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# THE BANDIT

## THE BANDIT 2

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Chassis statistics  
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John Newton, 210 National

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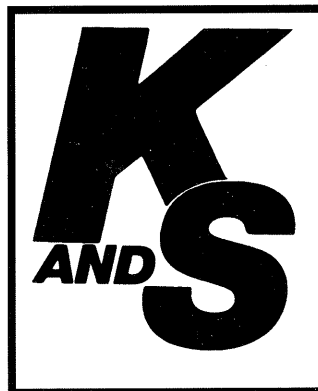
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## FRONT COVER:

Ricky Flynn, 1989 Super One Champion in 100 National, pictured here winning the TVS Super Prix at Clay Pigeon from Paul Evans. Ricky is presently nursing a badly broken leg after his accident at Kimbolton and will certainly miss the first half of the season. We wish him a speedy recovery.

(Pic: BeverleyHeath)

MONTHLY

No. 129

## Ed, Says....

A couple of weeks into December the RAC produced an events calendar for the coming season, fortunately early enough for inclusion here in this issue which went to press before Christmas.

As announced last month the Short Circuit Championships will be held over four rounds, all four to count. The Cadets and 100 UK have been grouped together, racing at Blackbushe (7th-8th April), Wigan (21st-22nd April), Wombwell (12th-13th May) and Kimbolton (28th-29th July). The Gearbox brigade will contest Felton (3rd-4th March), Nutts Corner (26th-27th May), Sherington (23rd-24th June) and Wigan (29th-30th September). Nice to see the Ulster track included for a change.

As noted last autumn the 'Superpowers' have got together and produced the 'RAC Super One', four Qualifying rounds and a six round series for the 100cc classes. The Qualifiers take place at Sherington (18th March), Clay Pigeon, Felton and Fulbeck each one week apart — 1st, 8th and 15th April. Enjoy travelling, gang. Let's hope the weather stays reasonable! The individual rounds take place at — Sherington (28th-29th April), Clay Pigeon (19th-20th May), Little Rissington (9th-10th June), Larkhall (7th-8th July), Felton (21st-22nd July) with the last at a NEW track (?) on 8th-9th September. (Whatever happened to good old Rowrah when several tracks host two visits, or is that a political question?).

The Long Circuit clan kick off next month on 25th at Cadwell with the traditional 'Season Opener', after which the dates pretty well proceed with regimental precision throughout the year, as follows:

|              |                 |               |                |
|--------------|-----------------|---------------|----------------|
| 11th March   | Snetterton      | 15th July     | Cadwell        |
| 22nd April   | Cadwell         | 20/21st July  | Snetterton     |
| 6/7th May    | Pembrey         | 3/5th August  | Silverstone GP |
| 1/3rd June   | Knockhill       | 27th August   | Thruxton       |
| 16/17th June | Cadwell         | 1st September | Cadwell        |
| 30th June    | Brands Hatch TV | 13th October  | Snetterton     |
| 1st July     | Brands Hatch TV |               |                |

The TV meetings at Brands will be open to selected classes only whilst the 15th July Cadwell and the 20th/21st July Snetterton are down as 'Open International', 250 Mono, Formula E plus National classes and there is a hint that Thruxton might also be Open International.

Other events include the Peel Mini Monaco, advertised in this issue and an International meeting at Wigan on 17th-19th August for Super 125cc, Juniors and 100 Super Cento. Add to that the Intercontinental 'A' European Championship scheduled for the following weekend at Wigan (23rd-26th), plus the provisional CIK calendar published last August and the year is pretty well packed out. Let's hope there aren't too many alterations.

Lastly a couple of brief notes — with the Hunts KC Dinner Dance taking place on 13th January practice will now be at Kimbolton on Sunday 21st. Sherington circuit is to be extended by a further 250 yards from its present 1,250 and work should be completed sometime in February. The official opening is set to coincide with the first RAC Super One Qualifier on 18th March.

Ed McCormick

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Which equipment did what and where during last season makes very interesting reading.....

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By popular request we have reprinted Chris Lambden's excellent feature on chassis set up. It is just as applicable now as it was when written in the early '80's.

### 28 CLUB SCENE

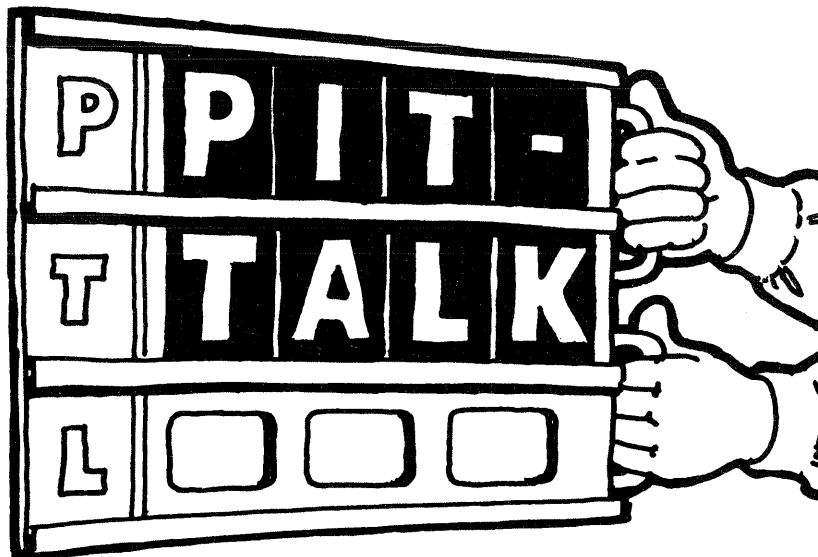
Our regular look at events around the country's club racing locales

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Next month's features include:- Engines for 1990 — for Class One, P&R (coming of age at last), 125cc and 250 National; 210 and 250 Hesketh Trophy reviews, plus all the regular news and gossip.

Publication date:- Thursday 1st February 1990.

# Strictly Classified!



## 1989 BRITISH CHAMPIONSHIPS — FINISHING POSITIONS

### Long Circuit

|                     |                 |        |
|---------------------|-----------------|--------|
| <b>125 National</b> |                 |        |
| 1st                 | Boyd Barrington | 48 Pts |
| 2nd                 | Gary Ashurst    | 32     |
| 3rd                 | Malcolm Clark   | 27     |
| 4th                 | Graham Stephens | 18     |
| 5th                 | Mark Thompson   | 17     |
| 6th                 | Ian Mason       | 15     |
| 7th                 | Colin Mason     | 14     |
| 8th                 | Wayne Bray      | 13     |
| 9th                 | Graham Sykes    | 12     |
| 10th                | Peter Wilson    | 8      |

|                     |               |        |
|---------------------|---------------|--------|
| <b>250 National</b> |               |        |
| 1st                 | Mark Webster  | 44 Pts |
| 2nd                 | Derek Rodgers | 40     |
| 3rd                 | Adrian Wilcox | 22     |
| 4th                 | Andy Martin   | 18     |
| 5th                 | Keith Bisp    | 17     |
| 6th                 | Martin Pluck  | 16     |
| 7th                 | Mark Allen    | 12     |
| 8th                 | Paul Fox      | 9      |
| 9th                 | Jamie Vale    | 9      |
| 10th                | Kevin Routh   | 9      |

|                     |                   |        |
|---------------------|-------------------|--------|
| <b>210 National</b> |                   |        |
| 1st                 | John Brennan      | 39 Pts |
| 2nd                 | Phil Featherstone | 31     |
| 3rd                 | Steve Hurst       | 19     |
| 4th                 | Simon Quance      | 17     |
| 5th                 | Terry Percival    | 16     |
| 6th                 | Kevin Bonarski    | 16     |
| 7th                 | John Newton       | 15     |
| 8th                 | Igor Ashwell      | 14     |
| 9th                 | Andrew Mears      | 11     |
| 10th                | George Bett       | 9      |

|                 |                 |        |
|-----------------|-----------------|--------|
| <b>125 Open</b> |                 |        |
| 1st             | Simon Cullen    | 45 Pts |
| 2nd             | Trevor Roberts  | 42     |
| 3rd             | Alex Pettigrew  | 26     |
| 4th             | Nigel Wigg      | 19     |
| 5th             | Stuart Ziemelis | 15     |

|      |               |    |
|------|---------------|----|
| 6th  | Steven Webb   | 14 |
| 7th  | Graham Barker | 12 |
| 8th  | Stuart Mead   | 11 |
| 9th  | Steve Sykes   | 10 |
| 10th | Richard Crump | 9  |

|                  |                |        |
|------------------|----------------|--------|
| <b>Formula E</b> |                |        |
| 1st              | Chris Stoney   | 43 Pts |
| 2nd              | Tim Parrott    | 42     |
| 3rd              | Roger Goff     | 26     |
| 4th              | Martin Hines   | 23     |
| 5th              | Ian Shaw       | 21     |
| 6th              | Phil Glencross | 11     |
| 7th              | Peter Gray     | 9      |
| 8th              | John Denton    | 9      |
| 9th              | Alan Pritchard | 8      |
| 10th             | Jeff Champion  | 5      |

|                             |                 |    |
|-----------------------------|-----------------|----|
| <b>100 UK Series</b>        |                 |    |
| <b>Top 10 Points Scores</b> |                 |    |
| 1st                         | Billy Tully     | 54 |
| 2nd                         | Mark Bruce      | 36 |
| 3rd                         | Neil Smith      | 30 |
| 4th                         | Peter Dearden   | 24 |
| 5th                         | Neil Richardson | 19 |
| 6th                         | Richard Guest   | 19 |
| 7th                         | Richard Johnson | 17 |
| 8th                         | Mick Pritchard  | 11 |
| 9th                         | Robert Bouse    | 9  |
| 10th                        | Gary Parker     | 7  |

