

Holman snatched second place at mid-distance, but Burton was back ahead by the end of the lap. Some distance back was Gibson and Barrett, the final survivor of the seemingly dead and once great National class.

George, therefore, was the easy winner, well clear of Burton, from Holman third, who had lost some ground over the last two laps, to finish just over two seconds behind. Gibson took fourth from the distant Barrett, who had been having tyre problems all day, trying a different marque each time out!

125 CHALLENGE

Heat 1: 1st Mark Powell, 2nd Peter Powell, 3rd Willy Grieve.

Heat 2: 1st Mark Powell, 2nd Willy Grieve, 3rd Mark Gellatly.

A brilliant start from Mark Powell gave him the lead from the start, as number 6 Grieve gave chase. Peter Powell was third, from number 4 Gellatly, Sinclair, Stewart and Scott.

Despite the best efforts of Grieve, the leader looked comfortable from the second lap onwards, with three seconds in hand after his first lap blitz, a gap which he was able to maintain all the way to the flag. Peter Powell was still circulating third, whilst Gellatly tried to keep Stewart at bay, which he did until lap nine when Stewart forced his way by. On the tenth and final lap, however, Gellatly fought back gamely to retake Stewart for fourth, which became third, as the unfortunate Peter Powell retired on that last lap. Sinclair was fifth ahead of Scott in sixth, with Mark Haswell the only other remaining unlapped runner next.

210/125

Heat 1: 1st Andy Fairless, 2nd Bob Blight, 3rd Willy Grieve.

Heat 2: 1st Andy Fairless, 2nd Ray Shirley (210), 3rd Willy Grieve.

A very easy win for Fairless, as he led every lap from lights to flag, lapping all but two other drivers in the process, Novice Reaston had made an excellent start to take second, trailed by Reynolds, Rymer, Hewett, Scott and Scrimshaw, the first of the 210s.

Lap two and Hewett jumped three places to settle himself into second place, followed by the quick Scrimshaw. Reaston was back in fourth, from Reynolds and Rymer.

The next major change came on lap five, when Stewart, from last and twelfth on lap one, briefly snatched fourth place before going missing on lap six, which is a pity because he was certainly one of the faster drivers.

So with four laps remaining only Scrimshaw and Hewett remained unlapped, as the other eight survivors fell to the Fairless charge. And so it remained, with Fairless first, Scrimshaw next and first 210, from Hewett.

250

Heat 1: 1st Barry Sherriff, 2nd Phil Growcott, 3rd Paul Eaton.

Heat 2: 1st Paul Eaton, 2nd Barry Sherriff, 3rd Phil Growcott.

I had a feeling Sherriff would take this one. For Barry's sake, maybe it would have been better if I had not, as he trailed around in twelfth place after the opening lap. Eaton meanwhile had kept his slight advantage over Growcott to lead the field, with Ashley Barnard splitting the two

of them. Geeson was fourth, but went missing on lap three, to have his place taken by Hewerdine. Kay was next, chased by Keele, Binding and Lloyd.

On lap six Hewerdine passed Growcott, only for Crowcott to move back to third the next time round. Second placed Barnard appeared to hit trouble in the final two laps, as the scrapping Hewerdine/Growcott homed in for the kill, first Growcott claiming second on lap nine and then Hewerdine third on lap ten, to leave Barnard a disconsolate fourth. Kay and Keele rounded out the top six, having kept well clear of the place swapping pack from seventh place backwards, which was finally led home by Binding.

BITS 'N PIECES

Senior Britain drivers take note, if latest rumours prove true, your class is in the same position as National was last year, with some factions keen to make some major changes. It's thought to be so bad, that one person who ought to know, suggested that anyone in Britain should "get rid" and go 100 UK. National at Club level has been destroyed — will Britain go the same way? Answers on a postcard to the RACMSA.

Some dirty driving was afoot today, with some unpleasant consequences for innocent on-track victims. Your cards have been noted. Next time it goes in print.

JUNIOR BRITAIN

1st Josh Cobb	Colt/Parilla
2nd Brad Lintern	Wright/Parilla
3rd James Beales	TKM/TKM

SENIOR BRITAIN

1st Paul Ibbotson	Boxer B90/KS
2nd Antony McHugh	Parilla
3rd Steve Hazlett	Boxer/Parilla
	Knight/PR Parilla

100 NATIONAL

1st Andy George	Wright/Rotax
2nd Phil Burton	Zip/Rotax
3rd Martin Holman (N)	Dap/Rotax

125 CHALLENGE

1st Mark Powell	Zip/Rotax
2nd Willy Grieve	Zip/Rotax
3rd Mark Gellatly	Anderson/Rotax

125/210

125	
1st Andy Fairless	Allkart/TM

210

1st Nick Scrimshaw	Barlotti/Villiers
--------------------	-------------------

250

1st Paul Eaton	Lazer/Yamaha
2nd Phil Growcott	ERD/Suzuki
3rd Michael Ewerdine	Aero/Honda

Chasewater

SUNDAY, OCTOBER 8th

Over 170 racing at this meeting, which was also the host of the North West Karting Association Championships. Teams were entered from Chasewater, Merseyside and Lion with no entrants from Bolton submitted.

It was also a round of the 210 and 100 UK Supergold series.

The weather was perfect for racing and considering numbers, racing consisting of three heats and a final was finished by 5.50 pm.

JUNIOR BRITAIN PREMIER

Only a few drivers off a full grid. As is customary each heat saw a different winner. Consistency put Chris Chater on pole with current club leader Paul Kennings alongside. Nik Berriman had his usual win plus a second but in the third heat he was out after a bit of flying in the first lap. Peter Budd and Jonathan Philips both always in the top placings were not any different today and were alongside each other for the final. Adam Wilcox has shown remarkable improvement in driving since he started at the beginning of the season as a novice and although he started off the back of the grid as a late entry each time today, he earned himself a 3rd row place for the final.

Heat Results

Heat 1: 1st Nik Berriman, 2nd Paul Kennings, 3rd Ryan Hensman.

Heat 2: 1st Chris Chater, 2nd Nik Berriman, 3rd M Hill.

Heat 3: Jamie Garcia, 2nd Jonathan Philips, 3rd Peter Budd

FINAL

It was Paul Kennings who had the better start and took the initial lead in front of Chris Chater, Peter Budd, Jonathan Philips and Adam Wilcox. Bad luck was to again strike Nick in the 2nd lap where he was off the track again this time at the top of the strait bend. Ryan moved up a place past M Gillbotson. In the 3rd lap Edward Holloway lost a place to Jamie Garcia and at the back of the field Simon Adams had moved up two places. Two laps on and 2nd place driver Chris faltered and allowed Peter and Jonathan to pass him. In the 8th lap a good move by Jamie got him past Adam to take up 5th place and both Ryan and Simon also made up a place each. However back with the leaders, Paul was still heading a good lead and the others were just not close enough today. So as the chequered flag fell, it was for the winner Paul Kennings who had driven faultlessly all day.

JUNIOR BRITAIN RESTRICTED

Of these novice drivers Gavin Jones showed he deserved pole for the final by achieving a 1st, 2nd and 3rd in the heats. Joel Smith with consistency took up the other front row place. The other heats were won by Edward Mayman and Anthony Dowdall respectively. Andrew Collier and Tim Driver took the 2nd row places for the final both gaining upper third places in the heats.

Heat Results

Heat 1: 1st Gavin Jones, 2nd Joel Smith, 3rd James Davies.

Heat 2: 1st Edward Mayman, 2nd Gavin Jones, 3rd Andrew Collier.

Heat 3: 1st Anthony Dowdall, 2nd James Davies, 3rd Gavin Jones.

Gavin utilised pole position to take the early lead. At the end of the first lap Joel who was in 2nd place was experiencing problems and as a result lost a couple of laps. This resulted in Edward moving up to 2nd place and a good move by James took him past Tim and Andrew to be in 3rd place. In the 2nd lap Anthony also moved ahead of Tim and Andrew into 4th place.

In the 3rd lap we saw the retirement of Andrew Collier. The race was steady until lap 6 when Edward Mayman who was a good 2nd,

CLUB SCENE

dominated the restricted drivers throughout. Bill Tully, still waiting for confirmation to use the No. 1 plate made No. 13 lucky as he won the heats and the final in a clean sweep; not without some opposition from Kevin Corbett who led for three laps and came second. Hilliard was the first restricted home to take the National prize with Kinsey J winning the Britains.

125
Trophies were presented for both National and Open classes, winner of both heats was Graham Stevens (N). Stevens powered off the line to lead from start to finish, chased throughout by Poole who easily won the Open group. Costin ran a lone third place while Gage, Greenhill, Stuart and Vomberg changed places throughout.

250
A large grid of 250s were led home in both heats by Darrington but it was Allen who charged off the line to lead through Stow from McLoughlan with Darrington third from Garner and Lloyd. Darrington squeezed past at Stow but Allen was back in front one lap later. With the laps reduced due to poor light there was no time for another Darrington charge and Allen won by two lengths. Garner won the single cylinder race and Wilson was next after a tremendous four kart scrap with Ducker, Ducker and Lloyd.

JUNIOR BRITAIN
A full grid of Juniors produced two heat winners, Warburton and Skelton. Warburton it was who led out the final but Dudfield got a better start and led from Warburton, Davidson, Dove and Sadders. Sadders moved towards the lead at the rate of one place each lap until second, but could make no impression on the leader. Bell had problems in a heat and started well back but by lap three was lying eighth, his progress was halted at this stage as the opposition got tougher. Dudfield took the flag for an excellent win from Sadders, Warburton, Davidson, and in fifth was Bell, with more laps he would have been higher.

210 NATIONAL
Heat winners Whittamore and Lipman were on the front row but were soon split by Holloway who tucked in behind Whittamore, leaving Lipman to the attentions of Scrimshaw. On the last lap, just when we thought Holloway was unable to mount any serious attack Whittamore made a mistake exiting the Willows and Holloway took full advantage to win by three lengths with Whittamore banging his steering wheel in frustration.

100 NATIONAL
A first and third gave George pole, Westbrook winning the other heat. George took the lead pursued by Jones. British Champion Caldwell struggled to get up with the leaders, dropping back as the pace hotted up. Westbrook meantime was moving forward and had a tremendous dice with Powell to secure third. Super National driver Sinclair had problems in the first heat and was unable to get out of the middle order pack where nobody was giving up any space whatsoever. George took an easy win from Jones while Cauldwell had a day he would like to forget, bringing in the No. 1 plate into ninth place.

Duncan Taylor

100 BRITAIN		
1st	Gareth Hession	Wright/Parilla
2nd	Phillip Whaley	Wright/Parilla
3rd	Darren Kinsey	Gillard/TKM
4th	Gary Munro	Gillard/Parilla
5th	Sean Pitts	Anderson/Parilla
6th	Harvey Small	Wright/Parilla

100 BRITAIN RESTRICTED		
1st	Justin Kinsey	
2nd	Andrew Boss	Jetta/DAP
3rd	Paul Eden	DAP/Parilla
4th	Richard Gladman	Stratos Minarelli

100 UK		
1st	Bill Tully	TKM/TKM
2nd	Kevin Corbett	TKM/TKM

125 OPEN		
1st	Colin Poole	
2nd	Malcolm Stewart	
3rd	Nick Costin	Zip/Rotax

125 NATIONAL		
1st	Graham Stevens	Anderson/Rotax
2nd	Scott Vombert	Zip/Rotax
3rd	Gary Thexton	Anderson/Rotax
Restricted:		
	B Stuart	

250 NATIONAL		
1st	Bill Garner	Zip/TKM
2nd	Ian Wilson	Stratos/Suzuki
3rd	Phil Ducker	Zip/Yam

JUNIOR BRITAIN		
1st	Nick Dudfield	Wright/Parilla
2nd	Stewart Sadders	
3rd	Steven Warburton	Wright/Parilla
4th	Andrew Davidson	Allkart/Parilla
5th	Doug Bell	Wright/Parilla
Restricted:		
	Ben Baston	Wright/Parilla

210 NATIONAL		
1st	Brian Holloway	Lazer/Villiers
2nd	Colin Whittamore	Lazer/Invader
3rd	John Mobbs	Aero/Ellison
Restricted:		
	Chris Healey	Sprint/Villiers

100 NATIONAL		
1st	Andrew George	Sprint/Rotax
2nd	Graham Jones	Zip/Rotax
3rd	Richard Westbrook	Wright/Rotax
4th	Gary Powell	Wright/Rotax
5th	Phillip Jarman	Wright/Rotax

100 NATIONAL RESTRICTED		
1st	Daniel Hillard	Sprint/Parilla
2nd	Ian Tribe	Allkart/Parilla
3rd	Andy Philpotts	
4th	M Pearson	Sprint/TKM

250 INTER		
1st	Paul Allan	/Rotax
2nd	Paul Darrington	Zip/Rotax

Fulbeck

SUNDAY, OCTOBER 22nd

It never rains but it pours, so it's said! And it certainly did for most of the day. Come mid-afternoon the stear rods stopped, but wet tyres remained the order of the day for all the finals. Whilst the Cadets and the 100 Nationals were disappointingly small, the rest more than made up for it, with 26 Britains, 27 Juniors and 65 gearbox, comprising 125s, 210s and 250s, with 30 plus of the 125s on hand for a round of the 125 Challenge.

JUNIOR BRITAIN
Heat 1: 1st Brad Lintern, 2nd Alistair Weston, 3rd Josh Cobb.
Heat 2: 1st Matthew Davies, 2nd Brad Lintern, 3rd Josh Cobb

Some impressive driving from Lintern gave him pole, ahead of the equally consistent duo of Weston and Cobb. Londoner Cobb snatched the early lead on his Colt, to lead Lintern around the first lap. Greensmith powered by in third, chased by Beales, Thirsk, Walker and Weston. Beales took up the pursuit of Lintern on lap two when he demoted Greensmith to fourth, as Weston moved ahead of Walker before retiring. Lap three saw a problem for Lintern as he fell back to seventh, leaving Beales a way forward to chase the rapid Cobb up front. For Lintern though the chase was on, as he slowly picked off his opponents one by one, finally catching Beales on the penultimate lap, to retake second place after a good display of fast driving.

Cobb, however, had this one sewn up, particularly as his main rivals hit trouble. Lintern had shown well to claim runner-up trophy, ahead of Beales in third, from Greensmith, Thirsk and Walker, with the drive of the race coming from David Wandless in seventh, after languishing way back in sixteenth on lap one. Whatever happened to the very quick Matthew Davies?

SENIOR BRITAIN
Heat 1: 1st Steve Hazlett, 2nd Antony McHugh, 3rd Paul Ibbotson.
Heat 2: 1st Steve Hazlett, 2nd Paul Ibbotson, 3rd Nick Kelly.

Hazlett wore contact lenses for this one and just as quick as the spectacled version, as the Thompson & Chappell Knight wrapped up the heats. Ibbotson on this occasion was unable to match Steve's pace, but his Fletchers Bakeries Boxer kart was still best of the rest.