### Short Circuit

|                     |                |  |
|---------------------|----------------|--|
| <b>210 National</b> |                |  |
| 1st                 | John Haigh     |  |
| 2nd                 | Paul Woodward  |  |
| 3rd                 | Paul Robinson  |  |
| 4th                 | Paul Kellett   |  |
| 5th                 | Kevin Bonarski |  |
| 6th                 | Jeremy Pinny   |  |
| 7th                 | Andrew Worton  |  |
| 8th                 | Tom Thacker    |  |
| 9th                 | Robert Peters  |  |

|                 |                 |  |
|-----------------|-----------------|--|
| <b>125 Open</b> |                 |  |
| 1st             | Stuart Ziemelis |  |
| 2nd             | Clive Elmore    |  |
| 3rd             | Andrew Fairless |  |
| 4th             | Colin Poole     |  |
| 5th             | John Reid       |  |
| 6th             | Alan Whichello  |  |
| 7th             | Bill Stoddart   |  |
| 8th             | Malcolm Stewart |  |
| 9th             | Steve Perry     |  |

|                          |          |  |
|--------------------------|----------|--|
| <b>250 International</b> |          |  |
| 1st                      | Ian Shaw |  |

|     |                  |
|-----|------------------|
| 2nd | Ian Woodcock     |
| 3rd | Keith Bisp       |
| 4th | Carl Atkinson    |
| 5th | Bob Kennings     |
| 6th | Paul Studley     |
| 7th | Tim Mathews      |
| 8th | Shaun McLaughlin |
| 9th | Andy Milner      |

|                       |                   |  |
|-----------------------|-------------------|--|
| <b>Junior Britain</b> |                   |  |
| 1st                   | Jamie Davies      |  |
| 2nd                   | Guy Smith         |  |
| 3rd                   | Richard Westbrook |  |
| 4th                   | Nick Flemming     |  |
| 5th                   | Stuart Capstick   |  |
| 6th                   | Mark Blair        |  |
| 7th                   | Nick Dudfield     |  |
| 8th                   | Graeme Melville   |  |
| 9th                   | Matthew Davies    |  |

|                     |                  |  |
|---------------------|------------------|--|
| <b>125 National</b> |                  |  |
| 1st                 | Ian Mason        |  |
| 2nd                 | Graham Stephens  |  |
| 3rd                 | Chris Stoney     |  |
| 4th                 | Mark Gellatly    |  |
| 5th                 | Steve Puddiphatt |  |
| 6th                 | Willy Grieve     |  |
| 7th                 | Andy Griffiths   |  |
| 8th                 | Nick Whitehead   |  |
| 9th                 | John Reid        |  |

|                     |                   |  |
|---------------------|-------------------|--|
| <b>250 National</b> |                   |  |
| 1st                 | Mark Webster      |  |
| 2nd                 | Chris Tomkinson   |  |
| 3rd                 | Peter Morgan      |  |
| 4th                 | Alan Hyde         |  |
| 5th                 | Kevin Routh       |  |
| 6th                 | Phil Hemes        |  |
| 7th                 | Paul Fox          |  |
| 8th                 | Paul Wilson       |  |
| 9th                 | Patrick Tomkinson |  |

|               |                  |  |
|---------------|------------------|--|
| <b>Cadets</b> |                  |  |
| 1st           | Daniel Wheldon   |  |
| 2nd           | Jenson Button    |  |
| 3rd           | James Mills      |  |
| 4th           | Kevin Hall       |  |
| 5th           | Matthew Shaw     |  |
| 6th           | Anthony Davidson |  |
| 7th           | Justin Wilson    |  |
| 8th           | Marc Rotherham   |  |
| 9th           | James Hanson     |  |

|                    |                    |  |
|--------------------|--------------------|--|
| <b>100 Britain</b> |                    |  |
| 1st                | Simon Redman       |  |
| 2nd                | Andrew Clark       |  |
| 3rd                | Patrick Walsh      |  |
| 4th                | Mark Beddall       |  |
| 5th                | Michael Mills      |  |
| 6th                | Anthony Cleal      |  |
| 7th                | Jonathan MacDonald |  |
| 8th                | Andrew Cox         |  |
| 9th                | Charles Royston    |  |

|                  |                  |  |
|------------------|------------------|--|
| <b>100 Super</b> |                  |  |
| 1st              | Andrew O'Hara    |  |
| 2nd              | Stephen Brogan   |  |
| 3rd              | Dominic Connelly |  |
| 4th              | Gary Moynihan    |  |
| 5th              | Lee Burford      |  |
| 6th              | Andrew George    |  |
| 7th              | Chris Hogben     |  |
| 8th              | Lee Rennison     |  |
| 9th              | Paul Henderson   |  |

|                     |                |  |
|---------------------|----------------|--|
| <b>100 National</b> |                |  |
| 1st                 | Craig Caldwell |  |
| 2nd                 | Graham Jones   |  |
| 3rd                 | Graham Gannon  |  |
| 4th                 | Anthony Edney  |  |
| 5th                 | Jamie Beasley  |  |
| 6th                 | Alex Jack      |  |
| 7th                 | Simon Horrobin |  |
| 8th                 | Paul Ozanne    |  |
| 9th                 | Paul Evans     |  |

## CLUB SCENE

to pull away from the others but still with nothing between these two. Coming up through the field from 7th came Bish who challenged and passed Rampling on lap 4 and did the same to Mott on lap 5. By now though the two leaders had pulled further away, and Leonard had managed to find the extra power to get slightly ahead from the shadow of Eldridge. Not that far though as Eldridge just sat tight and hoped that Leonard would make a mistake but he didn't and drove a good race to take the chequered flag with Eldridge 2nd and Bish 3rd. First restricted driver across the line was A Harrison.

### JUNIOR BRITAIN

**Heat 1:** 1st J Rampling, 2nd S Walter, 3rd A Armiger.  
**Heat 2:** 1st D Battistini, 2nd D Meiners, 3rd P Jewis.  
**Heat 3:** 1st M Pierce, 2nd L Harris, 3rd D Meiners.  
**Final:** Pierce was on pole, Meiner alongside and Rampling and Armiger in the row behind. Pierce was off to a good start and on the first hairpin Rampling slipped passed Meiners on the inside. He immediately challenged Pierce who was not going to give up his place that easily. Ramplings race ended too quickly when on lap 4 he goes out when his chain came off. Walter came up through the field to 3rd place only to successfully challenge Meiner for his 2nd place on lap 7. The positions were not to change from then on. A good win for Pierce although I felt that once again the Juniors ran a very scrappy race.

### JUNIOR BRITAIN RESTRICTED

**Heat 1:** 1st J Linstorm, 2nd A Chapman, 3rd P Benjafield.  
**Heat 2:** 1st A Chapman, 2nd A Fuller, 3rd J Linstorm.  
**Heat 3:** 1st A Chapman, 2nd J Williams, 3 P Benjafield.  
**Final:** The Junior restricted drivers had their own race today. Chapman was on the front line with Linstorm, Benjafield and Williams behind them. At the first hairpin it was Chapman, Benjafield and Fuller who had come immediately from lower down on the grid into 3rd place only to go out on the next bend through trying too hard. Linstorm was now in 3rd but not too happy to stay there and 2 laps later beat Benjafield to the inside line on the hairpin. Chapman kept a hold on his 1st place but Linstorm did not give up challenging him at every chance until they passed the chequered flag.

### SENIOR BRITIAN RESTRICTED GROUP 1

**Heat 1:** 1st A Stephenson, 2nd M Piper, 3rd C Banks  
**Heat 2:** 1st No.15, 2nd D Bowler, 3rd J Smaddock.  
**Heat 3:** 1st S Weston, 2nd C Banks, 3rd A Stephenson.  
**Final:** The race had to be restarted after a 4 kart collision on the 1st bend which resulted in Peter Osborne being carried off to hospital. Weston earned pole with Stephenson next to him and No.15 and Bowler behind. Weston got a great start and by the 1st hairpin Bowler was into the 2nd slot followed by Stephenson. Quite an uneventful race with Weston having a convincing win from Bowler 2nd and Stephenson 3rd.

### SENIOR BRITAIN RESTRICTED GROUP 2

**Heat 1:** 1st S Dimmick, 2nd A Gibbins, 3rd L Coley.  
**Heat 2:** 1st S Dimmick, 2nd D Piper, 3rd A Gibbins.  
**Heat 3:** 1st M Sayer, 2nd D Tickle, 3rd D Howes.  
**Final:** Dimmick was on pole with Gibbins also in the front line. Piper and Howes earned the positions behind. All managed to keep their posi-

tions on the off until lap 2 when Piper made the mistake of clipping the back of Gibbins which gave Howes the chance of taking 3rd. An uneventful race with everyone keeping their positions except for Piper who had to settle for 5th place from Coley.

### CADETS

**Heat 1:** 1st D Panrucker, 2nd M Ripley, 3rd T Sisley.  
**Heat 2:** 1st D Panrucker, 2nd M Ripley, 3rd R. Bishop.  
**Heat 3:** 1st D Panrucker, 2nd M Ripley, 3rd M Rose.  
**Final:** With Dean and Matthew taking the 1st two places in all the heats, it wasn't a surprise to see these two taking up front positions on the grid with Bishop and Rose in line 2. There was nothing to separate the two leaders when they reached the hairpin with Dean just managing to be in front. Matthew stuck to him like glue and it wasn't long before they started to pull away from the rest. Matthew did his best to keep with Dean but a couple of wide moves lost him precious time and it was Dean who took the chequered flag, Matthew 2nd and Richard Bishop 3rd. The first restricted driver across the line was no. 24.

### NATIONAL RESTRICTED

**Heat 1:** 1st M Callahan, 2nd P Brown, 3rd A Bishop.  
**Heat 2:** 1st L Hughs, 2nd S Hart, 3rd A Bishop.  
**Heat 3:** 1st L Hughs, 2nd A Francis, 3rd P Bown  
**Final:** A good start from Hughs, Callahan, Hart and James. On lap 2, the hairpin was the downfall of Callahan when Hart took the inside line before him and rose to 2nd place. There were no changes in the next few laps until on lap 6 when 3rd and 4th places Callahan and Francis clash on the hairpin and Callahan is unable to restart. The race ended with Hughs winning, Hart 2nd and James 3rd.

### 100 NATIONAL

**Heat 1:** 1st L Johnson, 2nd K Smith, 3rd T Taylor.  
**Heat 2:** 1st T Taylor, 2nd L Johnson, 3rd K Smith.  
**Heat 3:** 1st R Mack, 2nd L Johnson, 3rd J Flaum.

### 100 NUOVO

**Heat 1:** 1st P Morter, 2nd A Smith, 3rd C Gray.  
**Heat 2:** 1st P Morter, 2nd C Gray, 3rd A Smith.  
**Heat 3:** 1st P Morter, 2nd A Smith, 3rd C Gray.  
**Final:** A shortness of drivers in the two above races so we ran both together. Johnson has pole position and had a fantastic race from start to finish leading all the way. As the race went on he gradually increased his lead to virtually the length of the straight. The battle was for 2nd, 3rd and 4th places with K Smith, Taylor and Horncastle all continuously on each others tails. A good win also for P Morter in Nuovo.

### SENIOR BRITAIN

**Heat 1:** 1st P Wells, 2nd J Smith, 3rd S Chandler.  
**Heat 2:** 1st P Wells, 2nd J Herbert, 3rd B Boughton.  
**Heat 3:** 1st N Cruttenden, 2nd J Herbert, 3rd C Mills.  
**Final:** Wells was once again on pole with Chandler alongside, Wright and Long behind them. Another well spread out final with Wells way out in front followed by Chandler, Herbert and Wright who all seemed to have their places secured. Not a bit report on this race as I didn't think there was too much to write about.

### FOOTNOTE

Lots of spot checks today at Tilbury with the warning, its going to happen more often.  
**Report by: Arnie Arrow**

### RESULTS

#### HEAVYWEIGHTS

|     |                |                      |
|-----|----------------|----------------------|
| 1st | Peter Leonard  | Superdart/Sirio      |
| 2nd | Steve Eldridge | Super-dart/Arrow/EME |
| 3rd | Andy Bish      | Wright/PCR           |

#### JUNIOR BRITAIN

|     |               |                |
|-----|---------------|----------------|
| 1st | M Pierce      | Wright/Parilla |
| 2nd | Stuart Walter | Wright/Parilla |
| 3rd | D Meiners     | Sprint/Parilla |

#### JUNIOR BRITAIN RESTRICTED

|     |              |                   |
|-----|--------------|-------------------|
| 1st | A Chapman    | Superdart/Parilla |
| 2nd | J Linstorm   | Superdart/Parilla |
| 3rd | P Benjafield | Superdart/Komet   |

#### SENIOR BRITAIN RESTRICTED GROUP 1

|     |              |                   |
|-----|--------------|-------------------|
| 1st | Steve Weston | Wright/Parilla    |
| 2nd | D Bowler     | Superdart         |
| 3rd | A Stephenson | Superdart/Parilla |

#### SENIOR BRITAIN RESTRICTED GROUP 2

|     |              |                   |
|-----|--------------|-------------------|
| 1st | S Dimmick    | Gillard/Parilla   |
| 2nd | A Gibbins    | Sprint/Parilla    |
| 3rd | Darren Howes | Superdart/Parilla |

#### CADETS

|     |                |              |
|-----|----------------|--------------|
| 1st | Dean Panrucker | Wright/Comer |
| 2nd | Matthew Ripley | Zip/Comer    |
| 3rd | Richard Bishop | Zip/Comer    |

#### 100 NATIONAL RESTRICTED

|     |            |                 |
|-----|------------|-----------------|
| 1st | L Hughs    | Superdart/Sirio |
| 2nd | Steve Hart | Superdart/Sirio |
| 3rd | Ian James  | Superdart/Sirio |

#### 100 NATIONAL

|     |             |                 |
|-----|-------------|-----------------|
| 1st | Lee Johnson | Superdart/Sirio |
| 2nd | Kim Smith   | Wright/Parilla  |
| 3rd | T Taylor    | DAP/Rotax       |

#### 100 NUOVO

|     |              |                   |
|-----|--------------|-------------------|
| 1st | Peter Morter | Superdart/Sirio   |
| 2nd | Alan Smith   | Sprint/Sirio      |
| 3rd | Colin Gray   | Superdart/Parilla |

#### SENIOR BRITAIN

|     |                |                   |
|-----|----------------|-------------------|
| 1st | Paul Wells     | Superdart/Parilla |
| 2nd | Simon Chandler | Superdart/Parilla |
| 3rd | J. Herbert     | —/—               |

#### 100 UK

|     |               |         |
|-----|---------------|---------|
| 1st | Billy Jenkins | BRK/TKM |
|-----|---------------|---------|

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

CLUB SCENE  
NEEDS YOUR  
PHOTOGRAPHS — NOW!  
GET SNAPPING



CLUB SCENE

but the opening gambit fell to Weston, who led Wod across the line, with Smith back in third, from Cooper, David Wandless and Neil Walker.

Lap two saw the new Club Champion Wood fall victim to Smith's charge, following which he quickly lined up leader Weston. It took until lap five before Smith became the new leader, but barring misfortune, the race's outcome was never really in doubt, as Smith led the remaining three laps to the chequered flag. Weston took second and third should have been Wood but was now Wandless. Wood eventually trailed home a disappointed eighth after a final lap mishap, but still had the Club Championship to ease the pain. Walker had bettered Cooper at mid-distance to survive to take fourth, ahead of Goss and Mee.

125/210 GEARBOX

Heat 1: 1st Gary Thexton (125), 2nd Jamie Robinson (125), 3rd Bill Clark (125)  
Heat 2: 1st Bill Clark (125), 2nd Martin Powell (125), 3rd Scott Vemberge (125)  
Highest placed 210 in heat 1 was Roger Gregory and in heat 2 Andy Hunt.