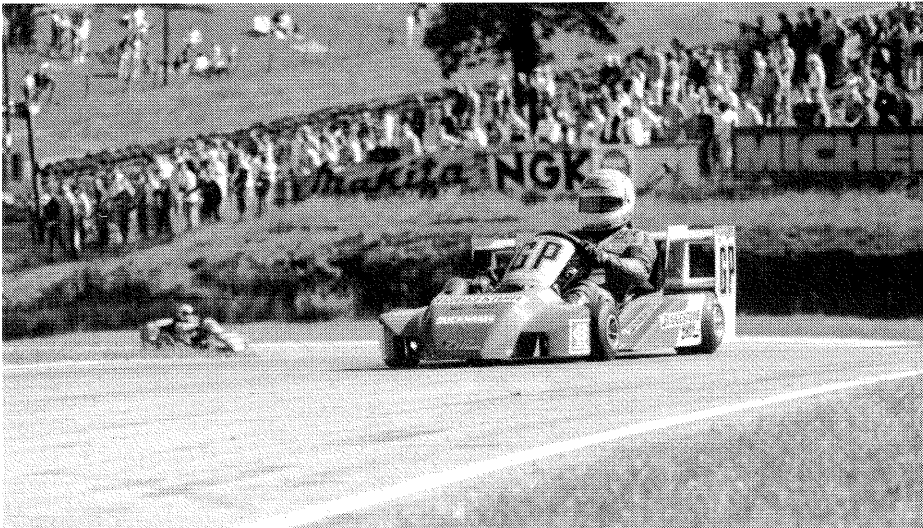
From pole, Hazlett was away to his usual turbo start and then? He blew it! In the paddock afterwards he said I could quote him, but I'll save his blushes. Into the first chicane he locked up under braking, to give Ibbotson a clear track, pushing back into the race fourteenth. The consistent McHugh was next, ahead of Hughes, Stamper, Wildsmith and Sedgewick.

The race among the leading group was pretty tame, as Ibbotson led the way on the still wet surface. The first four in particular showed no change between them all the way to the finish and would have been quite boring as a spectacle (no pun intended), had it not been for Hazlett's progress. With two laps to go he had quite easily made third and if the final had gone full distance (shortened because of the weather and anticipated light), only a brave spectator would have bet against him catching the leader.

At the flag it was Ibbotson, from McHugh and his Hazlett shadow, from Michael Riley who had at last got himself a good result, ahead of Jonathan Hughes and Paul Wildsmith. Lee Brook, sixteenth at the start, had worked his way to a creditable seventh by the finish.

100 NATIONAL
Heat 1: 1st Matthew Payne, 2nd Andy George, 3rd Martin Holman (N).
Heat 2: 1st Andy George, 2nd Matthew Payne, 3rd Martin Holman (N).

Payne fouled up on the warm-up lap and so the race, small though its entry was, lost its flavour, since he had been the only driver capable of matching Andy George. As the Abbeygrey Dap lay stranded on the short-circuit loop, George romped away into the lead he would not even have challenged, let alone lose. Novice Holman was second for the first two laps, until Burton found a way by, but the question on most



Ian Shaw, ignition failure meant a non-start at Le Mans.

Hines also featured highly in the two wet sessions but was hoping for much improved conditions for the Saturday's practices.....

Saturday dawned sunny and dry and times came down dramatically. Gassin was on form, slotting in a 1min 43.80 to open the book. Hines chased him with a 1min 44.27 whilst Roger Goff was not far behind (1min 44.32). Poul Petersen completed the first session's top quartet with a 1min 44.37.

Practice session four, the last opportunity to improve on previous performances and Parrott, with the aid of Dr. 'Joe' Erlich doing his engines, threw down the challenge — a 1min 43.56, good enough to secure pole position for the Pre-Final. Next quickest in that session was Gassin (1min 44.06), from Shaw (1min 44.07) and Martin Hines (1min 44.34).

The actual Qualifying sheet looked thus for the top 12 who would occupy the first few rows of the grid:-

Driver	Session	Time
T. Parrot	4	1min 43.56
E. Gassin	3	1min 43.80
I. Shaw	4	1min 44.07
M. Hines	3	1min 44.27
R. Goff	3	1min 44.32
P. Petersen	3	1min 44.37
P. Kuismanen	4	1min 45.00
R. Wimmer	4	1min 45.17
A. Pritchard	4	1min 46.31
S. Rindestroem	4	1min 46.47
J-C. Kallen	4	1min 46.50
? Morel	3	1min 46.87

(Apologies to Mr, Miss or Mrs Morel, I do not have a first name for you). Aussie 'rep' Barbara Hepworth who along with husband Dave, had spent the summer racing the tracks with the Zip team, had her work cut out from a middle field position.....

THE PRE-FINAL

For some unknown reason the Le Mans weekend always coincides, or has for the past few years, with the weekend that the French put their clocks back. I recall vividly the first time it happened, stumbling sleepily from accommodation at the unearthly hour of 8am to be greeted by a dummy grid and a growling cacophy of Rotax machinery. I won't repeat what Ron Brassey said when I enquired of him what was happening! This occasion was no different. The six lap Pre-Final got under way at 8.20am. Ian Shaw got a superb start and led the field up the hill to the chicane, Gassin next leading Parrott, Pritchard and Goff. Hines had got caught in the traffic and was lying in the middle order.

Parrott on lap four — 1min 43.62.

THE WORLD CHAMPIONSHIP

By 11.45am the karts were assembled on the grid for the eleven lap World Championship decider; the first few row looking like this:-

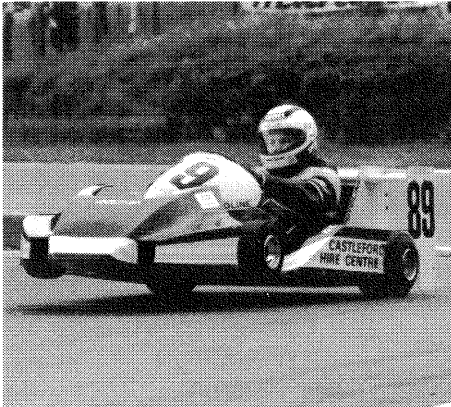
Kallen	Gassin	Shaw	Parrott (Pole)
Hines	Goff	Rindestroem	
Morel	Westman	Servol	Wimmer

Barbara Hepworth sat on the inside on row four, Petersen was well down the grid, likewise Pritchard with his Pre-Final non-finish.

Anthems played and the 35 starters toured off after the pace vehicle, fine sunny conditions abounding, and at 12.03pm the lights switched to green. Gassin, Parrott and Rindestroem led the horde up the hill to the Dunlop footbridge. Ian Shaw was left behind, a non-starter with ignition failure.

Gassin held the advantage from Parrott and Rindestroem into the second lap, Le Mans his home circuit where he always goes well. Goff was fourth from an attentive Hines whilst Servol, Morel and Kallen battled over the places. Westman, Petersen, Ian Woodcock on his first trip to the Sarthe circuit, then Alan Pritchard who had clawed up the field well to occupy twelfth at that early stage.

The second tour ended with the leading trio still in the same order. Hines now had fourth, Goff was gone and Servol, with Morel and Westman, were chasing the Zip boss. Woodcock was next along, enjoying a scrap with Pritchard whilst Finland's Kuismanen fended off Petersen and Barbara Hepworth.



For Chris Stoney a second at Silverstone gave him 12 points, his maximum for the year, after a DNF at Nurburgring.



Poul Petesen netted joint sixth with Phil Glencross at the end of the day, Phil not having raced since his September Cadwell injury.

Lap three and no change down to sixth, the same on laps four and five in fact. Kuismanen was driving well, making inroads and had gained three places by the end of that third tour, with Westman, Petersen, Pritchard, now Wimmer and Woodcock chasing. Kallen had disappeared by that stage and Petersen had demoted Westman, to take up the running in eighth.

No significant changes during the fifth and sixth laps. On lap seven Rindestroem fought his way up to second place at the expense of Gassin and Hines whilst Parrott stretched his advantage. Gassin fought back and by the completion of lap eight had regained his lost second place. Short lived it was for the Frenchman, Hines swooped through, passing both Rindestroem and Gassin and gave chase on Parrott. Whilst Rindestroem caused umbrage to Gassin by pushing him back to fourth spot. It was a determined trio giving no quarter and asking none that raced into the closing stages — Hines, Rindestroem and Gassin frequently swapping places. As far as Tim Parrott was concerned, provided everything held together, it was all over bar the shouting. It did hold together for the Peterborough driver and he crossed the line to take the chequered flag and the 1989 World Championship title. Rindestroem just beat Hines for second place, Gassin settling for fourth from Servol and Wimmer. Morel, Petersen, Pritchard, Woodcock, Hepworth and Olaf Dau were the other finishers earning points.

Pertti Kuismanen had been lying sixth in the closing stages until he clashed with Petersen on the Start-Finish line and crashed out of contention. To Tim Parrott went the fastest lap, a 1min 44.42 in the fifth lap.

Congratulations to Tim and commiserations to the rest who tried so hard. There is always next year...



Stefan Rindestroem, 1989 European Champion, finished second at Le Mans in his inaugural World Championship year.

Points after 3 rounds

1st	Tim Parrott (GB)	38
2nd	Martin Hines (GB)	32
3rd	Eric Gassin (F)	30
4th	Stefan Rindestroem (S)	21
5th	Rainer Wimmer (A)	20
=6th	Phil Glencross (GB)	15
=6th	Poul Petersen (DK)	15

My thanks to John Bland for his help in compiling this review — ED.

1990 WORLD CHAMPIONSHIP (Provisional)

4th-5th	August	Silverstone
18th-19th	August	Nurburgring
22nd-23rd	September	Le Mans

49.84s; 3. Paul Giles (Sprint/Carr Parilla) 49.87s; 4. Edward Horner (Wright/Parilla) 50.23s. Ian Seffron was unfortunate to write off his kart chassis in practice, luckily without personal injury.

Heat 1: Malcolm Smith was 6th on the combined grid and finished 6th the next Clubman being 9th overall. 1st Malcolm Smith, 2nd Paul Giles, 3rd Jason Brooks (Wright/Parilla), 4th Brett Upperton.

Prefinal: Smith had a DNF after his chain was knocked off at Stratford hairpin but Giles pulled up another couple of places on the combined grid finishing 7th overall. 1st Paul Giles, 2nd Jason Brooks, 3rd Sam Cooper (Wright/BG Parilla), 4th Edward Horner.

Final: Giles drove a splendid race, maintaining his 7th position amongst the 'Supers', whilst Malcolm Smith came from last and 22nd on the grid to 2nd Clubman, 10th overall, following Josh Cobb past Horner in the last few laps. 1st Paul Giles, 2nd Malcolm Smith, 3rd Edward Horner, 4th Brett Upperton.

JUNIOR BRITAIN SUPER

Timed practice: Pole. Nicholas Smith (Gillard/KMP Parilla) 47.56s; 2. Nick Dudfield (Wright/SWRD Parilla) 47.80s; 3. Darren Malkin (Wright/PC Parilla) 47.83s; 4. Michael Simpson (Wright/Parilla) 48.46s.

Heat 1: So the Smith brothers were on their respective poles but not for long as Nick Dudfield reasserted his authority to win by a few kart lengths from Nick Smith, Chris Cox pulling up to third after an unhappy qualifying. Josh Cobb and Henry Stanton having missed qualifying started from the back to finish 7th and 10th overall. 1st Nick Dudfield, 2nd Nick Smith, 3rd Chris Cox, 4th Michael Simpson.

Prefinal: Again Smith powered off the front row first but this time Dudfield found it much harder to pass, eventually managing on the second try at Stratford. The two finished in actual contact across the line as a backmarker had got in the way at the last moment. Malkin's engine was off-song, dropping him to 9th. 1st Nick Dudfield, 2nd Nick Smith, 3rd Chris Cox, 4th Henry Stanton (Wright/Redhill TKM).

Final: Frantic tyre changing took place on the grid as conditions suddenly got wetter. Nick Dudfield demonstrated total superiority as Malkin pulled off at the first corner with a broken chain — not his weekend. Stanton had done well to make it through to 3rd in the final but Cobb, similarly disadvantaged could only manage 9th. Lee Whitney was 5th, Smith 6th caught on the wrong tyres and Alan Kinch 8th overall. 1st Nick Dudfield, 2nd Michael Simpson, 3rd Henry Stanton, 4th Chris Cox.

SENIOR BRITAIN CLUBMAN

Timed practice: Pole. Lee Seffron (Dino/SKS Parilla) 50.08s; 2. Simon Mauger (Allkart/BG Parilla) 50.26s; 3. Rod Chapman (Wright/Parilla) 50.23s; 4. Peter Burden (Wright/BG Parilla) 50.64s.

Heat 1: None-shows had left the class with only 12 on the grid. Simon Mauger took this one but Burden made a mistake to drop to 10th. 1. Simon Mauger, 2. Lee Seffron, 3. Rod Chapman, 4. Steve Crompton (Wright/Parilla).

Prefinal: Steve Crompton had a terrific race to take pole for the final as Mauger fell back then recovered for 5th and Burden came up from the back to 4th. 1. Steve Crompton, 2. Lee Seffron, 3. Rod Chapman, 4. Peter Burden.

Final: Mr Consistent, Lee Seffron took this race with a battling Simon Mauger just behind but Steve Crompton could only manage 6th as Phil Thompson salvaged a 3rd place, finding form in the wet. 1. Lee Seffron, 2. Simon Mauger, 3. Phil

Thompson (Boxer/Parilla), 4. Peter Burden (Wright/BG Parilla).

SENIOR BRITAIN SUPER

Timed practice: Pole. Andy Cox (Wright/Carr Parilla) 48.48s; 2. Sean Pitts (Anderson/Parilla) 48.94s; 3. Charlie Postins (Wright/Parilla) 49.40s; 4. Guy Wood (Wright/BG Parilla) 49.41s.

Heat 1: 1st Andy Cox didn't have much trouble in this class and duly won the heat but Wood and Postins were back to 8th and 9th. 1. Andy Cox, 2. Sean Pitts, 3. David Clarke (Wright/Parilla), 4. Michael Dubois (Wright/Parilla).

Prefinal: Cox again but Wood recovering to 3rd, Postins still in trouble at 8th. 1. Andy Cox, 2. David Clarke, 3. Guy Wood, 4. Michael Dubois.

Final: No problems for Andy Cox, having had Paul Carr himself show him the way around in the wet at a recent practice day. Carl Willoughby on his new Gillard took 5th behind. 1. Andy Cox, 2. David Clarke, 3. Sean Pitts, 4. Michael Dubois.

100 NATIONAL

Timed practice: Pole. Gary Chapman (Wright/Rotax 46.51s; 2. Bobby Game (Allkart/Rotax) 46.56s; 3. Richard Westbrook (Wright/Rotax) 47.20s; 4. Charlie Brown (Kali/Rotax/Sirio) 47.37s.

Heat 1: Gary Chapman was having a little trouble setting up his kart and slipped to 4th, followed by Martin Riman (CRG Kali/Europa Rotax). 1. Bobby Game, 2. Charlie Brown, 3. Richard Westbrook, 4. Gary Chapman.

Prefinal: Westbrook, not long up from Juniors, split the two Super drivers, with Game uncharacteristically back in 4th in front of Rob Schirle who had missed qualifying. 1. Charlie Brown, 2. Richard Westbrook, 3. Gary Chapman, 4. Bobby Game.

Final: All the 100 National racing was close, but the final was tremendous stuff. Gary Chapman led most of the race with Bobby Game snapping on his heels but on the very last corner Game got up the inside and held it through the corner to lead over the line.

125 NATIONAL & OPEN

Timed practice: Pole. Mark Tuckwell (Stratos/SED Rotax) 52.77s. 2. Bryan Hirst (Novice) (Anderson/Rotax) 53.39s, 3. Stephen Harris (Stratos/SED Minarelli) 54.02s. 4. Nigel Puddiphatt 55.29s.