The last final of the day, although third out on the track. No doubt Clark would have wished the fog to have arrived a few minutes earlier, at least he would have then been declared the winner by virtue of his pole position. It was also good to see some unfamiliar names on the entry, including a large number of novices. Final signature time was it?

From grid 13 he came, with an entry so late he was not on the programme. Quite literally, Nick Costins flew, carving his way through the field to take a pretty impressive victory. At least one driver would go home happy, for the cost of a Friday evening telephone call. Well driven Nick.

Thexton was second on his Anderson, from pole man Clark aboard his Zip. Fourth after a truly impressive drive was Andy Bishop, who had languished on grid 18, after a poor set of heat results. Fifth and first 210 was Roger Gregory from a mid-grid start, ahead of Robinson in sixth.

SENIOR BRITAIN

Heat 1: 1st Steve Hazlett, 2nd Simon Court, 3rd Anthony McHugh  
Heat 2: 1st Steve Hazlett, 2nd Patrick Walsh, 3rd Michael Riley

Unfortunately cancelled but bearing all the hallmarks of a potentially classic race. Newly crowned Club Champion Steve Hazlett had pole and looked the most likely winner. However, the

heats had produced some very good drives, with little to choose between Simon Court and No. 3 Patrick Walsh, on a welcome return to Fulbeck. Both had led during the heats at some stage, with only Hazlett stopping their efforts for first. The only other driver to have led the heats was Anthony McHugh, whose performances grow stronger at each meeting. A DNF in heat two whilst leading ruined his chances today.

First six, as grid listed, were therefore Hazlett, Court, Walsh, Riley, Richardson and Wildsmith.

100 NATIONAL

Heat 1: 1st Paul Ibbotson, 2nd Phil Burton, 3rd Nigel Gibson  
Heat 2: 1st Paul Ibbotson, 2nd Phil Burton, 3rd Nigel Gibson

Easy to see who the first three on the grid were, in yet another low entry, only just beating the 210s Fletchers Bakeries driver Ibbotson, is just as quick in this class as he was in Senior Britain earlier this year and Juniors before that. Pole, and subsequently first place, would be his reward for a good day's work. New Club champion Phil Burton was second, after a consistent performance, being the only other driver to have led one of the hets. Third placed Nigel Gibson was not able to match the first two, but was the best of the rest, from No. 75 next up, Matthew Payne fifth after a dismal year and No. 25 sixth.

ALL 250 GEARBOX

Heat 1: 1st Barry Sherriff, 2nd Tony Keele, 3rd Colin Ducker  
Heat 2: 1st Barry Sherriff, 2nd Peter Geeson, 3rd Mark Chapman

First six grid positions were Sherriff, Geeson, Ducker, Adrian Ball, Arthur Thompson and Tony Keele.

Sherriff was in terrific form, dominating the heats, with oly outgoing champion Keele being able to offer any challenge. A DNF box for Keele left him lower down the grid than he ought to be. Geeson was back on song for this one and a front row spot would have given him all the incentive needed. In third was novice Ducker, displaying plenty of potential as was another novice Adrian Ball, placed fourth. Thompson was having a bad day, yet still made the top six ahead of Keele.

A good sized grid of gearbox drivers, into double figures. Just why did the weather have to spoil it all?

CADET

1st Daniel Wheldon Allkart/Comer  
2nd Matthew Shaw Zip/CKS Comer  
3rd James Mills Jeta/Comer

JUNIOR BRITAIN

1st Guy Smith Gillard/Parilla  
2nd Alistair Weston Superdart/Parilla  
3rd David Wandless Boxer/KS Parilla

SENIOR BRITAIN

1st Steve Hazlett Knight/Parilla  
2nd SimonCourt Colt/Grice Parilla  
3rd Patrick Walsh Jeta/Dap JM

100 NATIONAL

1st Paul Ibbotson Swiss  
Hutless/Rotax  
2nd Phil Burton Zip/Rotax  
3rd Nigel Gibson Wright/Rotax

125/210

1st Nick Costins  
2nd Gary Thexton Anderson/Rotax  
3rd Bill Clark Zip/Villiers  
(5) 1st 210 Roger Gregory Zip/Villiers

210

1st Barry Sherriff Lazer/JKS Yamaha  
2nd Peter Geeson Zip/Suzuki  
3rd Colin Ducker Zip/Yamaha

BITS 'N PIECES

The Crystal Winter Series will take place on the 28th January, 25th February and 25th March 1990. A £10 registration fee by 10th Janauary, 1990, will gain entry for this prestigious Series, with all the registrations being returned as cash prizes. Kartsport are also sponsoring Super National to the tune of £500 and Senior Britain will have a £100 cash draw, for the top ten drivers in March, after the final round. Startline will sponsor the gearbox classes, further details to be announced. If previous years are anything to go by, these meetings attract the cream of the sport. If you are after easy pickings, then go elsewhere, or else come to Fulbeck and match yourself against the best talent available.

Tilbury

SUNDAY, OCTOBER 9th

On Sunday 9th October at Tilbury we were yet again blessed with dry weather although it did look quite ominous at times. Firstly, on a serious note, at last months meeting there was an official protest. A cadet engine belonging to Mr Terry Panrucker was taken away for examination. It has since been returned to Mr Panrucker having been found to be perfectly legal. Cadet trophies this month were kindly donated by Mr Chaz Pagan.

HEAVYWEIGHTS

Heat 1: 1st S Eldridge, 2nd F Mott, 3rd M Clarke.  
Heat 2: 1st P Leonard, 2nd S Rumble, 3rd S Eldridge.  
Heat 3: 1st P Leonard, 2nd F Mott, 3rd S Eldridge.  
Final: Leonard had pole with Eldridge in 2nd spot. A brilliant start by all the front runners with not a gap between any of the first four. Leonard emerged as the leader from Eldridge, Mott and Rampling. On lap 2 Leonard and Eldridge began

Memory Lane 1983

Chris Merlin based his Top Ten on 1982 results and it looked like this:

Dave Buttigieg  
John Ball  
Nigel Smth  
Martin Hines  
Reg Gange  
Steve Stylin  
Derek Price  
Phil Ansell  
Rob Kerkhoven  
Donovan Collier

Chris Lambden vacated the position of Editor at Kart and Superkart to be replaced by Adrian Lumb. The latter produced just two issues before he was replaced by Ed McCormick.

The last World Cup to be run at Heysham was won by Richard Dean

Martin Hines became the first official CIK 250 Formula E World Champion.

Silverstone Grand Prix titles went to . . . Torgjer Kleppe (250E); John Newton (210); Alan Cheetham (250 Nat); Colin Mills (125); Richard Barber (250E Non Championship).

Mike Wilson took the 135 World Title for a third time in a row.

Short Circuit Gearbox Titles were won by . . . Kurt Luby (125); Alan Hope (250 Nat); Brian Finn (210 Nat); Colin Olden (250E).

Remember the Phoenix . . . Kurt Luby had a fair amount of success with it.

Non Gearbox British Championships were won by Piers Hunnisett (Jun Nat); Allan McNish (Jun Brit); Jeremy Cotterill (Jun Inter); Gary Prior (100 Nat); Patrick Walsh (100 Brit); Andy Buchan (100 Inter).

RAC Long Circuit Gearbox Champs went to Martin Hines (250 E); Derek Rodgers (250 Nat); John Newton (210 Nat); Kurt Luby (125).

1983 was also the year that 'Butty' went into



23-year-old Ian Ashworth from Warrington belongs to the Cheshire Kart Club and races regularly at Three Sisters. He enjoys sponsorship from Hember Plant Hire of Warrington and purchased the Zip Eagle in May last year. The team consists of Peter Hember (Team Manager), Colin MacDonald and Bryan Melicott (Mechanics). Ian's sponsors have been a great help throughout last season and he wishes to thank them for their continued support. He would also like to thank Ian Shaw and the other Wigan regulars who have helped him in the past.

retirement after a superb 1982 season with Memorex.

Happy January Birthdays to all the following:

Steve Sykes 6th  
Calvin Hurley 9th  
Paul Hewitt 22nd  
Roy Johnston 28th

Ian Wilson  
Keith Bisp  
Bill Garner Jnr  
Barry Tomlinson  
Simon Babington

Graham Marris  
Bobo Westman  
Phil Glencross

Igor Ashwell 4th  
Jeremy Pinny 12th  
Graham Poultney 20th

your letters..

Dear Ed

May I through the columns of your magazine, thank the following people for helping to make my 1989 season a successful one. Firstly I must thank my father, Bob, who with his own commitments, still saw fit to run me competitively. Also my uncle Roy, and grandfather, William, must be thanked. My mum and my sister for putting up with my oily racegear. Also, thanks to officials at Chasewater Wheels KRC for organising efficient meetings. Also thanks to Keith at K R Karting for free advice and first class spares. See you all next season.

Yours sincerely  
Paul Kennings (Jnr Britain)  
PS Thank you for printing this letter.

CROSSWORD

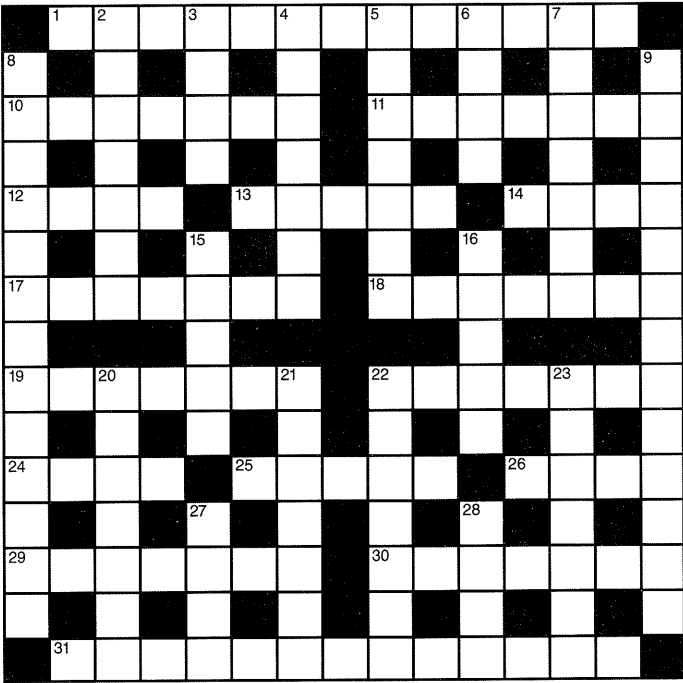
Across

- 1. Snared (6,2,1,4)
- 10. Thinking too much of oneself (7)
- 11. Trouble maker, maybe (7)
- 12. Vile? (4)
- 13. Brightness from regal disposition (5)
- 14. Enough to give one a shivering fit (4)
- 17. Most likely found in a kitchen (7)
- 18. Old Prussian tongue (7)
- 19. They normally come in pairs (7)
- 22. Might be an aircraft or something nastier (7)
- 24. Falls behind (4)
- 25. Sound and up to date? (5)
- 26. Dry (4)
- 29. Muscles (7)
- 30. Native of Persia (7)
- 31. Pleasing (13)

Down

- 2. Inflict pain (7)
- 3. Getting rid of to provide a mesh (4)
- 4. A saint or a knight (7)
- 5. Took no sides (7)
- 6. Sharp tasting (4)
- 7. This would not have been much use against 9 Down in the African wars last century (7)
- 8. Reliable (13)
- 9. Not through the muzzle (6-7)
- 15. No, this isn't a young donkey! (5)
- 16. Tale (5)
- 20. Continuous (7)
- 21. Lifeless expanse of water (4,3)
- 22. Not worth bothering about (7)
- 23. During WW2 there were many of these (3,4)
- 27. Yield (4)
- 28. Just like 16 Down (4)

(Answers on Page 6)





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1989

1ST ISLE OF MAN GP

1ST CADWELL INT

3RD CADWELL INT

2ND SNETTERTON

3RD SNETTERTON

POLE SNETTERTON

3RD CADWELL

JEREMY PINNY

IGOR ASHWELL

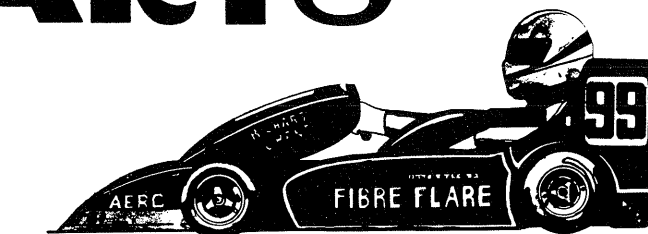
JEREMY PINNY

IGOR ASHWELL

JEREMY PINNY

BRIAN BORWELL

BRIAN BORWELL



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## CLUB SCENE

**Heat 1:** 1st Mark Evans (N), 2nd Peter Rowlands (N), 3rd Phil Stocking (O)

**Heat 2:** 1st Mark Evans (N), 2nd Peter Rowlands (N), 3rd Phil Stocking (O)

**Heat 3:** 1st Mark Evans (N), 2nd Peter Rowlands (N), 3rd Phil Stocking (O)

**Final:** Mark utilised the advantage of Pole to the full and took the early lead ahead of fellow National driver Peter Rowlands Tony Pegg (N) had a good start and was up in 3rd ahead of Andrew (P&R) and Phil (O). By the mid race the field had spread out. Although Mark had formed an impressive lead the main leading pack was undergoing some changes. Dave Spriggs had got in front of Andrew and in the next lap he and Phil had placed themselves in 3rd and 4th place. These new placings were the ones maintained then for the rest of the race. As Mark crossed the finish line it had been quite an easy race for him with no real challenge for today at least.

**Heat 2:** 1st Richard Budd, 2nd Bob Kennings, 3rd Colin Quigley (I)

**Heat 3:** 1st Richard Budd, 2nd Colin Quigley, 3rd Robin Hildick

**Final:** Bob failed to start and it looked like Richard was having problems as well and in fact Richard retired in the 3rd lap. So it was National driver Robin who shot out into the lead with fellow National driver Mark Tanner who seemed to have it right for the final after troublesome heats. In 3rd was the other remaining National driver Andy Hill and it was the Nationals who were heading the twins Colin and Gordon (I mean twin engines). This was to be the pattern of the race.

### CHASE DRIPS

Richard Budd is one of the unluckiest drivers I know. When Bob Kennings drops out leaving him an obstacle-free run, Richard suffers problems too.

Best wishes to Roger Davis a regular Senior Britain driver who suffered nasty burns in the course of his work. Roger has helped with several work parties this year and we wish him a speedy recovery.

The Annual Dinner Dance and Presentation was a huge success. A report will follow in due course. I would also like to thank all those who kindly voted in order that I should receive The Ray Smith Award for the Club personality. Also many thanks to David Atkinson our Chairman for giving me the Chairman's Award, it was a lovely gesture, and also to Pat Atkinson for getting my favourite perfume on behalf of the Club members. You all made it a very special evening for me. Also a special well done to my Old Man and his brother who got the Club Championship in the 210 National Class. They deserved it.

Drivers local to the Club watch out in your local press as in the New Year I have arranged for reports to go into the Sports section. It will gradually progress to cover all the Birmingham regions as quickly as I can write them.

Chasewater Wheels looks forward to welcoming all drivers old and new in the New Year.

### JUNIOR BRITAIN PREMIER

1st Julian Thomas

2nd Jamie Garcia

3rd Peter Budd

### JUNIOR BRITAIN RESTRICTED

1st Richard Bruning

2nd Gavin Jones

3rd Edward Mayman

### 250 NATIONAL AND INTERNATIONAL

Five drivers in each class made up quite a good grid.

### NATIONALS

Robin Hildick had the best results having two overall 3rds and a 4th. All of the other drivers suffered at least one no finish but Andy Hill and Shaun Heath both had two good results in the other two heats.

### INTERNATIONALS

Bob Kennings trying out a new set up started off well in his usual form but thereafter things uncharacteristically worsened.

This allowed Richard Budd to take up Pole position for the Final having two good wins and a 2nd. Colin Quigley was doing nicely, nice enough to get on the front row for the Final. Gordon Darrow and Neil Bagley both had a no finish but the other two races had results.

**Heat 1:** 1st Bob Kennings (I), 2nd Richard Budd (I), 3rd Robin Hildick (N)

### SENIOR BRITAIN RESTRICTED

1st Chris Coppock

2nd Stewart Tye

3rd Branson Pyner

### 100 NATIONAL

1st Stuart Rawsterne

2nd Terry Haddon

3rd Mark Bird

### 125 NATIONAL

1st Mark Evans

2nd Peter Rowlands

3rd Tony Pegg

### 125 OPEN

1st Phil Stocking

2nd Dave Spriggs

3rd Terry Giffard

### 125 P&R

1st Andrew Holmes

2nd Alan Ford

3rd Paul Hyde

### 210 NATIONAL

1st Vernon Burgess

2nd David Bailey

3rd Mick Sifleet

### 250 NATIONAL

1st Robin Hildick

2nd Mark Tanner

3rd Andy Hill

### 250 INTERNATIONAL

1st Colin Quigley

2nd Gordon Darrow

## Fulbeck

SUNDAY, NOVEMBER 19th

The entry held so much promise, containing on the whole, well supported grids. After such a good Summer, the 'real' weather was back with a vengeance, as thick, rolling fog troubled the day's proceedings. Perseverance got everyone to the end of the third final, but then the decision, quite correctly, was taken to abandon the event, as the drifting fog hampered vision safety levels. As one expects these days some drivers grumbled, but really folks, not everyone had infra-red eyesight.