Heat 1: Novice Hirst slipped back to 7th in this heat won by Open driver James Pontin (Anderson/TM). The Nationals finished 1. Mark Tuckwell, 2. Steve Puddiphatt (Zip/Goff Rotax), 3. Nigel Puddiphatt, 4. Malcolm Weaver (Dino/KMP Rotax).

Prefinal: 1. Nigel Puddiphatt, 2. Steve Puddiphatt, 3. Bryan Hirst, 4. Stephen Harris.

Final: The rain didn't suit the Puddiphatts who finished 8th and 9th, but Tuckwell and Hirst revelled in it, the latter earning the Novice Award. 1. Mark Tuckwell, 2. Bryan Hirst, 3. Malcolm Weaver, 4. James Pontin (Open), 5. Mark Goulding.

The one 250 International (Andy Griffiths), the 250 Nationals and the 210s all ran in the same race.

210 NATIONAL

Timed practice: only two turned up. Tony Wilkins seized his gearbox so that was the end of his racing and I have no record of a time for the other. Three were racing, winners were Heat: Chris Flitney (Dino/KMP), Prefinal and Final: Gordon Maidment (Novice) (Zip).

250 NATIONAL AND INTERNATIONAL

Timed practice: Pole. Pat Tomkinson

CLUB SCENE

(Dino/KTM) 52.59s; 2. Andy Griffiths 53.84s; 3. Terry Cullen (Dino/Suzuki) 54.05s; 4. Karl Fisher (Sprint/Yamaha) 54.37s.

Heat 1: 1st Pat Tomkinson, 2. Chris Tomkinson, 3. Andy Griffiths, 4. Lenny Knox (Anderson/KTM).

Prefinal: 1. Andy Griffiths, 2. Lenny Knox, 3. Chris Tomkinson, 4. Pat Tomkinson.

Final: Chris Tomkinson was second on the road but Clerk of the Course Steve Chapman docked him five places for persistent use of the airfield — he had received earlier warnings. Griffiths finished in 5th. Results: 1. Pat Tomkinson, 2. Lenny Knox, 3. Terry Cullen, 4. Shaun Heath. **Team Results:** The weekend was all about the team positions and Paul Dudfield had a winning bunch of drivers led by son Nick, including James Wright, Simon Mauger, Jonathan White (now in Senior Britain), Richard Westbrook, Malcolm Weaver and Chris Tomkinson. The runners up team were Bobby Game, Darren Coatswell, Michael Simpson, Rod Chapman, Sean Pitts, Mark Goulding and Philip Ducker whilst third place Brady Fabrications of Bicester included Steven Brady, Josh Cobb, Tim Rust, Jonathan White, Rob Schirle, James Pontin and Shaun Heath.

Team Results: 1. Dudfield Nurseries of Stratford-upon-Avon, 2. Bobby Game Racing of Bicester, 3. Brady Fabrications of Bicester, 4. Protrain of Chinnor, 5. Redhill Racing, 6. Shrewley Kart Shop of Edgehill.

Special awards went to Clubman of the Day Neil Carlisle (Junior), Bryan Hirst (Novice) and the Hard Luck Trophy to Steve Boreham (Senior Britain).

Graham Smith

Kimbolton

SUNDAY, NOVEMBER 12th

This was the last meeting to count for club championship points. We now await a Fax from Alan Maxwell, at present in the Middle East, to see who has taken the pots this year. The meeting was marred by an accident to 100 National driver Ricky Flynn who was hit on the ankle whilst restarting following a shunt. An unfortunate end to a season in which he has earned the 0 plate by winning the Super One Series. Many grids are getting full, particularly Cadets, 125s and Junior and Senior Britain, drivers are advised to enter early as we cannot accommodate many more competitors. (Cadet report in 'Cadet Column').

100 BRITAIN

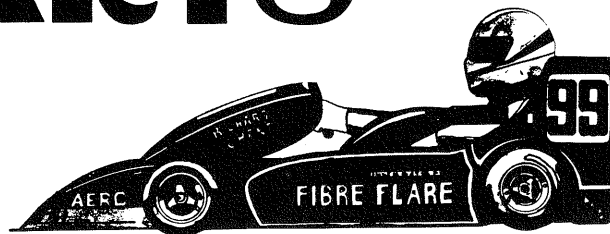
Gareth Hession moved up from Juniors, bolted on lots of lead and took pole with two heat wins, Darren Kinsey and Darren Gibbs won the other heats. Whalley caught the rest napping, holding the early lead from Hession, Gibbs, Kinsey and Munro. It was all change as the action hotted up with Hession leading from Whalley, Munro, Gibbs and Kinsey. Hession pulled clear as Gibbs, Kinsey and Munro scrapped behind Whalley. Hession got clear of the rest to take the flag in a race shortened due to failing light, Whalley was next, clear of the battle for third place which Kinsey won from Munro as Gibbs went missing.

100 UK, 100 BRITAIN & NATIONAL RESTRICTED

A field of six drivers contested the UK class and

AERO KARTS

RAC
RAC REG DEALER



VEGA TYRES
210 NAT SPARES
KP BRAKES
KART COMP RIMS
RAM AIR FILTERS
FIBRE GLASS
BODYWORK
ELLISON VILL ENGINES

CANAL TERRACE
OLD TOWCESTER ROAD
FAR COTTON
NORTHAMPTON
TEL: 0604 766407
EVE: 0604 46448

1989

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

1988 SHORT CIRCUIT 210 CHALLENGE CHAMPION BRIAN JOHNSON AERO 210N

1988 KIMBOLTON 210 CLUB CHAMPION JOHN MOBBS USES AERO CHASSIS & ELLISON ENGINES

Aero 210 Nat Chassis: T45 Tube, self adjusting brakes etc £900

Ellison 210 Nat Engine new fast + reliable

Complete 210 National outfit £2,350

Aero karts & Ellison engines reach the finish lines other karts can't reach
(ALL PRICES PLUS VAT)

Shenington

SUNDAY, OCTOBER 12th

Two lap records fell to local drivers Bobby Game and Malcolm Smith at the October meeting which at 238 had one of the biggest ever entries. It included rounds of the 210 Challenge and 250 Winter Challenge.

JUNIOR BRITAIN CLUBMAN

Heat 1: 1st Marcos Burnett, 2nd Malcolm Smith, 3rd Edward Horner
Heat 2: 1st Gohn Goss, 2nd Stephanie Appadoo, 3rd Marcos Burnett

Smith and Burnett on the front row but Smith got the jump into an eventual five second lead, fifth win of the year, and new lap record of 42.17s. Rawle collided with a backmarker turning into the pits, retiring but the damage not as bad as it looked. Stephanie Appadoo had her best ever result in fourth. Smith, with 206, enjoys a big lead in the Champs over Horner at 149 and Giles on 139.

JUNIOR BRITAIN SUPER

Heat 1: 1st Henry Stanton, 2nd Nick Smith, 3rd Robert Cullum
Heat 2: 1st Nick Dudfield, 2nd Alistair Weston, 3rd Damian Tigwell

Chris Cox led the first lap from pole but Stanton tapped him up the side into a spin at Hangar. Next came Tigwell, Weston, Smith then Dudfield coming through rapidly from mid grid to take the lead by lap 8. Stanton was unfortunate to spin out of second for tenth. Dudfield commands a big score of 220 to Malkin's 180 in the Champs.

SENIOR BRITAIN NOVICE

Heat 1: 1st Simon Shanahan, 2nd Simon Meredith, 3rd Simon Griffiths
Heat 2: 1st Dec McDonnell, 2nd Paul Everett, 3rd Stephen Hare

Everett came through to challenge McDonnell hard for the lead but spun out after a last desperate attempt leaving a surprised Griffiths second. Shanahan seemed to seize whilst fourth and Meredith threw away a third with a spin at Cafe.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st David Dixon, 2nd Mick Broadhead, 3rd Steve Crompton
Heat 2: 1st Tim Hain, 2nd Paul Davies, 3rd Kevin Cooper

Dino ruled with Lee Seffron the pilot despite Broadhead having taken five laps to get to third, then another to second and putting Seffron under severe pressure on the last lap. Cooper and Crompton had a slightly ill-tempered battle with Cooper the loser in the chicane but it all added up to one of the most exciting races of the day.

SENIOR BRITAIN SUPER

Heat 1: 1st David Clarke, 2nd Gerry Mathews, 3rd Martin Verity
Heat 2: 1st Martin Verity, 2nd Charlie Postins, 3rd Michael Dubois

Philip Whaley led the chase after Verity who enjoyed an untroubled win as Andy Cox bravely overtook all in the next bunch one by one despite very little speed advantage. Robin Chuter spun out of the third early on to recover for eighth whilst Pitts gained fifth right at the end.

100 NATIONAL

Heat 1: 1st Tony Edney, 2nd Bobby Game, 3rd Andrew Cook
Heat 2: 1st Bobby Game, 2nd No. 16, 3rd David Homer

Another record fell to Bobby Game to reset it at 39.14s after he passed Edney and won by six seconds. Cook made it to second but only for a lap as Edney fought back. Martin Riman slowly slipped back from fourth behind Handkammer, Wilkes and Homer.

125 NATIONAL

Heat 1 and 2: 1st Steve Puddiphatt, 2nd Dennis Gale, 3rd Kim Marks

It took Puddiphatt three laps to take over the lead from a fast starting Gale, chased by Maggie Dell, Marks, Alan Dell, Mark Goulding and Lorraine Wilson. Marks made it past to take up the chase of the two leaders and right at the end Lorraine overtook a slowing Alan Dell.

210 NATIONAL

Heat 1: 1st Alan Poole, 2nd Graham Payne, 3rd Brian Johnson
Heat 2: 1st Colin Hoare, 2nd Nigel Puddiphatt, 3rd Stuart Warsop
Heat 3: 1st Colin Hoare, 2nd Bob Bennillick, 3rd Nigel Puddiphatt

35 entries for the Challenge was whittled down to only nine finishers at the end of the final mostly due to mechanical ailments. KMP tuning came out top with the first three of Puddiphatt, winning by 12 seconds after passing Payne (who hung onto second until retiring three laps from the end), then Poole who passed Johnson with a late burst of speed. Flitney's carb fell off and Warsop retired from fourth on lap 7 and Martin James coasted round at the back.

250 NATIONAL

Heat 1: 1st Mark Allen, 2nd Keith Bisp, 3rd Lenny Knox
Heat 2: 1st Mark Allen, 2nd Keith Bisp, 3rd Tim Jones
Heat 3: 1st John Denton, 2nd Gary Long, 3rd Pat Tomkinson

Tim Jones made the best start but Mark Allen powered past by the second lap then never headed. Pat Tomkinson also made it through whilst Bisp lost his fourth to Long two laps from the end.

250 INTERNATIONAL

Heat 1: 1st Roger Goff, 2nd Trevor Harvey
Heat 2: 1st Tony Harrison, 2nd Roger Goff
Heat 3: 1st Pete Hammond, 2nd Barry Foulds

Although the Ints shared the Nats heats they had their own final in which Goff and Harvey finished a long way ahead of Foulds and Hammond.

Graham Smith

JUNIOR BRITAIN SUPER

1st Nick Dudfield Wright/SWRD Parilla
2nd Damian Tigwell Wright/Parilla
3rd Alistair Weston Dart/Sirio
4th Nick Smith Dino/KMP Parilla

SENIOR BRITAIN NOVICE

1st Dec McDonnell Dino/Dino
2nd Simon Griffiths Hutless/RKD
3rd Pete Hodges Dart/Hewland
4th Stephen Hare Wright/Arrow
5th Andy Mason Zip/Arrow

100 NATIONAL

1st Bobby Game Allkart/BG Rotax
2nd Tony Edney Wright/Rotax
3rd Andrew Cook Kali/Rotax
4th Harry Handkammer Wright/Rotax

5th Paul Wilkes Wright/Rotax
Novice Award: Richard Skinner

SENIOR BRITAIN SUPER

1st Martin Verity Wright/Parilla
2nd Philip Whaley Wright/Parilla
3rd Andy Cox Wright/Carr
4th Gary Matthews Dino/TKM
5th Sean Pitts Anderson/Parilla

250 NATIONAL

1st Mark Allen Dino/KMP KTM
2nd Pat Tomkinson Dino/KTM
3rd Tim Jones Anderson/Yamaha
4th Gary Long Anderson/KDM Yamaha
5th John Denton Zip/TKM
6th Lenny Knox Anderson/KTM

JUNIOR BRITAIN CLUBMAN

1st Malcolm Smith Gillard/BG Parilla
2nd Marcos Burnett Wright/Parilla
3rd John Goss Wright/TKM
4th Stephanie Apadoo Wright/Parilla
5th Terence Dove Wright/Parilla
6th Oliver Childs Wright/Parilla

210 NATIONAL

1st Nigel Puddiphatt Zip/KMP Villiers
2nd Alan Poole Zip/KMP Villiers
3rd Brian Johnson Aero/KMP Villiers
4th Simon Bateman Dino/Villiers
5th Gordon Maidment Zip/Villiers
6th Keith Edwards Lazer/Invader

SENIOR BRITAIN CLUBMAN

1st Lee Seffron Dino/SKS Parilla
2nd Mick Broadhead Wright/TKM
3rd Steve Crompton Wright/Parilla
4th Kevin Cooper Dart/Parilla
5th Russ Giles Gillard/Parilla
6th Paul Davies Zip/TKM

125 NATIONAL

1st Steve Puddiphatt Zip/Goff Rotax
2nd Dennis Gale Anderson/Minarelli
3rd Kim Marks Stratos/SED Minarelli

4th Maggie Dell Anderson/Rotax
Novice Award: Gordon Smith

125 OPEN

1st Colin Poole —

250 INTERNATIONAL

1st Roger Goff —

Team Challenge Weekend

OCTOBER 28th/29th

Another first for Shenington with timed practice the order of the day for all classes on Saturday in the wet, as were the finals on Sunday although preceded by dry heats and prefinals. Nineteen teams had entered, with each team nominating one driver and the rest chosen out of a hat. The qualifying time set the grid for the heat, its result for the prefinal, and that result for the final grid. The teams best six results counted for the trophies which incorporated clocks, reminding everyone that it was the first day of wintertime. The camaraderie was tremendous as 'big team brothers' came to give advice on the grid to their Cadet teammates who in turn cheered them through their races. (See Cadet Column.)

JUNIOR BRITAIN CLUBMAN

Timed practice: Pole. Malcolm Smith (Dino/BG Parilla) 49.43s; 2. Brett Upperton (Wright/Sirio)



ANDERSON
COMPETITION EQUIPMENT
1 SHENFIELD COURT, PERRY ROAD, STAPLE TYE, HARLOW, ESSEX CM18 7NS
WORLD AND EUROPEAN CHAMPIONS



TIM PARROTT "KELGATE MIRAGE/ANDERSON ROTAX" 1989 BRITISH GRAND PRIX WINNER

"Mirage"
LEADS THE WORLD

OUR CONGRATULATIONS AND THANKS TO TIM PARROTT ON HIS EXCELLENT PERFORMANCE IN BECOMING THE
1989 WORLD CHAMPION



ROTAX

UK CUP

KELGATE
KART ACCESSORIES

ANDERSON karts

HAVE QUALIFIED 1ST IN TIMED PRACTICE AT EVERY LONG CIRCUIT MEETING IN THE UK THIS YEAR



BRITISH GRAND PRIX 1989 "FORMULA E" 125 OPEN
"A-K" & "MIRAGE" RANGE OF KARTS

MANUFACTURERS OF THE FANTASTIC

FAX: 0279-451-290
PHONE: 0279 36000

RAC
RAC REGISTERED DEALER

PEMBREY

Sunday October 22nd 1989

RAC LONG CIRCUIT CHAMPIONSHIPS . . . FINAL ROUND

On arriving at the circuit on Sunday morning and duly signing on the Club Officials were by no means certain that the meeting would take place. The conditions were dreadful with lots of water standing on the circuit and its level nature doing little to assist drainage. Practice . . . for want of a better word . . . had taken place . . . albeit slowly and there was much deliberation as to what happened next. Eventually a decision was reached . . . there would be two heats and a final for all classes with the latter being reduced from ten to six laps. It was almost 1.15 pm before the first heat was assembled and the distant sky was still looking very threatening.