### CADETS

**Heat 1:** 1st Daniel Wheldon, 2nd Lee Hammond, 3rd Matthew Shaw.

**Heat 2:** 1st Matthew Shaw, 2nd Daniel Wheldon, 3rd James Mills

Business as usual at the front as British Champ Wheldon led the youngsters out to brave the conditions, which included other 'numbered' talent the likes of Mills, Shaw and Anthony Davidson. Justin Wilson had also been impressive in the heats, but was missing from the pack as they swept by on lap one. Wheldon was at the helm, from Shaw and Mills, ahead of Davidson, Hammond, Tom Coupland and Moseley.

The lap positions remained quite static, as Wheldon continued to lead the trailing runners, the first six places on lap one, being the same six on the final tour, eight laps later. Back in seventh meanwell eventually bettered Moseley, only to lose out on the last lap to both the retaliating Moseley and James Wright. Third place was sufficient for the new champ at Club level, James Mills.

### JUNIOR BRITAIN

**Heat 1:** 1st Guy Smith, 2nd Alistair Weston, 3rd Paul Cooper

**Heat 2:** 1st Guy Smith, 2nd Verney Wood, 3rd Paul Cooper

Number 2 Smith was expected to lead the way,



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## Chasewater

SUNDAY, NOVEMBER 12th

### CHASEWATER WHEELS AT BIRMINGHAM

Coinciding with Remembrance Sunday this meeting was blessed with brilliant sunshine on this crisp Autumn day. This was the last meeting of the year for points to count for the Club Championships. The totally sold out Dinner Dance and Presentation is only two weeks off and it is always nice to see drivers oil free and in Sunday best clothes.

Some of the classes would be very closely contested and only today's racing would decide who would be this year's Club Champion, in the Cadet and 100 National Class.

#### JUNIOR BRITAIN PREMIER

Again due to high numbers the Juniors had to be split. Just short of a full grid, as usual there was very close and exciting racing. As regards the Club Championships Paul Kennings had the title well wrapped up. This still didn't stop him giving his best getting on the 2nd row for the Final. Peter Budd was well on form this meeting and it was he who took Pole for the Final. Julian Thomas who has only raced here a handful of times this season showed tremendous form as usual to be alongside Peter. Adam Wilcox is so good just lately in this his first season racing, his heat results good enough to give him 2nd row for the Final. Nik Berrimen as usual was in contention although his first heat result was a little under par. Jonathan Philips and Simon Manton were not too far off the leaders byt ryan Hensman who is not usually out of the first five appeared to be having problems after the first heat.

*Heat 1:* 1st Jamie Garcie, 2nd Julian Thomas, 3rd Paul Kennings

*Heat 2:* 1st Martin Hill, 2nd Nik Berriman, 3rd Adam Wilcox

*Heat 3:* 1st Peter Budd, 2nd Simon Manton, 3rd Adam Wilcox

*Final:* A good start by Peter gave him the initial lead but by the 2nd lap Julian had got past him. Adam was in a good 3rd with Paul tucked in closely. Jamie sneaked past Nik to be 5th with Jonathan and Simon making up the leading pack. These positions were held for the next few laps until the midway point where Jamie and Nik got by Pual. In the 6th lap Adam who was driving so well and was holding 3rd place firmly was out. In the following lap, Peter lost his 2nd place to Jamie who looked as though given a few more laps could have possibly improved further. However with the next lap being the last, it was Julian who had driven perfectly all day who took the honours A well deserved win.

#### JUNIOR BRITAIN RESTRICTED

Richard Brunning took two wins in the heats but a 1, 2, 3 by Gavin Jones gave him Pole for the Final. After an exclusion in the 1st heat for underweight Edward Mayman got it right and had a good 2nd and a 6th. Andrew Collier and Andrew Davis both had good heat results, to make up the 2nd row of the Final.

*Heat 1:* 1st Richard Brunning, 2nd Gavin Jones, 3rd Andrew Davis

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

*Heat 3:* 1st Richard Brunning, 2nd Richard

Smith, 3rd Gavin Jones

*Final:* At the green light Richard Brunning had the better start, so taking the initial lead ahead of Gavin. These two were close for the whole of the race but a determined Richard managed to keep Gavin just behind him. Andrew Collier was up into 3rd place. The next four drivers were Andrew Davis, Stephen Jones, Richard Smith and Tim Driver. Positions were set for the rest of the race and at the finish it was a nice win for Richard Brunning.

#### SENIOR BRITAIN PREMIER and 100 UK

Chris Winter was back on form having good heats to get front row for the Final. Chris had the Club Championship sewn up and so could feel nice and relaxed today. It was Chris's mate Richard Few who won Pole for the Final having two heat wins. Ray Smith from up North also had an impressive day complementing a win with a 3rd and a 5th. Both Michael Goodacre and Lee Brookes both had a no finish in one of the heats but the other two heats produced good results for them both. Simon Rose newly off novice pates had a good 5th and 7th and looked quite comfortable.

The only two 100 UK drivers both had good heats, Paul Taylor having a well raced 2nd place in the 2nd heat.

*Heat 1:* 1st Richard Few, 2nd Chris Winter, 3rd Ray Smith

*Heat 2:* 1st Richard Few, 2nd Paul Taylor (UK), 3rd Lee Brookes

*Heat 3:* 1st Ray Smith, 2nd Chris Winter, 3rd Michael Goodacre

*Final:* This Final proved to be good from a spectator's view with a fair bit of changing of positions and close racing. Richard utilised Pole position an took the early lead ahead of Lee, who has mastered starts very well to gt in front of Chris. Richard held the lead until the 3rd lap when Lee got by to become the new leader. Chris was still a steady 3rd. Ray Smith and Paul Taylor were close in 4th and 5th. There was a little gap to the next group consisting of Craig Dollery, Richard Chandler, Simon Rose and David Shaw all evenly matched. Positions were steady until the midway point where David overtook Simon for 8th and Richard passed Craig to become the 6th placed. In the penultimate lap both David and Simon got by Richard and Craig but back in the lead positions were stable and maintained for the duration of the race and it was Lee who won just ahead of Richard and Chris.

#### SENIOR BRITAIN RESTRICTED

This group produced a full grid. There were three different heat winners, Branson Poyner, Bill White and Chris Coppock who took Pole for the Final. Although he didn't have a win Andrew Cope had the other front row positin for consistency. Inexperience gave quite a number of drivers no finish in the heats but some of these had good results in the other two heats. Such drivers were Tony Scott, Dean Gillat, Ian Creba, Mark Griffiths, Steve Green and Stewart Tye. Paul Shuck and Martin Ashton had good results in all three heats to make up 3rd row for the Final.

*Heat 1:* 1st Branson Pyner, 2nd Stewart Tye, 3rd Andrew Cope

*Heat 2:* 1st Bill White, 2nd Branson Poyner, 3rd Andrew Cope

*Heat 3:* 1st Chris Coppock, 2nd Dean Gillat, 3rd Ian Creba

*Final:* Chris took the initial lead from Pole position, with Andrew Cope and Branson just behind. In fact all the drivers were tightly packed, in the 2nd lap Ian Creba gobbled up three drivers in front to move up to 7th. In the

next lap Andrew Cope who had had such a good meeting up this point was relegated well down the field and in the next lap was seen to retire. It was at this point that Stewart Tye flew up the field into 2nd place ahead of Branson steadily maintaining 3rd. Thereafter the race settled down with no changes in the lead and only the changing of places further back in the field. However as the race reached its end it was a super win for Chris Coppock who had commanded the lead for the duration of the race and showed promise for the future.

#### 100 NATIONAL

Again just two short of a full grid. This was another class closely contested in the Club Championships between current leader Terry Haddon and Mark Bird with only some 18 points difference. However both these drivers were in good form, Mark just getting front row for the Final from Terry by one point on aggregate. However it was visiting driver Stuart Rawsterne whose upward consistence in the heats took Pole position for the Final. Alistair Boyd was unfortunate to be excluded from the 2nd heat, but had an excellent win and a 3rd. This was a similar story for Francis Wood, who had two good 6ths. Nick Pentith and Shaun Power also had a good set of heats and of the novice drivers Jonathan Sharpe had very good 2nd and 3rd heats to be on the 4th row for the Final.