Considering the mileage involved the entry was quite good with around 130 names in the programme covering all corners of the British Isles. I thought I had covered a fair distance . . . 500 mile round trip . . . but when you stop to consider the journey undertaken by people like George Bett from Fife . . . Trevor Roberts from Lurgan and John Brennan from Kilkenny . . . 500 miles is nothing really . . . or is it?

As for the circuit . . . well, a better day would have allowed a clearer judgement on that . . . but most of the drivers I spoke to rather liked the layout . . . some even comparing it to Cadwell without the ups and downs. Certainly the off track facilities need a large boost . . . money is, I understand, to be spent on providing more permanent buildings etc but whether it finds a regular slot in the long circuit calendar remains to be seen.

Once the racing got under way it WAS worth watching and with a change to the normal running order it was the 125 Nationals who set the ball rolling.

BOYD'S BRITISH

After two heats the grid position sheet for the six lap final looked like this:

M Clark	Stephens	Barrington (Pole)
Sykes	Rickards	
P Wilson	Mellor	Talbot
K Clark	D Wilson	

Wayne Bray, Andrew Sowerby, Ian Mason, Steve Pridmore, Colin Mason and Gary Ashurst all languished well down the starting grid and had a lot to do in just six laps of the 1.5 mile circuit.

On the green it was Barrington who made the best of it to lead the field into the tight first gear hairpin. He held that advantage through the first tour and as they crossed the line to go into lap two the Suffolk driver had a clear lead. Mellor was next up followed by Mal Clark . . . Peter Wilson . . . Bob Rickards . . . Graham Stephens and the rest.

Barrington quickly eased away to open up a considerable gap as Malcolm Clark powered through to take second from Mellor. Ian Mason was moving as rapidly as ever and he settled into seventh spot as they went into lap three.

After four laps Barrington was still going well out front . . . Clark was comfortably ahead of

The Cardiff Kart Club were hosts for the final round of the RAC Long Circuit Championship on Sunday October 22nd at Pembrey on a day when the weather threatened to send everyone home early. However it all came good in the end and after five shortened finals the newly crowned British Champions were . . . Chris Stoney (250E); Boyd Barrington (125 National); John Brennan (210 National); Simon Cullen (125 Open) and Mark Webster (250 National).

Not one of those actually won on the day as Roger Goff, Mark Allen, Phil Featherstone, Trevor Roberts and Malcolm Clark threw in a determined challenge to take the first place trophies.

Mellor whilst Ian Mason was fifth behind Wayne Bray.

Graham Stephens called it a day as lap five began and at the close of that tour Bray had moved ahead of Mellor and Gary Ashurst had taken sixth spot behind Ian Mason.

Into what everyone thought was the last lap and Barrington stil had the lead but Clark was closing rapidly with the rest being fairly well spread out.

The chequered flag didn't appear and round they went again . . . giving Malcolm Clark more time to close on leader Barrington. Seven laps completed and Bray was still third some distance behind Clark with Mellor ahead of Ian Mason and Ashurst.

Into view for the eighth time and out came the flag to signal . . . not the expected win for Barrington . . . but a last dash victory for Malcolm Clark! Wayne Bray held third with Mellor next whilst Ashurst had managed to get the better of Ian Mason and Steve Pridmore claimed seventh spot. So at the end of all that . . . two extra laps . . . Malcolm Clark picked up his first win of the season after four second places from the last five meetings. For Boyd Barrington second place was more than enough to give him the British Title to add to his Silverstone Grand Prix win.

CHAMPION CULLEN

The 125 Open final grid looked like this at the front . . .

Wigg	Barker	Roberts (Pole)
Mead	Ziemelis	
Thornton	Ponting	Johnston

Paul Molloy was listed on the back row but after an earlier 'off' when a gyrating kart came back on the track directly into the path of Paul, he was despatched to hospital for treatment to a badly cut leg.

Championship contender Simon Cullen was shown on the fifth row with Alex Pettigrew on six so a fair bit of work was required over the six laps to come.

At the change of lights it was poleman Roberts who got the best start and after one full lap the Irishman led from Cullen . . . Ziemelis, Wigg and the rest.

The field quickly became well spread out with Roberts holding his lead in fine style . . . Cullen was holding second comfortably from Ziemelis . . . Wigg and Webb.

By the close of four laps the leaders were in amongst the backmarkers and little changed over the remaining two tours.

Roberts came home a clear winner from Cullen . . . Ziemelis . . . Webb and the rest.

So after quite a remarkable season Simon Cullen has done the treble . . . he already had the UK Cup and Grand Prix titles and he now adds the British No 1. From 13 long circuit starts this year Simon has collected eight first places . . . two seconds . . . a third and two fifths! How's that for consistency?

PHIL FIRST . . . BRENNAN'S BRITISH

Just under twenty 210 Nationals were entered and after two heats the final grid looked like this . . .

Morris	Hurst	Brennan (Pole)
Pinny	Quance	
Featherstone	Hatton	Kendrick

George Bett, outgoing Champion was on the back of the grid and it was about twenty minutes to six when the pace car pulled off and the lights changed to green.

John Brennan made the early running down to the hairpin but inside one lap Phil Featherstone had taken over at the front with Simon Quance tucked into third place.

By the close of lap two Featherstone was well clear . . . Brennan had an equally safe lead over Quance and Pinny was next up ahead of Ashwell, Morris and the rest.

Ashwell, Pinny, Morris and Hurst had a good scrap for that fourth place but Featherstone was steaming away at the front with Brennan seemingly happy to stay in second knowing that would give him the title.

After five laps the gaps were getting longer . . . the length of the straight separated Brennan and Quance with Hurst about to move ahead of Morris and Pinny whilst Ashwell had dropped back just a little.

With the flag at the ready Featherstone swept through Forest Curve for the last time to take a fine victory. Brennan came home second from Quance with Hurst, Morris and Pinny next up.

So having just missed out last year John Brennan was a popular new British Champion whilst Phil Featherstone continued his late season winning ways.

1990 SAFETY EQUIPMENT



RXII

Kevlar And Fibreglass,
For Added Strength &
Shock Resistance.



All helmets RAC approved



RHINO

Designed Solely For Auto Racing.
Unique And Dramatic Styling,
Only From Simpson.



BANDIT

3 Air Control Switches
Air Channel Interior
For Superior Ventilation

5 Colours
7 Graphic Designs

AG 100 MONZA

Also:
NOIAN — Racing Helmets

SCOTT — One Piece Leather Racing Suits

RHINO — Lightweight Racing Gloves.

For The Best Products At The Best Prices

See Us At The 1990 International Kart Show, Stand 20.

At The NEC Birmingham, 16-18th February, 1990

NEIL WILLETTS RACING

66 Chaucer Drive, Galley Common, Nuneaton CV10 9SB
Tel: 0203 394059

Motivation

DESIGN & DEVELOPMENT
129A, Millrise Rd.
Milton Stoke-on-Trent ST2 7DW
Tel: 0782 542621
Mon-Fri 9.00 AM to 5.30PM
Saturdays by Appointment



MOTIV 250 National Motors

YZ 250 N Trike Motor Fully **MOTIV** Tuned inc Jetted 40mm Dellorto Carb, Boyesen Reeds, Motoplat Ignition Backplate & **MOTIV** Ignition Controller **MOTIV** 1990 Pipe £1250 + VAT* These are genuine 'Tim Jones' replicas currently leading 250 Challenge.

MOTIV 125 P&R MOTORS*

MOTIV Tuning from £100. **MOTIV** Ignition Backplates £28. **MOTIV** Ignition Controllers £48. Boyesen Reeds £22
MOTIV 1990 Pipes and Silencers from £128 individually designed for Yamaha, Honda, Suzuki, Kawasaki, KTM, Cagiva, TKM, Minarelli, TM, Rotax.*
We have more experience of 125 P&R Motors than anyone! For further details: Please ring. S/H Motors now available.

We stock

Prox Piston Kits, for all Japanese 125 & 250 Motors. Boyesen Reeds — Motoplat Ignitions — Dellorto Carbs, Jets & Spares — Castrol 747 & Putoline R. — SKF Rod Ends — Rotax 124, 127, 128 & 256 Spares — Duplex Sprockets & chain — NGK & Nippondenso Spark Plugs. — Plug Caps. Dunlop tyres. — Kart component wheels — Brembo Brakes.

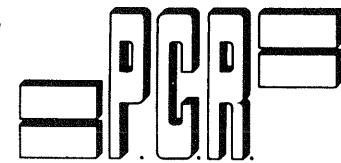
MOTIV Karts. 1990 Models now available

All T-45-531 Tubing — Brembo Brakes. Fully adjustable from £1600 Short Circuit. £2000 Long Circuit with Bodywork Eg. **MOTIV** 90 Short Circuit kart with Tim Jones replica YZ250 NT. Fully tuned and prepared, ready to race inc tyres — simply put the petrol in. All new £3100 + VAT.

For information on any product phone Bob Clowes.

* Engine models subject to 1990 RAC Engine List.

THE



DISTRIBUTOR

FOR THE COMPLETE
RANGE OF

ENGINES AND
SPARES

FOR

JUNIOR AND
100 BRITAIN CLASSES

ZIP KART, Pindar Road,
Hoddesdon, Herts, England.
Tel: Hoddesdon 463371/468503.
Fax: (0992) 447327. Telex: 266343G ZIP.



Riverside Park, Colnbrook, Slough SL3 0HG.

Tel: 0753 681736

KART CHAMPIONSHIP CO-ORDINATORS

The Kart Department of the RACMSA are looking for Co-ordinators to look after the British Championships for all classes of Karting. The successful applicants will be responsible for all aspects of each round ie Liaising with Organising Club, production of information sheets during racing, points and championship positions, as well as Sponsor requirements including hospitality, ticket requests and banners.

Please submit costings and fees required to cover 4 or 6 round Championships.

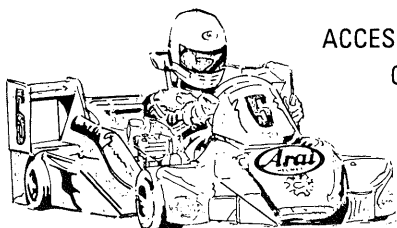
Applications are also invited for Photographers/Journalists to cover rounds of the Championships.

Applications must be in writing to Mrs Diane Crowley, Kart Department, RACMSA, Motor Sports House, Riverside Park, Colnbrook, Slough SL3 0HG.



Southern Kart Services
REGISTERED DEALER
(0264) 56543

17 ANDOVER DOWN FARM ANDOVER DOWN ANDOVER HANTS SP11 6LJ



ACCESSORIES
CLOTHING
REBUILDS
TUNING
SPARES
TYRES

Distributors for **elf oils**



TRADE ENQUIRIES WELCOME

CABLE TIES



Code	Size mm	Price Qty. 50	Price Qty. 100	Price Qty. 500	Price Qty. 1000
CT1	98 x 2.5	0.47	0.86	3.73	6.78
CT2	162 x 4.8	1.33	2.43	10.56	19.20
CT3	200 x 4.8	1.50	2.80	12.18	22.14
CT4	180 x 7.6	3.40	6.15	26.67	48.49
CT5	292 x 4.8	2.40	4.34	18.81	34.21
CT6	368 x 4.8	3.15	5.72	24.75	45.08
CT7	368 x 7.6	6.16	11.20	48.54	88.25

Prices exclude 15% VAT

Post Free



Please forward correct remittance to the address below, stating clearly your requirements.

Cheques should be made payable to T.R. TRAILERS

T.R. TRAILERS

64, Angerstein Close,
Weeting, Brandon,
Suffolk IP27 0RL

Please allow 7 days for delivery.
(0842) 811037

MARK ONE

The two heats for the 250 National lads produced a few surprises and for Mark Webster one of them gave him the dubious honour of inspecting Paddock Bend upside down! Fortunately Webbie was not hurt . . . he half offered to do it again so the camera could be present, but it did mean that he would start the final from row nine. Defending Champion Derek Rodgers was on row seven and the front of the final grid was like this . . .

Vale	Morgan	Pluck (Pole)
Routh	Schofield	
Woznitska	Harvey	Draper

Mark Allen was on row six alongside Paul Goodison with Adrian Wilcox and Steve Matthews sharing row seven with Rodgers.

So the green light appeared and it was front row man Jamie Vale who got away first but after one rather frantic opening lap it all changed and Mark Allen led them through to start the second tour. The quick lads were certainly not hanging about and after two laps Wilcox was up to third behind Pluck as Vale dropped to fourth.

Paul Cheetham was next from Pete Morgan whilst both Derek Rodgers and Mark Webster had made progress to settle into seventh and eighth spots. Three laps gone and the GP plates of Martin Pluck were ahead of Allen . . . Wilcox still had third . . . Rodgers was up to fourth with Webbie tracking every move. Routh was next up with Tony Draper having a good run in seventh place.

Backmarkers were in evidence on lap five and as they went into the last tour Pluck still had the edge . . . but only just. Wilcox was coming under threat from Rodgers with Webbie safe in fifth spot.

Through the sweep of Forest Curve for the last time and Allen found that little bit extra to snatch a fine victory from Pluck. Rodgers had got the better of Wilcox and Webbie came home in fifth spot to clinch yet another British Title.

CHAMPION CHRIS

Eighteen 250 Formula E listed in the programme . . . the actual numbers present being reduced by the understandable absence of Martin Hines and Ian Shaw.

Timed practice was the order of the day as usual and after that the name at the top of the time sheets was Chris Stoney. He put in a best of 1m 5.8 round the 1.5 mile circuit with Roger Goff second on 1m 6.5. Duncan White was back in the racing seat . . . aboard Phil Glencross Anderson and he acquitted himself well with a third best time of 1m 7.1. Tim Parrott and the red World No 1 slotted into fourth place on 1m 7.7 whilst Alan Pritchard was the only other driver to dip below 70 seconds with a best of 1m 9.1.

The first heat produced a win for Roger Goff from Duncan White and Alan Pritchard. Tim Parrott failed to get a finish whilst Chris Stoney was in tenth spot. The second heat gave both Tim and Chris the chance to show front running form as they finished in that order . . . John Denton was next with Roger Goff fourth.

So the final grid sheet looked like this:

White	Denton	Goff (Pole)
Wilkinson	Pritchard	
Faulkner	Fido	Stoney

Tim Parrott was on the last but one row but as that was only the fifth row it wasn't expected to cause too many problems for the new World Champion.

In the gathering gloom and increasing cold the

pace car pulled off and Roger Goff made the best of it on the green.

Tim Parrott was driving like a demon and as they completed lap one he was tucked into second place ahead of Denton and White. Chris Stoney was seventh and motoring very quickly.

Two laps gone and Goff was flying . . . leaving Parrott all the work to do as he tried to close the gap. Denton still had third from White with Stoney ahead of Pritchard in fifth spot.

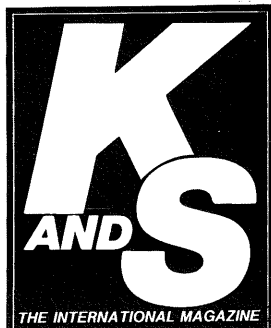
Three laps down . . . half distance . . . Goff was still making the running Parrott was a long way ahead of Stoney who had powered through to third. Two laps left to run and the field was now well spread out . . . Goff was being reeled in by Parrott . . . the latter being the length of the straight clear of Stoney. Denton, Pritchard and Wilkinson were next. On to the straight for the last time with the flag at the ready and Goff held off a determined challenge from Parrott to take the win by just about a kart length. Long gaps appeared before the rest came home . . . Chris Stoney taking third spot . . . Denton next followed by Pritchard and Wilkinson.

With all the points totted up Chris Stoney emerged as the British No 1 taking the title from Tim Parrott by just one point. Not bad for a first full season of 250 E racing . . . add the UK Cup and it looks even better!

That then was Pembrey . . . the Welsh Motor Sports Centre . . . and the close of yet another Long Circuit season. Five new Champions and now perhaps the 'silly season' starts . . . who will race what and in which class in 1990? Watch these pages . . . if I can find out anything . . . or if anyone is willing to tell me . . . then I will let you know.

See you at Cadwell in February!

MIKE SMITH



GET "KART & SUPERKART" REGULARLY AND BE FIRST WITH ALL THE NEWS! K&S IS AVAILABLE FROM MOST NEWSAGENTS, LEADING KART SHOPS OR ON DIRECT SUBSCRIPTION. **DON'T MISS OUT — ORDER NOW!**

SUBSCRIPTION RATES

U.K. and Worldwide (surface) £21.50

Airmail Rates:

Europe £27.00

Australia, New Zealand, Japan, Phillippines £34.00

Other Countries £31.50

NAME.....

ADDRESS.....

I would like a 12 month subscription beginning with theissue

☐ I enclose a cheque/P.O./money order for £.....

☐ Please debit my Access/Visa/A/Express, No.....with £.....

Post to: **Kart & Superkart**, Pindar Road, Hoddesdon, Herts. EN11 0DE.



N.B. Sterling cheques or drafts will only be accepted.

DUNCAN WHITE RACE PREPARATION

15 Brodie Avenue, Dumfries

0387 65086 (24 hrs)

0860 455770 (mobile)

Agencies:

Gillard, Deavinson, Anderson

Karts & Accessories

Parilla, PCR, Rotax, Vega, Bridgestone

Specialising 100cc Britain & Cadet engines; 125cc short circuit

Servicing Scotland & North England

**Full chassis & engine preparation service available
also race hire now available**

Always top class second hand outfits available

We wish to thank our drivers for their achievements this year

**Cadet 1 — Hans Christoferson
(WINNER) of CIK International Wigan Event**

**March-September 16 starts = 16 1sts
(Scottish Champs Junior Britain)**

Total Domination

1st — A Kircaldy — White Parilla

2nd — S Laird — White Parilla

3rd — S Wilson — White Parilla

100 National

1st Border Champion A Jack — White Rotax

also 6th British National Champs

GET THE BRIDGESTONE ADVANTAGE

**JUNIOR AND
SENIOR
BRITAIN
YBN
YDK**

**125
NATIONAL
125 P&R
YDG SL
YEJ WET**

**FORMULA E
125 OPEN
250 NATIONAL
BRIDGESTONE
THE CHAMPIONS
CHOICE**

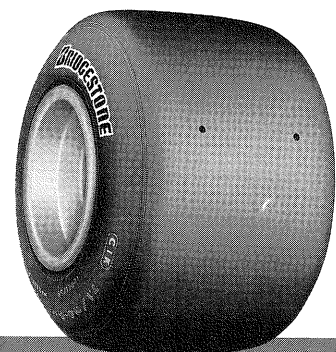
one has helped numerous karters to win countless races.

estone's expertise helped Giampiero Simoni win the F-K

nsHIP crown.

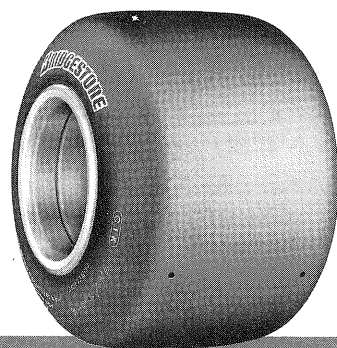
at the Bridgestone advantage.

Choose Bridgestone.



YDE

YDF



YDG



YDJ

BRIDGESTONE

125 CHALLENGE ROUND II RISSINGTON

The 125 Challenge drivers found themselves at the popular Little Rissington circuit for round II with, once again, a quality entry entered in both Nat & Open classes, the Nats requiring split heats and 'A' and 'B' finals.

The first of the four Nat heats were out first and Challenge points leader Mark Powell made the best start and proceeded to pull away from the rest, but on lap 4 he was out with engine problems. Dennis Gale thus inherited the lead and stayed at the front to take the lead. Andy Griffiths finished 2nd, Mark Gellatly was 3rd, Andy Sowerby 4th (surviving a trip on the grass at the start), Mark Evans finished 5th and Alan Dell completed the six.

James Pontin led the first lap in the Opens but Andy Fairless led lap 2 until the end, James not giving up and staying close to the winner. Alan Wichello was 3rd, Bob Blight 4th and Malcolm Stewart 5th, having had a 360° spin at the start and only losing a couple of seconds.

The Nats were out next and Malcolm Weaver survived a wheel rubbing moment with Brian Hirst at the start to lead the first lap but it was Mark Powell leading lap 2 and he stayed at the front till the end of the race. Willy Grieve finished 2nd, Graham Stephens 3rd, Kim Marks 4th, Michael Morris 5th and Dave Scott completed the top 6.

A fine race for the second Open heat developed with Alan Wichello leading the first four laps from James Pontin and Andy Fairless and it was James who squeezed into the lead on lap 5 to hang on to the end of the race. Alan Wichello was a close 2nd with Andy Fairless inches behind in 3rd. Bob Blight dropped away from this group after a grass cutting moment to finish 4th and Malcolm Stewart, after a spin, was 5th.

Heat 3 of the Nats saw a good race for the lead with Nick Whitehead just leading from Dennis Gale and Mark Powell. With one lap to go Mark Powell was into 2nd and as the chequered flag was shown he was 1st. Nick Whitehead was 2nd, Dennis Gale 3rd, Steve Puddiphatt 4th, Steve Harris 5th and Andy Griffiths 6th.

The last Open heat of the day saw yet another close race with James Pontin just leading from Andy Fairless until lap 5 when James Pontin pulled off with some problem. This left Andy Fairless to reel off the remaining laps with Alan Wichello 2nd, just in front of Bob Blight in 3rd, Malcolm Stewart was 4th and Malcolm Rymer 5th.

Graham Stephens had the best start in the 4th and last Nat heat leading after the first lap from Dennis Gale, Nick Whitehead, Dave Scott, Mark Gellatly etc. . . . As the leaders came through on the next lap a back marker had spun, sitting with a stalled engine on the racing line causing considerable avoidance from all the leading drivers, all scraping rthough except Dave Scott who after a tangle with Mark Gellatly appeared off the circuit at high speed luckily without hitting anything solid. In spite of all this drama Graham Stephens continued on his leading way to win the race, with Nick Whitehead 2nd, Dennis Gale 3rd, Mark Gellatly 4th, Willy Grieve 5th and Mark Tuckwell completing the first 6.

After the interval it was the Nat 'B' final that rolled out onto the circuit. Rob Rickards getting away 1st at the green lights to lead the opening lap. He was still there on lap 2 but it was close with Malcolm Weaver, Mark Haswell, Maggie

Dell and Dave Bromfield all nose to tail. Further back Roland Jones had a quick spin only losing one place to Gordon Smith. At half distance the leading three drivers had pulled out a small gap on the rest but the first three were still as close and on the next lap we had a new leader, Malcolm Weaver now in the lead with Mark Haswell 2nd and Rob Rickards down to 3rd and that's how they stayed till the end of the race with Maggie Dell 4th, Dave Bromfield 5th and Paul Brameld completing the first 6.

Andy Fairless had pole for the Open final with Alan Wichello and James Pontin making up the front row. Bob Blight and Malcolm Stewart were on row 2 and Malcolm Rymer on row 3 and after the first lap it was pole man Andy Fairless leading from a closely following James Pontin. Lap 2 saw James Pontin disappear leaving Andy Fairless on his own with Alan Wichello now 2nd, Bob Blight 3rd, Malcolm Stewart 4th and Malcolm Rymer 5th. This order continued until lap five, half distance, when Malcolm Rymer was out with a detached water pipe. As the next few laps unfolded Andy Fairless continued on his untroubled way pulling out a 2.5 sec lead on the rest and after 10 laps he took the chequered flag to score his 7th Challenge win of the year, a superb achievement. Behind there was quite a scramble for 2nd place as Bob Blight had been closing on Alan Wichello for the last few laps and as they raced for the line Alan just hung on by a few inches from Bob with Malcolm Stewart finishing 4th.

The Nat final was the last race of the day and on a perfectly dry circuit they started the rolling lap. Dennis Gale (pole), Nick Whitehead and Andy Griffiths were on the front row, Willy Grieve and Graham Stephens were on the 2nd and Mark Gellatly, Steve Puddiphatt and Michael Morris on the 3rd. The capacity grid stretched down 12 rows and made a magnificent sight as it inched up to the start lights. As those lights flicked to green it was Steve Puddiphatt making a brilliant start to dive into the first corner and into the lead but Dennis Gale was soon in the front but as they burst onto the start/finish straight we had the 3rd leader, that leader being the No 2 plates of Graham Stephens. Dennis Gale was 2nd, Willy Gieves 3rd, Steve Puddiphatt 4th, Nick Whitehead 6th, Michael Morris 7th, Andy Griffiths 8th, Mark Powell 9th (from a fifth row start) and the rest all going through in a blur of noise and colour!!

Lap 2 and Graham Stephens was still at the front but Dennis Gale was right on his rear bumper, it was not until lap 3 that the leader had managed to pull out a small gap. Leading Challenge point scorer Mark Powell was now up to 7th place but this was the last we saw of him, out with a holed piston, the first time this year he has failed to finish. Further down the field Brian Hirst, Rob Rickards and Toby Sinclair all indulged in spins. The next few laps saw little change in the leaders only Mark Gellatly getting pushed farther back down the field as he suffered handling problems and Nick Whitehead making progress forward getting past Steve Puddiphatt on lap 3 to be 4th and squeezing into 3rd on lap 6 at the expense of Willy Gieves.

Just as it looked as if Graham Stephens had got over his recent engine problems and was on his way to a fine win suddenly he was out and it was a bitterly disappointed Graham Stephens who was climbing out of his kart, when will his

luck change? This left Dennis Gale in the lead and he reeled off the remaining four laps to take the chequered flag, arm in the air in a salute of his first Challenge win this year (having won a round last year) 2nd, 3rd and 4th flashed over the line almost together in the order Nick White head, Willy Gieves and Steve Puddiphatt. Then came Andy Griffiths in 5th, Andy Sowerby 6th, Mark Tuckwell 7th, Mark Gellatly 8th, Michael Morris 9th and Alan Dell completing the top ten.

CHATTER

Dennis and Debbie Gale recently had a baby daughter Emma Louise.

Andy Fairless with seven wins has won the Open class Challenge with one round to go.

In spite of not finishing Mark Powell has won the National class — very well done to both drivers.

Willy Gieves had all sorts of problems getting home, not arriving in Northumberland until 4 am.

A video has been made of this year's Challenge and further details can be obtained from: Dave Powell, 29 Woodland Road, Merryhill, Wolverhampton.

Babs and Ian

**DETAILS OF 1990
CHALLENGES AND OTHER
COMMERCIAL SERIES, ALONG
WITH DATES AND VENUES,
SHOULD BE SUBMITTED TO
K&S AS SOON AS POSSIBLE.**

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

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

WANTED
BRONZE-CO₂ WELDERS
QUALITY RATES
FOR QUALITY PEOPLE
APPLY
(0992) 468503

ZIP KART — SOLE U.K. DISTRIBUTORS

December 1989

27



Wishing all our customers a Festive Christmas and a Happy New Year

Stockists of Rotax — Honda — Villiers — KTM spares — Dino Karts and Accessories
— Silkolene Oils — Gatellie Teamwear — Proto Tools

CHRISTMAS SALE

Mark Allen's 250 Dino KMP KTM, Chassis new Silverstone, '88 engine. All just rebuilt with full body. Lap record 'GP'. Winner last Snetterton and British Champs Pembrey...**£3,000.**

One Bandit, Bandit type water-cooled body, body sprayed red, used once...**£150.**

Dino 250S, Suzuki KMP tuned, right hand mount, chassis just powder coated...**£1,600.**

Dino 250S KTM, ideal 250 National Challenge...**£1,250.**

Dino 125S, 210 KMP Villiers, 12 meetings from new, wets and tools...**£1,650.**

Dino 250S Formula E, loads of spares...**£2,450.**

Boxer Junior Britain, 2 meetings only, Sirio engine with spare Arrow engine, spares, trailer, etc...**£1,225.**

Zip GP rolling chassis, just powder-coated, Rotax 125 mount...**£550.**

4 off 210 motors, all KMP tuned, from...**£450 to £600** each.


4 off 125 Rotax pipes (Chalmers), as new...**£40** each.

New Honda power valve barrel with head and slides...**£200 + VAT**

Free and friendly advice given to new karters buying one of our many secondhand karts.

KART HIRE — Race or practice — Company Days arranged — P.O.A.
Be ready for the nineties. Have your outfit rebuilt by us.

RING NOW: Mark or Lesley on (0295) 878188. Edgehill Garage, Edgehill.
(Only 3 miles from Sherington Circuit.)