*Heat 1:* 1st Terry Haddon, 2nd Mark Bird, 3rd Alistair Boyd

*Heat 2:* 1st Shaun Power, 2nd Terry Haddon, 3rd Stuart Rawsterne

*Heat 3:* 1st Alistair Boyd, 2nd Stuart Rawsterne, 3rd Mark Bird

*Final:* As the lights changed Stuart shot into the lead. Terry had the better start and was in 2nd ahead of Shaun and Mark. Jonathan had a good start which took him up into 5th place but by the end of the 2nd lap he found himself well down the field. Over the next three laps the leading four held their places. Then in lap 5 Terry lost his holding on 2nd and Shaun and Mark moved ahead of him. Alistair who started off well faded a little towards the end fo the race losing a few places. Ian Probert made up steady ground and by the final stages of the race was up in 5th place. So as the race entred the penultimate lap, Stuart had made quite a good lead for himself. Shaun was very unfortunate and retired just a little way from home. This allowed Terry to get past Mark and retake 2nd place, which is how they crossed the finish line.

#### 125 NATIONAL, OPEN AND P&R

A total of 17 drivers entered in this combined grid of 125 classes.

#### NATIONALS

It was a clean sweep of wins for Mark Evans in this class and in fact overall. Peter Rowlands gave a similar story for 2nd place and both Tony Pegg and Chris Brazier had good results in all three heats.

#### OPEN

Of the four entrants Phil Stocking had three straight 3rds overall making him the best placed Open over Dave Spriggs who seemed to be a little under par this meeting.

#### P&R

This group of really nice blokes were out there again. Of the six Andrew Holmes was again showing good form, finishing mid field each time Eric Wheatherspoon and Ian Barton finished all three heats and Paul Hyde had a good 7th and 8th in the first two heats.

# 1989 Playscape Charity Challenge

## Team Challenge

The Annual Playscape Charity Bash took place this year at the £25 million London Arena in the heart of London Docklands.

This was the fifth such event and for the first time was being held away from one of Playscape's own tracks with Design Design being entrusted with the circuit layout.

The resultant surface was extremely slippery but certainly added to the fun throughout the day.

The entry was as always huge . . . some 200+ drivers had assembled representing over 50 teams and the programme was like a Who's Who of Motor Sport with some well known names from the entertainment world thrown in for good measure.

Karting was as you would expect well represented although it was never going to be a day for the established karting stars to shine very brightly.

The aim was to have fun and raise lots of money for the chosen Charity . . . Barbados. 1988 raised over £15,000 for the same Charity and the organisers were hoping to better that.

Proceedings got under way quite early with all drivers signing on and then being

called up for a few laps of practice before the mammoth task of getting such a large number of drivers through heats began. The slippery surface certainly caught out a number of people but it was nice to see everyone with a smile on their faces even after a visit to the tyres!

The BBC TV cameras were present and no doubt you will have seen the offering on Sport on Friday . . . if you didn't I'm sure someone will have a video of the transmission.

It was an impossible task trying to keep track of what was actually happening on the circuit such was the number of non stop heats and driver changes.

However the numerous stars of Motor Sport appeared to be thoroughly enjoying themselves and mixing freely with Pop Starts, Company Directors and banana packers!

Somehow the organisers managed to sift out sixty of the best to go forward to the Semi Finals and the Zip Team played its Ace when Grant Munro lined up alongside one Johnny Herbert on the front row. Grant had shown well all day but it was all to end prematurely in the Semi . . . perhaps next year? Martin Hines meanwhile had his hands full taking part in both the Team

# Into the arena

The charity event in the London Arena on Sunday 19th November last year included the first RAC Pro-Kart Indoor Championship Challenge and was sponsored by London Property Maintenance

The 'Pro-Karts' were the brainchild of Martin Hines and Playscape Racing Limited. Zip Kart came up with a special new design of 280cc twin-engined Honda powered karts capable of speeds in excess of 60 mph and these karts were originally debuted during the 1988 charity meeting at Clapham. A succesful season of 12 Pro-Kart race days was organised last year at Buckmore Park in Kent.

The "Arrive and Drive" series means that competitors do not need to own any racing equipment, Playscape provides the lot. In order to be fair competitors are graded according to weight, similarly past experience is taken into account. The day begins with registration followed by drivers' briefing, practice, three 10 lap heats and then the Finals.

This year Pro-Kart, fully sanctioned by the RAC MSA, takes to the road, touring the racing circuits throughout Britain and will provide professionally organised motor sport events for individuals, groups or companies. It is also envisaged that a Pro-Kart series will be started this year, either indoor or outdoor, with invited motor sports personalities taking part, all linked in with a television company. It could be a major breakthrough if it comes off, creating more public awareness about karting. In the comfort of their homes they could watch it, who knows maybe even be tempted to have a go themselves. Anyway, enough promotion, back to the action.

The Arena Pro-Kart event provided for a series of heats, each of eight laps followed by three ten

lap Semi-Finals. Drivers earned points from the heats and were accordingly allocated a grid position for one of the Semis. The Semi-Final grids allowed for a maximum of ten starters in each. From the Semis the first four finishers from each went forward to the twelve man grid for the Pro-Kart Grand Final. As is common with this kind of 'fun competition' there was a certain degree of barging to get through! The first heat saw Johnny Herbert snatch a lead he was to hold to the flag, thus throwing down the challenge to the others. Bernard Dolan and Steve Soper also collected firsts in their groups, whilst Dave Coyne, Damon Hill and Tiff Needell claimed seconds apiece. Zip's David Coulthard, Bob Pope and Justin Bell thirds; Barry Osborne, Derek Bell and Jon Finch fourths; Martin Hines, Will Hoy and Rob Gravitt fifths; Johnny Dumfries, Mike Smith (not the writer!) and David Kennedy sixths.

The second heat of three groups had victories going to Johnny Herbert (again), Damon Hill and Justin Bell (who was doing better than dad!); seconds to David Coulthard, Rob Gravitt and Andrew Gilbert-Scott; thirds to Mike Shield, David Kennedy and Steve Soper; fourths to Martin Hines (he had to restart one engine halfway through the heat!), Dave Coyne and Bob Pope; fifths to Tiff Needell, Will Hoy (oh those Gartmore days . . . !) and A N Other whose name was missed off the scorer's list! Sixths to Ian Taylor, Perry McCarthy and Jon Finch.

If the heats were hard fought then the Semi-Finals were something akin to open hostilities!

The first one featured such knaves as Herbert, Gilbert-Scott, Hines (mid grid), Shield, Osborne, McCarthy and Soper. From the lights it was Herbert off pole chased by Gilbert-Scott and the

Challenge and the Pro Kart Challenge and he found it not too easy to keep the thing pointed in the right direction! The smile was always there though! Ian Shaw never really got to 'grips' with the surface, but then he wasn't the only one! So to the final eventually and Richard Dean made the early running but after a number of rather hectic laps Formula Fordster Harry Nuttall emerged in the lead and somehow managed to stay there to the flag. His Team, NCP Broncos, welcomed the additional points and were listed 19th overall.

The Team Challenge prize went to the Motor Racing GB combination of Richard Dean, Scott Stringfellow and Kurt Luby with Sebron Racing in second place overall.

The Zip Kart Team finished a creditable fourth overall and it was interesting to note that the Press . . . Auto Express and Motoring News were well down the order with Autosport the best of the Scribes in 23rd place.

No doubt next year's event is already in the early stages of planning and all concerned are to be congratulated on providing an excellent day out with Barnados being a worthy winner.

Mike Smith

horde as they piled into the first corner. By the end of the second tour the order was — Herbert from Gilbert-Scott, Soper, Shield, McCarthy, Hines and Osborne. That order was to prevail until the halfway stage when Gilbert-Scott went wide on the tight infield section which allowed Soper through. Herbert, meanwhile, ran unhindered to the flag, Soper taking second from Gilbert-Scott. An error (or somebody else's!) on Shield's part dropped him down the order. McCarthy finished fourth ahead of Osborne and Hines, Shield trailing along at the rear.

The second Semi was a Rob Gravitt benefit, with Dave Coulthard taking second and a grid position for the Final, Zip's only hope now of saving face. Third was Damon Hill from David Sears, Robbie Buhl and Jon Finch sixth; Bob Pope and Johnny Dumfries followed. Ulsterman David Kennedy showed his old Formula One prowess, coming through to take the flag when his turn it was, a clear winner in the last Semi-Final. Both Bells were in this one, Derek and son Justin, but it was Justin who grabbed second place whilst father languished well down and out of contention (I'm better at Endurance Racing y'know). Never mind Derek, it was probably a duff kart (mind you, they all say that!). Anyway it was nice to see you getting into the swing of things. Jeff Allam was third ahead of Tiff Needell, Mike Smith, Bernard Dolan, Mark Blundell failed to finish, Derk Bell and Will Hoy concluded the runners.