ZIP INTO THE 90's with KARTS n' PARTS

**Jenny & Derick
Lee & Paul**

*Wish a Merry Christmas to the many new friends we have made
this season, and look forward to seeing you all in 1990 for a good season's racing.*

**LARGE STOCK OF RACING SUITS — ZAPELLI 2 — SPARCO — RRS. HELMETS,
BOOTS, GLOVES, CHILDREN'S 'PIT' OVERALLS FROM AGED 2 YEARS**

FUN KART STOCKS OF DINGO — ITALJET — COMER




*Use them in the paddock,
on the farm, sand, snow
or mud, the thrills are the same.*

Mail Order Welcome

KARTS n' PARTS
Mandale Ind Est, Thornaby, Cleveland TS17 6BX
Tel: 0642 604308

WILSON 135 CHAMPION FOR THE SIXTH TIME SUPER GERT WINS SUPER CENTO

1989 FORMULA K 135 & SUPER CENTO 100cc WORLD CHAMPIONSHIP AT VALENCE

The Circuit International de la Roche-de-Glun at Valence is blessed with what must be one of the most striking locations in the world of karting sited on a spit of land in the magnificent Rhône valley and bordered by the river, rugged cliffs and vineyards. It is nevertheless easily accessible by road, just a few kilometres from the Valence Nord turn on the A7, the notorious 'autoroute de soleil' and about an hour from Lyon's Satolas international airport. Valence itself is a bustling centre of commerce but has a beautiful old town straddling the banks of the Rhône with many hotels, pensions and restaurants, so heavily patronised by the karting fraternity that vacancies were hard to find for some late arrivals. Although not quite rivalling Jesolo for unbridled patriotic fervour the event was certainly as popular, attracting considerable support from the local area as well as dyed in the wool followers of karting the world over. There was heavy coverage in the local press too in an area which boasts Alain Prost (St Etienne) and Formula 3000 hot shoe Erik Comas (Valence) among its motorsporting sons, heightened by the prospect of another world championship for Emmanuele Collard whose victory at Laval last year certainly caught the French public's imagination. Indeed, Laval, scene of a great 1988 World Championship, was memorable for the sense of nationalistic hysteria which accompanied the Frenchman's win on home ground although the meeting was so very good in many other ways and would certainly be a hard act to follow. M Dannonay, the circuit owner, was present at Laval and had clearly picked up a few ideas there because in the year since the last major event was held at Valence, the European Intercontinental 'A' Championship, almost everything had been improved to a very high standard. In fact the organisation and facilities were hard to fault unless of course you were female and wanted to go to the toilet... when in France do etc, what do they do? Naturally the Press (hi there!) CIK celebrities and other VIPs (hi Ron!) were beneficiaries of a good press service, cafe, free coke and respectable toilets.



Giancarlo Fisichella (I), PCR/PCR/Bridgestone — fastest in Timed Practice (All pics this features: Beverley Heath).

Formula Super Cento

Entries for the class were nearly double those for 135 and showed a significant increase over last year suggesting that this will become the premier class one karting in future. There were four British entries:

Dave Cuff	Rail/Atomik/Dunlop
Gary Moynihan	Wright/Rotax/Bridgestone
Jeremy Cotterill	Sprint/Rotax/Bridgestone
Dominic Connelly	Swiss Hutless/Rotax/Bridgestone

All runners were obliged to use the 6" rims which were first approved a year ago at Laval but it was clear that Bridgestone outnumbered Dunlop and Vega in this class by an enormous margin. In fact there were very few Vega runners indeed, largely as a result of their debacle at Fontenay when many customers, Moynihan and Cuff included, encountered serious problems with their front tyres.



Christian Pescatori (I), Kali/Parilla/Vega — Vega and IAME's front runner, put a wheel on the grass in the opening lap of the Final and ended his race in the infield.

There were no real surprises on the chassis front with strong representation from CRG/Kali (Cuff, Pescatori, Galiffa) Swiss Hutless (Verstappen, Zani, Connelly) Birel (Hezemans & Orsini) Tony-Kart (Magnusson, Pacchioni, Koene) and PCR (Munkholm, Fisichella, Bisslinger, Palmieri) although DAP fortunes have clearly declined to a low unthinkable just two years ago, the 'moral victors' of 1987 had no works chassis entered.

There was an interesting entry however for Carlo Cancellieri on a CMP chassis, better known as COMER, who are clearly worth watching since they have homologated motors too.

The engine situation however has become a lot more interesting, 1988 undoubtedly having shown the Rotax to be in a class of its own. A number of other manufacturers have now clearly caught up, most notably the new Renato Merlin designed Atomik motor, manufactured by PCR, and PCR's own revised motor (which has a slighter shorter stroke) both of which were right on the pace. The Rotax however still dominates this class and has pushed out other hopefuls such as Tecno, Dino, Refo, Hetschel and even Sirio, IAME's hopes now seem to rest on its Parilla TT36 which was highly competitive but only in the hands of Cristian Pescatori. DAP, 'Go with the Winners' seemed to have retired hurt in this area too, perhaps the mandatory fuel testing deterred them.

Time Trials

Track conditions were thankfully consistent for all runners and the top six gave hope for some very interesting racing.

Karts were fitted with transponders linked to a Dutch AMB computer system giving accurate times for each driver, not just for time trials but throughout the meeting.

Three different motors in the top three and young Fisichella's time, surprising no one who had seen him as a junior. Cuff was top Brit in a very good 11th place with Moynihan 20th, Cotterill 28th and Connelly 36th.

1. Fisichella	I	PCR/PCR/Bridgestone	46.66
2. Pacchioni	I	Tony/Rotax/Bridgestone	46.72
3. Munkholm	DK	PCR/Atomik/Bridgestone	46.74
4. Hezemans	NL	Birel/Rotax/Bridgestone	46.92
5. Pescatori	I	Kali/Parilla/Vega	47.07
6. Jos Verstappen	NL	S Hutless/Rotax/Bridgestone	47.10

The Heats

As ever finishing was as important as making places and the unfortunate Fisichella ran a kerb in his first heat and shattered the brake disc while another pre-race favourite Orsini also failed to finish.

Dave Cuff suffered a deflating tyre in his first, probably caused by the rim, something which plagued him all meeting while Moynihan's kart was bogging as rubber went down and he was losing ground in all his heats. Cotterill was impressively gritty but lacked top end speed while Connelly was having a very fraught time and struggling with a brake problem.

The Tony Kart men Pacchioni and Magnusson both looked useful as were Munkholm and Fisichella on PCR's but the latter was handicapped by his non-finish in the first heat.

1. Gianantonio Pacchioni	Tony-Kart/Rotax/I	Bridgestone
2. Gert Munkholm	DK	PCR/Atomik/Bridgestone
3. Jos Verstappen	NL	S Hutless/Rotax/Bridgestone
4. Cristian Pescatori	I	GRG/Parilla/Vega
5. Mike Hezemans	NL	Birel/Rotax/Bridgestone
6. Sandro Zani	NL	S Hutless/Atomik/Dunlop

THE PRE-FINAL

Sunday was again warm and dry but work had gone on after the heats in preparation for the finals. The Wright camp were optimistic after discovering their tyre gauge was faulty and Gary was on the pace in the warm up. David Cuff was still in the hunt while Connelly was resigned to the repechage. With Gert Munkholm looking an increasingly safe bet the PCR team had assembled a brand new chassis for his use featuring lower castor stubs and the Fratelli Merlin had personally fettled his engines.

As ever tyre compounds were subject of much discussion and disinformation, the green or red or blue marks which distinguished the different types often removed or repainted another colour . . . For Sunday the 'specials' were out, 'whites' in the case of Bridgestone but which profile to choose?

Verstappen started as he meant to go on and charged into someone else, putting himself off on the rolling lap but when they got away it was Pacchioni and Hezemans from Munkholm and Verstappen. The leaders however were soon demoted to third as Gert and Verstappen muscled by but on lap 3 Pacchioni regained second and Verstappen led as they came by seemingly glued together. This remained the order for most of the race but further down the field there was action as Orsini was moving up and Fisichella, trying to salvage a disastrous 13th grid position, was making places fast. Cristian Pescatori, flying the Parilla/Vega flag, was also making his presence felt and headed the chasing 'bunch' making the order Verstappen, Pacchioni, Munkholm then a gap to Pescatori, Hezemans, Zani and incredibly Fisichella whose luck then promptly deserted him and he retired.

Pacchioni had been calmly lining up Verstappen and on the penultimate lap made his move



The pace man for the Final was Giantonio Pacchioni (Tony/Rotax/Bridgestone).

inspiring Munkholm to brave the aggressive Dutchman to grab second place on the last lap.

Grid for the final

Pacchioni (Töny/Rotax)	Munkholm (PCR/Atomik)
Pescatori (Kali/Parilla)	Pole Verstappen (S Hutless/Rotax)
Zani (S Hutless/Atomik)	Hezemans (Birel/Rotax)
Van Es (Kali/Rotax)	Koene (Töny/Rotax)
Magnusson (Töny/Rotax)	Orsini (Birel/Rotax)
Cuff (Kali/Atomik)	Kotylak (S Hutless/Rotax)
Cotterill (Sprint/Rotax)	Busslinger (PCR/PCR)

THE FINAL

Pacchioni got the jump but Munkholm, Verstappen and Hezemans were quickly past him. Behind them Pescatori lost out in the melee and put a wheel on the grass dramatically sliding onto the infield and providing a TV cameraman with a really tight shot until he was knocked over! Hezemans displaced Verstappen for second and was right with Munkholm while Orsini had passed Koene and was clearly very quick indeed. Lap 6 saw Hezemans make his move into the lead at the end of the straight, his Marechal Rotax clearly losing nothing to the Merlin Atomik of Munkholm. The front runners held station until lap 12 when Munkholm, who had been choking and conserving his tyres, began to pressure Hezemans and was rewarded a lap later when Hezemans went slightly wide on the exit to the hairpin . . .

'Super Gert' was through followed by Verstappen. Munkholm threw in a couple of quick ones to make the point but on the same lap Orsini set the fastest lap of the race 47.007 and was reel-



Mike Hezemans (NL), Birel/Marechal Rotax/Bridgestone, third in the Final.

ing in the leading trio of Munkholm, Verstappen and Hezemans. The leader now had a three second cushion to Hezemans who had re-passed Verstappen and the unstoppable Orsini did the same for 3rd position leaving the 1989 Super Cento and Intercontinental Champion to the mercy of Zani who was 5th. They entered the tight infield section side by side but neither Dutchman, between whom no love is lost, survived the inevitable contact!

On lap 22 Orsini outbraked Hezemans at the end of the straight and turned his attention to Munkholm now some three seconds ahead.

Koene held 4th but it appeared Orsini would not now catch Munkholm who seemed to be able to respond to the challenge and held onto his lead of 1.8 seconds to the flag.

So a jubilant Munkholm finally clinched the title he most certainly deserved with victory for PCR, Bridgestone and a first major win for the Atomik engine. Both Orsini and Hezemans were somewhat downcast but had demonstrated that Rotax still holds sway in another superb 100cc World Championship final. Of the Brits only Cotterill survived to a dogged 8th place, Cuff and Moynihan never really in the hunt while Swiss Champion Max Busslinger was a very creditable 5th.

Formula Super Hundred World Championship 1989

1. Gert Munkholm	DK	PCR/Atomik/Bridgestone
2. Massimiliano Orsini	I	Birel/Rotax/Bridgestone
3. Mike Hezemans	NL	Birel/Rotax/Bridgestone

peremptory or downright rude manner at Langbaugh is happily very rare. 'You must use nylock nuts on the sprocket carrier'. 'But it's the spare chassis, it doesn't even have a sprocket on.' 'No nuts no race.'

The Supers of course had to complete timed laps for a grid position but it was soon apparent something was seriously wrong . . . no engines were checked at all but more amazingly no tyres were retained in parc ferme! When this was pointed out 'I could've used my 135 and YDEs', an announcement was made asking Super drivers to report for three laps practice to scrub in their race tyres . . . The organisers later asked everyone to race on the tyres they'd used for timed practice, please. So it went on a heat was to be re-run because the start was such a mess . . . but the whole race distance was completed, wasn't it so what do we do now? Nothing of course.

The grids for the 100 National final were quite wrong at first, slightly wrong on the second attempt and correct on the third causing much controversy. Why is it not possible to add up finishing positions properly first time?

Predictably the meeting was way behind schedule by the time the finals eventually started, the 100 Super final was run in virtual darkness. But is anyone to really blame? We all are for letting it happen again and again.



Simon Redman, new Britain Champion.



The red flag was out for this incident. Rightly so, when Chris Hewes (National) nose-dived the track and finished up in the tyres, though apparently there were some who queried stopping the race. . .



Martin Verity (25) leads a bunch of Britains.



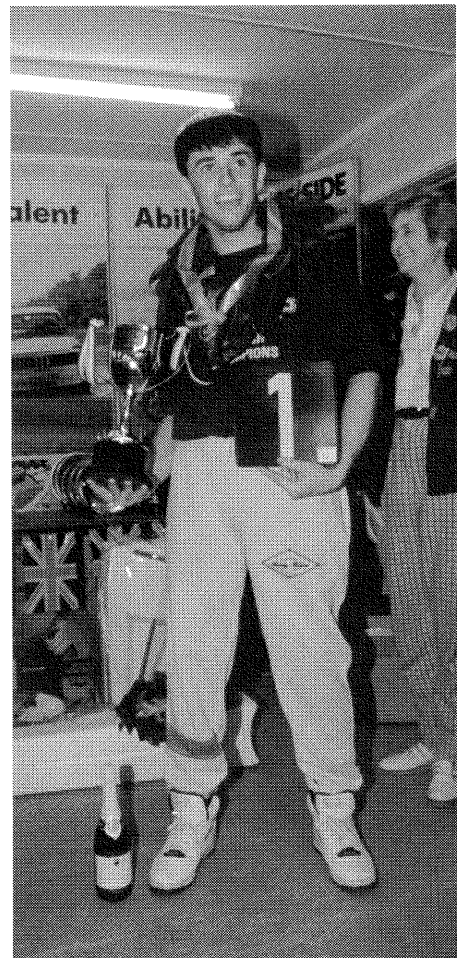
Jamie Spence (30) fared okay in his first senior race.

100cc BRITAIN			100cc NATIONAL		100cc SUPER
1st	Simon Redman	PCR/Parilla	1st	Craig Caldwell	Gillard/Rotax
2nd	Andrew Clark	Wright/Parilla	2nd	Graham Jones	Zip/Rotax
3rd	Patrick Walsh	Jeta/JM DAP	3rd	Graham Gannon	Kali/JAG Rotax
4th	Mark Beddall	TKM/TKM	4th	Tony Edney	Wright/Rotax
5th	Mike Mills	Jeta/JM DAP	5th	Jamie Beasley	Kali/Carr Rotax
6th	Anthony Cleal	Dino/Parilla	6th	Alex Jack	Gillard/White Rotax
7th	Johnny Mac-Donald	Zip/Boyce PCR	7th	Simon Horrobin	Wright/SWRD Rotax
8th	Andy Cox	Wright/Parilla			
9th	Chas Royston	Superdart/Super-tune Parilla	8th	Paul Ozanne	Dino/Rotax
			9th	Paul Evans	PCR/Rotax
			1st	Andrew O'Hara	Sprint/Deavin Rotax
			2nd	Steve Brogan	Sprint/Deavin PCR
			3rd	Dominic Connelly	S.Hutless/Rotax
			4th	Gary Moynihan	Wright/SWRD Rotax
			5th	Lee Burford	Sprint/Deavin Rotax
			6th	Andrew George	Wright/Rotax
			7th	Chris Hogben	Whippet/Rotax
			8th	Lee Rennison	Gillard/Rotax
			9th	Paul Henderson	Gillard/Gillard Rotax

Class 1 Column

THE RAC BRITISH CHAMPIONSHIPS

Congratulations to new RAC British Champions, Simon Redman in Senior Britain, Craig Caldwell in 100 National and Andrew O'Hara in 100 Super. All three very much deserved their titles, certainly 'best on the day' in their respective classes. Simon Redman storming through the field in a particularly convincing fashion on a PCR chassis. Craig Caldwell won despite fierce opposition from Ricky Flynn, who retired after dropping back to fourth from pole position having dominated the heats, and from Graham Jones and Graham Gammon who finished 2nd and 3rd respectively. The most popular champion though was Andrew O'Hara who avenged his last lap disappointment at Wombwell last year with a great drive . . .



"How's that, fellas!" Craig Caldwell took the National honours after a fierce struggle with poleman Ricky Flynn who unfortunately was forced to retire (Pics: Iain Blair).



Andrew O'Hara was the very popular 100 Super Champion, his just reward after last year's disappointment.

That there were any victors at all was surprising in view of the breathtaking incompetence of the organisation. The RAC must bear heavy responsibility for entrusting such a prestigious event to a club with such little experience and then failing to supervise their worthy but nevertheless inept efforts.

At risk of great unpopularity this column will enumerate some of the reasons for the profound dissatisfaction felt by many competitors certainly more knowledgeable and better informed than the officials 'in charge'.

Competitors arriving at the track on Thursday 'open seven days a week' were informed that, having laboriously erected awnings and tents, these would have to be taken down later 'because security could not be provided overnight'. Obviously no one considered that participants in the most important race of the year might want to do some testing because the very dangerous chicane remained immovably in use despite vigorous protests. The reason cited for this was laughable; 'local lads can't afford the

sticky tyres you lot use and would turn over at the end of the straight if the chicane didn't slow them down'!!! Eventually Laurie Moynihan sensibly decided to employ his own security firm and everyone cheerfully contributed £5 to the cause. The usual £15 per day was of course levied on everyone using the track including schools' gearbox karts, fun karts and everything else that could make things dangerous . . . the chicane remained in place.

Saturday karting began by the announcement that there would be four sessions for each class for the whole day. Predictably this arrangement didn't last long but whoever imagined it would work in the first place? Practice stopped abruptly at six in order that the fun karts (bad luck Viv) could play around.

All of this paled by comparison with race day scrutineering providing some light entertainment from the start. Overzealous application of sadly misunderstood or misconceived rules by the guardians of our safety is not unusual but the



Steve Brogan was second in what was rumoured might be his last championship in a kart. . .



Formula K and Richard Weatherley was consistently unlucky. He didn't get beyond the first corner in the Final (Kali/Merlin Komet/Bridgestone).

4. Martijn Koene	NL	Tony-Kart/Rotax/Bridgestone
5. Max Busslinger	CH	PCR/PCR/Dunlop
6. Cyril Kotylak	F	S Hutless/Rotax/Bridgestone
7. Daniela Galiffa	I	CRG/Parilla/Dunlop
8. Jeremy Cotterill	GB	Sprint/Rotax/Bridgestone
9. Giuseppe Palmieri	I	PCR/Atomik/Vega
10. Lotta Hellberg	S	Dino/Rotax/Bridgestone

managed a creditable 6th place. Jorn Haase had the same problem but Mike Wilson, Emmanuele Collard and Fabrizio de Simone were the quick boys when it mattered.

F de Simone	Niquesa	I	Birel/Komet/ Bridgestone	45.75
E Collard	F	Kali/Komet/ Dunlop	46.05	
M Wilson	I	Kali/Komet/ Dunlop	46.11	
A Boldrini	I	Tony/Komet/ Bridgestone	46.23	
M Goosens	B	Tecno/Komet/ Bridgestone	46.25	
R Weatherly	GB	Kali/Komet/ Bridgestone	46.35	

FORMULA K WORLD CHAMPIONSHIP

The entry was much reduced in this class, a decline since 1987 at Jesolo of about 70%, although the quality was by and large very good with known front runners such as Wilson, Weatherly and Haase joined by Fabrizio de Simone (1986 Junior World Champion), Emmanuele Collard (1988 100cc World Champion), Andrea Boldrini and Eddy Cobbard.

Chassis-wise there was even more variety than in 100cc. Tecno joining Kali, Birel and Tony — there was even one DAP — while the ubiquitous Komet dominated the engine scene; PCR once again concentrated on 100cc.

Bridgestone was challenged by Dunlop for ascendancy in tyres, all again 6" low profile rubber.

Time Trials

Britain had only one entry this year, not including Mike Wilson, as ever Richard Weatherly whose recent form gave cause for some optimism. On Kali/Komet/Bridgestone he was quick in testing but a seize on his best motor rather spoiled his time trial performance although he

The Heats

Only three heats were necessary but served to demonstrate the fragility of the Komet motors compared with improved reliability brought to 100cc karting by the Rotax and others recently. Collard suffered mechanical problems dropping him down the order for the pre final but Otake the Japanese driver and Lee Bentham from Canada both showed very impressively.

Pre Final Grid

Fabrizio de Simone	Niquesa	I
Mike Wilson		I
Marc Goosens		B
Toliyuki Otake		J
Richard Weatherly		GB
Jorn Haase		DK

The Pre Final looked to be a fair rehearsal for the real thing with de Simone snatching the advantage from Marc Goosens and Mike Wilson. Wilson passed Goosens for 2nd on lap 3 and the three of them began to pull clear of Weatherly,



Emmanuel Collard (F), Kali/Komet/Dunlop, after a brave attempt was forced to retire from the Final, seen here with Mike Wilson (I), earlier in the meeting.

Collard, Haase and Otake. Unfortunately Lee Bentham's excellent run came to a dramatic end when Thomas Nilson seized in front of him and both karts cartwheeled along the straight, leaving the Canadian lying on the edge of the circuit in a very vulnerable position. It took a full lap for any official to do anything but eventually straw bales were placed around the injured driver. It looked bad and got worse when the medical team dropped the stretcher but fortunately Bentham's injuries were not grave, no thanks to the marshals or medical people. Collard was now visibly gaining on Weatherly and Wilson was back with de Simone, passing him under braking at the end of the straight. Weatherly was unable to hold off Collard and conceded 4th place, these positions remaining until the flag.

Grid for the Final

De Simone (Birel/Komet)	Wilson (Kali/Komet)	Pole
Collard (Kali/Komet)	Goosens (Tecno/Komet)	
Otake (DAP/Komet)	Weatherly (Kali/Komet)	
Melevaut (Tony/PCR)	Haase (Tony/Komet)	
Dona (Tony/Komet)	Mediani (PCR/PCR)	
Kumpen (Tecno/Komet)	Boldrini (Tony/Komet)	
Bott (Birel/Komet)	Van Es (S Hutless/Komet)	

THE FINAL

Drama at the start as Wilson's motor refused to fire and he eventually had to make his way through the field necessitating a second rolling lap. Mike took the lead at the first corner followed by de Simone, Collard, Goosens . . . but the unfortunate Weatherly got no further, elbowed into the shingle at the edge of the circuit.

Wilson had pulled out just over a second after three laps from de Simone and the rest of the field were dropping away from the leading four drivers. From the very back row of the grid Gianluca Beggio had begun a drive through the field that would end in an astonishing 5th place but the action was now at the front, de Simone had closed the gap on Wilson and was challenging for the lead. For three laps the young Italian stalked the maestro finally doing it on lap 9 with great style and then pulling away slightly. It looked settled as de Simone edged away but by lap 15 Wilson had closed the gap again, the Kali kart looking very good on the tight infield section. Mike tried to pass, succeeded but lost out on the exit at the corner after start line. Then a lap later he got a run up the hill, edged up beside de Simone and simply did not brake until the Italian had, a superb manoeuvre from a true champion.

Wilson held the lead to the flag, de Simone a close second followed by Marc Goosens after Collard retired.

A great and popular victory, Mike's 6th title was particularly sweet, he and his team at Nordikas were absolutely delighted, beating Francois Goldstein's record of five world titles.

Formula K 135cc 1989 World Championship

1. Mike Wilson	I	Kali/Komet/Dunlop
2. Fabrizio de Simone	I	Birel/Komet/Dunlop
3. Marc Goosens	B	Tecno/Komet/Bridgestone
4. Tokiyuki Otake	J	DAP/Komet/Dunlop
5. Gianluca Beggio	I	Kali/Komet/Bridgestone
6. Eddy Coubard	F	Dino/Komet/Bridgestone
7. Louis Machiels	B	Tecno/Komet/Vega
8. Rob Van Es	NL	S Hutless/Komet/Bridgestone
9. Maurizio Mediani	I	PCR/PCR/Vega
10. Jacques St Guirons	F	Alpha/Komet/Vega

BLACKBUSHE
24th SEPTEMBER

CADETS
The youngsters were first out as usual and the first heat went to Jackson from Rivett and Gumbley. The second heat was won by Gumbley with Davidson second and Sisley third. So Jeremy Gumbley (Allkart Comer) was on pole with Thomas Sisley (Allkart Comer) alongside him. Jeremy made the best start and drove off into the distance as he has done at most of the Blackbushe meetings this year. Unfortunately Thomas Sisley did not do so well and came round in sixth place on the first lap and he was unable to improve on this position. On the first lap, Anthony Davidson (Allkart Comer) was second in front of Richard Jackson (Superdart Comer). Jay Howard (Superdart Comer) was fourth but he fell back as the race progressed. On the second lap Jackson got ahead of Davidson but the latter did not give up and on lap seven he regained second place which he held onto until the finish.

- | | | |
|-----|------------------|-----------------|
| 1st | Jeremy Gumbley | Allkart/Comer |
| 2nd | Anthony Davidson | Allkart/Comer |
| 3rd | Richard Jackson | Superdart/Comer |
| 4th | Paul Rivett | Allkart/Comer |
| 5th | Lars Sexton | Zip/Comer |
| 6th | Thomas Sisley | Allkart/Comer |

CHASEWATER
8th OCTOBER

CADETS
A full grid of Cadets of which only five were on novice plates. Each heat produced a different winner, Simon Hallworth, Chris Eaton and Ben Purkis. Although John Oakley didn't have a win his consistency gave him pole for the final. Current club leader Dean Haddon who is only a few points in front of Ben Purkis showed greatly improved form this meeting getting himself 4th place on the final grid, with David Hinds driving well to be alongside him. Adam Jones was the best placed novice driver and gained the 8th place on the final grid.

- Heat 1: 1st Simon Hallworth, 2nd Chris Eaton, 3rd Jonathan Roden.
Heat 2: 1st Chris Eaton, 2nd John Oakley, 3rd Simon Hallworth.
Heat 3: 1st Ben Purkis, 2nd Wesley Jones, 3rd John Oakley.

FINAL
A quick start by Dean put him in the lead in front of Simon Hallworth after the first lap. Each kart was nose to tail as the succession of Cadets completed the 2nd lap. Ben Purkis who had a disastrous start was at the back of the pack being left an awful lot of ground to make up. By the 3rd lap, the front half a dozen drivers had pulled a small gap over the rest of the field. Chris Eaton overtook John Oakley to take up 3rd place. Ben trying to recover ground made up three places in the 4th lap but was still a long way off the leaders, which saw Dean confidently driving in front with Simon trying hard to get past. Mid race and Stu Wilson got past David Hinds to take up 5th place. The race was then settling down with little movement in places in the last few laps. However in the 9th lap Jonathan Roden who had been driving well in 7th place, lost his footing and was relegated down quite a few places to 13th. Back in the lead Dean who had been in command of the race from the beginning was the driver who despite a good effort by Simon took the final flag.

- | | |
|--------------|-----------------|
| 1st | Dean Haddon |
| 2nd | Simon Hallworth |
| 3rd | Chris Eaton |
| Best Novice: | Matthew Brown |

CADET COLUMN

SHENINGTON
15th October

Heat 1: James Walters, Lars Sexton, Jeremy Gumbley
Heat 2: 1st James Walters, Jeremy Gumbley, David Hinds
Walters' dominance continued in the final as he, Gumbley and Sexton pulled away from the rest. John Oakley retired, whilst young Stefan Hodgetts, son of saloon and now C2 racer Chris, did well to finish 8th in his second race. The top of the Championship table is close with Walters on 186, Gumbley on 177 with Oakley trailing at 124 points.

1st	James Walters	Wright
2nd	Jeremy Gumbley	Allkart
3rd	Lars Sexton	Zip
4th	Scott Cooper	Allkart
5th	David Hinds	Zip

Novice Award: Stefan Hodgetts

BOVINGTON
15th OCTOBER

CADETS
Heat 1: 1st Peter D Clark, 2nd Ross Stoner, 3rd Marcus Bazley
Heat 2: 1st James Billington, 2nd Peter J Clarke, 3rd Stoner
Heat 3: 1st Peter D Clark, 2nd Billington, 3rd Peter J Clarke
Peter D into an immediate lead which grew lap by lap. Billington grabbed 2nd from Stoner whilst Bazley (having had a bent axle in heat 2) battled up to 4th followed by Peter J. Bazley got through to 2nd at half distance. The interest now centred on the Stoner, Billington battle for 3rd. First one then the other. Into the last lap and it looked as though James had got it but coming up to pits bend Ross either left his braking very late or didn't brake at all, got the inside and 3rd place with Billington 4th and Peter J 5th — having better luck than of late.

- | | | |
|-----|---------------|-----------|
| 1st | Peter D Clark | Dap* |
| 2nd | Marcus Bazley | Dap |
| 3rd | Ross Stoner | Superdart |

FULBECK
22nd OCTOBER

CADETS
Heat 1: 1st Kevin Hall, 2nd Barrie Wilkin, 3rd Tom Coupland.
Heat 2: 1st Barrie Wilkin, 2nd Tom Coupland, 3rd Daniel Bailey.
With the spray flying, Wilkin drove into an early lead, heading the opening tour ahead of Bailey and the impressive Hall, who was already motoring strongly after his heat two DNF. Tom Coupland was fourth, from novice Tucker, Davies and Gray.
Into lap two and Hall snatched second place, as Davies hit trouble and dropped several places, followed the lap later by Tucker after his good start, when he retired from the race.
At the halfway mark Wilkin had his hands full, with Hall's presence pushing hard for the lead. Bailey looked quite secure in third, chased by Coupland and another promising novice James Broomhead, from tenth on the opening lap.
As anticipated the new number 4 Kevin Hall took over at the front on lap six, to lead all the remaining laps to the finish. Wilkin chased gamely but had to be content with second, with Bailey back in third. Tom Coupland ended up

fourth, from novice Broomhead and Judd Coupland in sixth.

- | | | |
|-----|---------------|---------------|
| 1st | Kevin Hall | Allkart/Comer |
| 2nd | Barrie Wilkin | Jeta/Comer |
| 3rd | Daniel Bailey | Allkart/Comer |

BLACKBUSHE
22nd OCTOBER

CADETS
The first three in heat one were Gumbley, Jackson and Rivett and the second heat went to Gumbley again from Rivett and Jackson. No difficulty in deciding who the best three were and they dominated the final. Jeremy Gumbley (Allkart/Comer) led all the way and Richard Jackson (Superdart/Comer) just edged out Paul Rivett (Allkart/Comer) to take second place. Oliver Smith (Zip/Comer) followed these home but initially he was chased by Daren Coatsworth (Anderson/Comer) who subsequently fell back to retire.

1st	Jeremy Gumbley	Allkart/Comer
2nd	Richard Jackson	Superdart/Comer
3rd	Paul Rivett	Allkart/Comer
4th	Oliver Smith	Zip/Comer
5th	Scott White	DAP/Comer
6th	Gary Catt	Anderson/Comer

SHENINGTON TEAM
CHALLENGE
28-29th October

Timed practice: Pole. 1. James Wright (Wright) 56.23s; 2. Edward Mendel (Zip) 57.06s; 3. David Hinds (Zip) 57.45s; 4. James Walters (Wright) 57.52s. So young eight-year-old James, son of Simon, showing real talent at his first Shenington race taking pole position for the first heat which turned out to be a close battle between him and Edward Mendel who took over the lead half way through.
Heat 1: 1st Edward Mendel, 2nd James Wright, 3rd Philip Charles (Allkart), 4th James Walters and Hinds 11th.
Prefinal: 1st James Walters, 2nd Philip Charles, 3rd James Wright, 4th Scott Cooper (Allkart)
Wright had slipped back to the second row for the now wet final but had a superb drive in the rain to take the chequered flag.
Final 1st James Wright, 2nd Philip Charles, 3rd Scott Cooper, 4th Edward Mendel.

KIMBOLTON
12th NOVEMBER

Dean Panrucker and Jenson Button won the heats on a day when a full grid of 28 Cadets contested the meeting. At this rate they will soon require a meeting of their own. Button started at the front and shot away to leave the rest to contest the places. This was a high class field and although a number of novices were lapped they were overtaken professionally by the very competent leading group, with five out of the top six in the UK involved this was no surprise. British Champion Wheldon started back in fourth place and could make little impression on the race, finishing third behind Hall. Hammond drove well into fourth place just beating Panrucker and Tom Coupland. Winslade took the restricted trophy, some consolation for not yet receiving his full licence.

1st	Jenson Button	Wright
2nd	Kevin Hall	Allkart
3rd	Daniel Wheldon	Allkart
4th	Lee Hammond	Wright
5th	Dean Panrucker	Allkart
6th	Tom Coupland	Wright

Max Winslade (Restricted)

CONTINUED. . . PAGE 22



ESSEX KART AND MOTORCYCLES



826-828 LONDON ROAD, LEIGH-ON-SEA, ESSEX
Telephone: (0702) 77707 Fax: (0702) 77707

HELPFUL ADVICE GIVEN FREELY.

ENGINE REBUILDING, RACE TUNING, CRANK RECONDITIONING, WHILE-U-WAIT REBORING, HONING, CYLINDER AND HEAD MACHINING, STEAM CLEANING, MOTORCYCLE MOT'S. ALL MECHANICAL REPAIRS UNDERTAKEN.

NGK, TKM, ZIP, COMER, DINO, CDPT, etc.

SPARES FOR NON-GEARBOX AND GEARBOX, CADET CLASSES.

Perhaps not the cheapest but second to none.

C.D.P.T.

ZAPELLI MOTORSPORT
DESIGNER RACEWEAR
- C.I.K. approved for all
karting formulae.
Applications for
export and
continental
distributorship
are invited.

BOOTS
GLOVES
RACESUITS
UPHOLSTERED
SEATS



ZIP KART. Pindar Road, Hoddesdon, Herts, England.
Tel: Hoddesdon 463371/468503. Fax: (0992) 447327. Telex: 266343G ZIP.



SOLE UK
DISTRIBUTORS

XMAS OPENING: DEC 22nd (8am-5pm), 23rd (8am-3pm). CLOSED 24th-28th. OPEN: 29th (8am-5pm), 30th (8am-2pm)
JAN 2nd — NORMAL WORKING HOURS ONWARDS

CADET COLUMN

SISLEY'S SIZZLER!

**Playscape Invitation Races
London Arena —
Sunday 19th November**

As has been customary at the annual Playscape karting charity challenge events since 1987, the Cadets have been invited along to take part in the fun. It is good for them to display their talents in public and it is a good way to promote karting and encourage parents to start their offsprings on a road to a motor sports career. This year was no different and a neat squad of Cadets duly paraded two heats and a Final in front of the audience and Limehouse television. Even though the track surface had a mirror finish to it the Cadets exhibited enormous kart control, much more so than their elders when their turns came . . .

Although young Tom Sisley and Ryder Brown were to occupy the front row of the grid for the Final, the rest of the entry conducted themselves with equal relish as they entered into the spirit of things. Stephen Hodgetts, son of Chris Hodgetts of the Jim Russell Racing Drivers School at Donington Park, drove well in the heats, and so he should, he has a fine instructor. Also Lewis Shaw, Gary Deal's boy Mark, Gareth Howell, son of Playscape's Martin Howell — in fact they all gave fine performances.

As they lined up for their Final the grid positions were:

Brown	Sisley (Pole)
Hodgetts	Deal
Battastini	Shaw
Howell	Alcock
Ripley	Ripley
Keens	

THE RACE

The grid of small faces turned to watch the lights . . . Red, thirty seconds later . . . Green! They were away, the Comer engines buzzing like a swarm of Hornets. Tom Sisley had the advantage from pole, fending off the attentions of Ryder Brown as they cleared the first right hander. Into the second corner Sisley still held it but Brown went wide and lost a couple of places. Mark Deal and Stephen Hodgetts were quick to capitalise and smartly shut the doors when young Brown tried to regain lost ground. Into lap two the order was — Sisley, Hodgetts, Lewis Shaw, now Mark Deal who had dropped back a little in the last corner before the Paddock on the first lap. Then it was Cassian Battastini, Brown back into fifth, Oliver Keens, Richard Bishop, Gareth Howell and Matt Ripley. Poor Nathan Alcock overdid it in the infield section, clouted the tyres and was out of contention.

The next tour saw Sisley breaking away somewhat from Hodgetts. Deal had gained ground and was now in third at the expense of Shaw whilst the order behind remained unchanged, though several challenges were in progress. Bishop was disputing seventh spot with Keens, the latter determined to retain it, while Howell and Ripley were playing cat-and-mouse over the remaining places.

Another lap and Deal was now pressing the issue with Hodgetts until Hodgetts was forced to cede second place. Shaw was still in fourth, Brown had pushed Battastini back to sixth, Bishop had ousted Keens from seventh and Howell was still fending off the attentions of Ripley.

The last lap board was out, Sisley still in com-

mand, then Deal followed by Hodgetts. Battastini was through into fourth halfway through the lap with Shaw next up chased hard by the demoted Brown. Bishop held onto seventh whilst Keens, Howell and Ripley were abreast through the Paddock corner, Ripley gaining the edge, Howell following half a kart length adrift, with Keens bringing up the rear.

The finishing order was — Tom Sisley, fist aloft punching the sky, Mark Deal, Stephen Hodgetts, Cassian Battastini, Lewis Shaw, Ryder Brown, Matt Ripley and Oliver Keens. A fine performance from a fine bunch of Cadets and much appreciated by clapping and cheering from the spectators.

EM

CHASEWATER CADET WINTER SERIES

Chasewater have announced that they will run a Cadet Winter Series at Birmingham Wheels. The dates for the Series are — 14th January, 11th February and 11th March, with double points being awarded to the January meeting. The Series is sponsored by Birmingham Wheels Kart Centre. Entries should be sent to: Mrs Pat Atkinson, 4 Park Street, Newhall, Burton-on-Trent DE11 0JJ.

LETTERS. . . .

Dear Ed,

I would like to thank Pat, Dave and Les of DMA Racing, Birmingham Kart Centre for all their help and support during 1989. They have helped win win twenty trophies this year, many for coming first. I also won the Club Championship at Chasewater Wheels Kart Club.

Once again, thanks Pat, Dave and Les.

Dean Haddon
(Cadet No.21)

WHERE AND WHEN

17th DECEMBER

Blackbushe — (Via Cricket Hill (Off A30) and Vigo Lane, Yateley, Surrey)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton Crossroads, Notts)
Three Sisters — (Wigan Racing Club, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs)
Buckmore Park — (Maidstone Road, Chatham, Kent, off M2, junction 3)

CROSSWORD ANSWERS

		E	A	G	L	E
S	T	O	N	E	Y	
	P	U	D	N	E	Y
C	A	D	E	T	S	
	A	E	R	O		
M	A	N	S	E	L	L
		R	O	T	A	X
	H	I	N	E	S	

LAZER KARTS

★ 1989 END OF SEASON TEAM EQUIPMENT SALE ★

1. Martin Pluck's GP Winning Lazer/Suzuki.....£P.O.A.
2. Stuart Ziemelis British Championship Winning Lazer/TKM with side radiator, Works spec TKM motor£P.O.A.
3. Mike Morris. Welsh Championship Winning Lazer S/C Kart. Suit 125 or 250 National Motor£1,200.00
4. Steve Matthews L/C Lazer. Suit KTM.....£1,600.00
5. Steve Pridmore L/C Lazer. Suit A/C Rotax.....£1,500.00
6. Stuart Ziemelis L/C Lazer. Suit TKM/P.....£1,500.00
7. John Duley L/C Lazer.....£1,500.00
8. Andy Bratley.....£1,500.00
9. Stuart.....£1,500.00

**PRICES REDUCED
RING FOR DETAILS**

125 Motor. Red/Gold...£3,000.00
with TKM 125 Motor. Blue/Chrome£3,000.00
chassis was used by Alex Pettigrew to win the 1988 Scottish Championships

PLUS HOSTS OF USED SPARES, TYRES, BODYWORK, ETC.

New full bodies A/C or W/C£160.00
Plastic Floor Trays Suit Zip Lazer Anderson.....£30.00
'Eagle' or 'Mirage' style bodywork available£P.O.A.

Please phone for details:-

SRS RACING

23 THE GREEN, GREAT STAUGHTON, HUNTINGTON, CAMBS.

Tel: 0480 860823

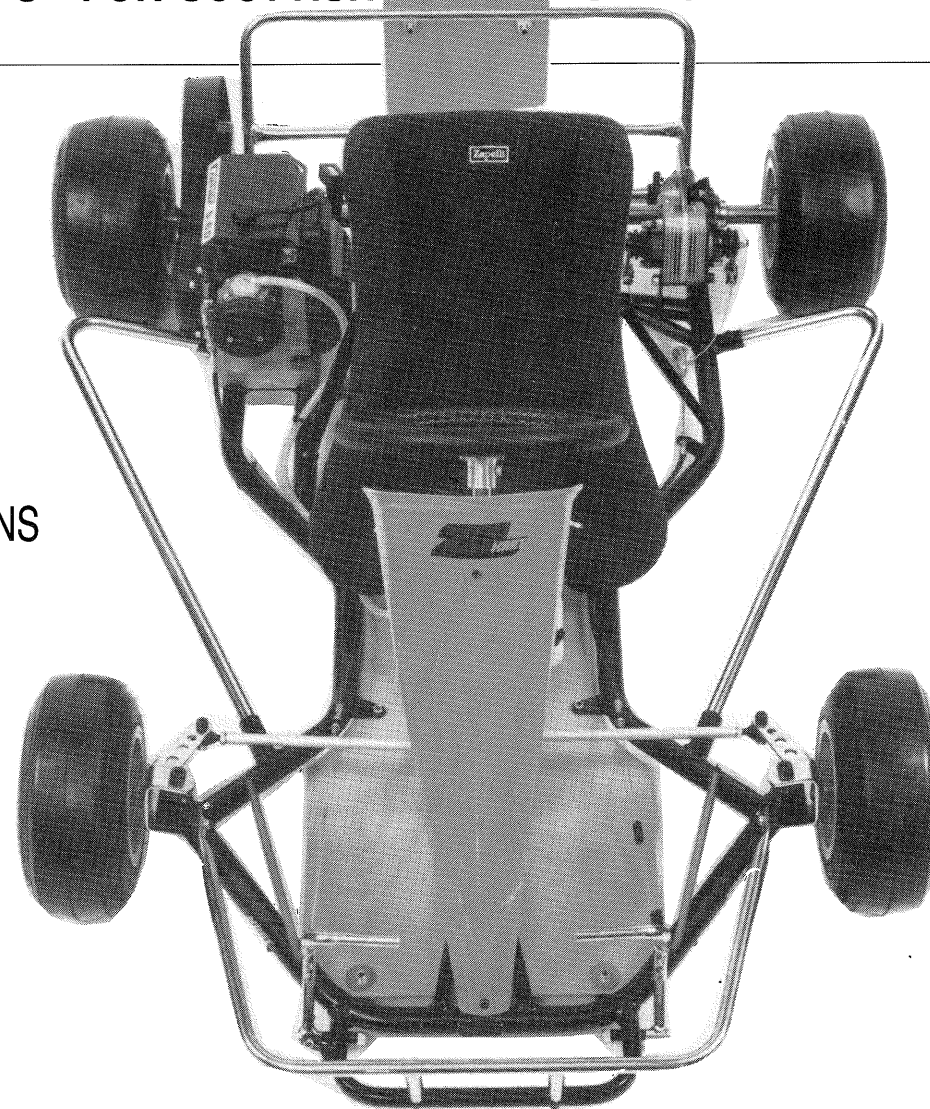
"A GREAT KART FOR GREAT KIDS"

THE ZIP CADET 89

PETER MACLAREN KNOWS — HE'S THE NEW SCOTTISH CHAMPION!

"S" FOR SCOTTISH

"S" FOR SENSATIONAL



DANIEL
YEOMANS

NEW
WELSH
CHAMPION
PEMBREY

**ZIP
KART**
WORLD CHAMPIONS

PINDAR ROAD, HODDESDON, HERTS
Tel: Hoddesdon 463371/468503 Telex: 266343G ZIP Fax: (0992) 447327

**TAILOR MADE FOR THE CHAMPIONS OF TOMORROW
TAILOR MADE FOR YOU**

ZIP: YOUR PASSPORT TO SUCCESS IN ANY CLASS

**XMAS OPENING: DEC 22ND (8AM-5PM), 23RD (8AM-3PM). CLOSED 24TH-28TH
OPEN: 29TH (8AM-5PM), 30TH (8AM-2PM). RE-OPEN JAN 2ND ONWARDS**

WISHING EVERYONE A MERRY CHRISTMAS

"Merry Christmas and a successful season in 1990"
Greetings from all at

ANDERSON
Kart Centre
0279 36000

Playscape Racing wishes everyone the compliments of the season.
01-986 7116

"Season Greetings" To all members of the Northumbrian Kart Club and to the many new friends we have made this season. We hope to see you all again in 1990.

NKC NORTHUMBRIAN KART CLUB

Charlie and Roger from Goff Racing thank all their customers for their support throughout the season and wish them and everyone a very Merry Christmas and a prosperous and successful 1990. Telephone: Day (0234) 44001 Evening (0234) 566549

A Merry Christmas and Prosperous New Year from
Engineering Services Bedford

KELGATE
KART ACCESSORIES

BELL
HELMETS
SIMPSON

BRIDGESTONE

DID

DUCKHAMS

CRONUS

NGK

demon tweeks

SHOEI

ROTAX
ENGINES AND SPARES

PICA
COLOUR
Kart Racing
Calendar

SUPERSPROX
A Merry Christmas and a Happy New Year from Dave, Ray and all at Supersprox.

Team Schemes
Merry Christmas and a successful 1990 to all our customers from Team Schemes T-Shirts — Paddock End, Dauntsey Lock, Nr. Chippenham, Wilts, SN15 4HP. Telephone: (0249) 890646.

Dartford Karting wishes all its customers the compliments of the season.

RIPSPEED
INTERNATIONAL 01 802 4355

would like to take the opportunity to thank everyone for their valued custom and wish you a Happy Christmas and a prosperous New Year.

A Merry Christmas and prosperous New Year to all our customers and members from Invader Engines U.K. and the British 210 Drivers Club.

Zip Kart wishes everyone a Merry Christmas and a Happy New Year.

ZIP KART
WORLD CHAMPIONS

OWT RACING

would like to wish their customers and friends a very merry Christmas and a successful 1990.

"Karts n Parts" Cleveland's new kart shop wish everyone a Merry Christmas. Contact Rob Edwards — (0642) 604308.

Arai

Zappelli

LEFT

VEGA
HAPPY
XMAS

A
VERY
MERRY
CHRISTMAS
FROM
ED