Meanwhile a lot of repairs were necessary following run-of-the-mill barging, t-boning, and pretty general annihilation attempts, common assault and so forth. Probably where the old maxim came from: 'Unbolt brain, set on startline, pretend it's a lethal weapon and drive like hell!'

## Pro-Kart Grand Final

Originally the Pro-Kart Final was scheduled to





# Playscape

## RACING LTD

run over 20 laps but as time was wearing on, getting late, it was reduced to 10. Based on the result sheets for the Semis, allowing that the first four from each went through and taking into account points from the heats (does that make sense?), it was ascertained that the grid should look like this . . .

|                  |                   |
|------------------|-------------------|
| 19 Gravitt       | 17 Herbert (Pole) |
| 7 Soper          | 14 Kennedy        |
| 12 Coulthard     | 20 Bell, J        |
| 15 Gilbert-Scott | 10 Hill           |
| 8 McCarthy       | 11 Needell        |
| 26 Sears         | 27 Allam          |

The finalists formed up on the grid for the starting stand, trying not to pre-empt the lights!

On the green Herbert made good use of pole position and dived into the first corner, Kennedy was with him from a good break by Coulthard in third place. Gravitt followed leading Gilbert-Scott and the rest . . .

The second tour 'JH' was breaking away (the best kart, eh?), Coulthard had made second (the boss had been on the 'phone twice at least to find out how he was getting on!), Kennedy was down to third, Gravitt still fourth, then Gilbert-Scott and David Sears from the back row.

Lap three it was still Herbert and Coulthard at the front, David Kennedy had demoted Rob Gravitt to fourth spot. Gilbert-Scott still ran in

fifth, but now the infamous Perry McCarthy put in an appearance in sixth, leading Allam, Steve Soper who hadn't had the best of starts (to say the least!) and Tiff Needell. Justin Bell had gone from the acton, likewise Damon Hill and Jeff Allam was soon to follow suit.

There were no changes to the running order during the next three laps but as they approached the halfway stage Tiff Needell was forced into retirement.

Herbert had consolidated his lead whilst Coulthard ran in second about ten kart lengths behind. With both outfits very much on par and given the very slippery nature of the surface it seemed unlikely that the young pretender would ever get close enough to the leader to pose any real threat. The lead pair though had a considerable advantage over the rest of the field. Gravitt still held third from Kennedy followed by McCarthy, Sears, Gilbert-Scott and Soper.

The next lap passed with the running order unchanged, the one following was the same until Perry McCarthy managed to outmanoeuvre David Kennedy and take over fourth place. We lost David Sears to the pits which subsequently elevated Gilbert-Scott and Soper as the race entered its closing stages.

Finally the chequered flag waved for a victorious Johnny Herbert, a just reward for his race long domination. David Coulthard was next, having stayed in second for all but one lap. Rob

Gravitt finished third ahead of Perry McCarthy, David Kennedy, Andrew Gilbert-Scott, with Steve Soper taking the rearguard.

A jubilant Johnny Herbert removed the cork from a bottle of bubbly and liberated the contents in the direction of a fast receding crowd!

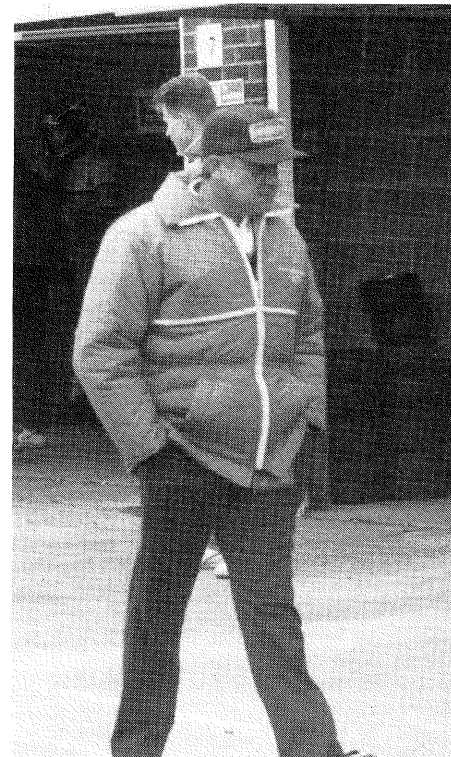
A most enjoyable day was experienced by everyone present (even the marshal someone tried to assassinate halfway through the proceedings!). To the organisers and all who took part — a big vote of thanks.

Ed McCormick



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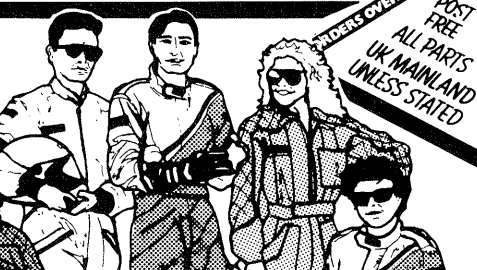
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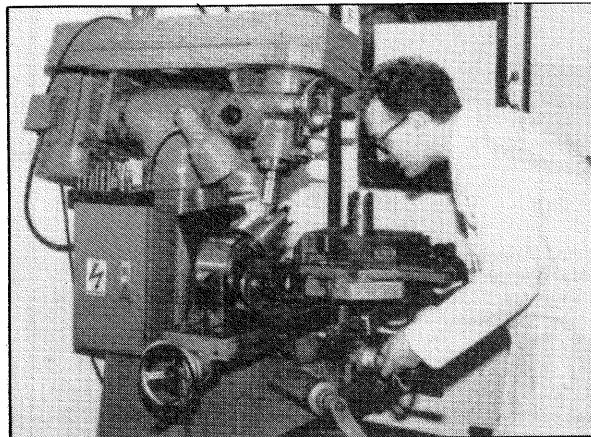
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# 1989 Seasonal Review . . . Mike Smith

Another season is over and once again ED has asked that I put head on block and have a look back at the '89 racing season with the emphasis on long circuits and the British scene.

The World Series was covered last month by our esteemed Editor. As an added bonus . . . and just to give you something else to talk about . . . you will find a stack of figures supporting this review on page 13. . . a full analysis of long circuit events by chassis. this should settle the winter arguments! Interesting though . . . but of course by this time next year they may mean nothing as drivers switch from one chassis to another.

However let's have a look at who did what . . . tin hat firmly on . . . Top Ten time . . . 210 National first . . .



Igor Ashwell(25), his July Cadwell win was the year's highlight (Pics: Iain Blair)

## 210 National

### 1. John Brennan

At last John succeeded in taking the British No 1 to Kilkenny and a more deserving winner would be hard to find. A close look at results from twelve meetings will show that John was in the top six on only half a dozen occasions but he netted four wins and three of those were at RAC rounds with a second at Pembrey wrapping the title up.

### 2. Phil Featherstone

You never quite know whether to take Phil seriously at times but he does enjoy his racing and can fortunately see the funny side of things even when they go badly wrong. Eight top six finishes including a couple of wins at Championship rounds in September and October ensured that no one took him too lightly once the racing got under way.

I suppose as we go into the '90's Phil will rely on his early eighties motor and perhaps spoil himself with a re-build around mid season!

### 3. John Newton

The former British No 1, pictured on the cover inset, has gone into semi retirement and only competed at selected events during '89. From those though he retained the UK Cup and left

### 4. Simon Quance

The exceptional reliability and high finishing record Simon had enjoyed over the past two or three years seemed to have deserted him last season. He finished in the top six at half of the twelve events, taking his only win at the June Cadwell. Nevertheless when it all stayed together he was as expected running at the front.

### 5. Igor Ashwell

Igor did not have too good a finishing record last season, just three top six appearances including a win at the July Cadwell in front of the top brass from the CIK and RAC.

Like Simon Quance, when it all stays together Igor is on the pace.

### 6. Jeremy Pinny

Jeremy picked up his first top placing at Snetterton in June . . . a third . . . and followed that with a further four top six placings giving

Silverstone with the GP plates! In talking to John at the October Snetterton he confirmed he would continue to race only when he really felt like turning out.

Surprisingly he hasn't suffered severe withdrawal symptoms and looks forward to the occasional outing in 1990.

Finished the season quite strongly with a third and a couple of sixth spots.

### 7. Andrew Mears

Just three top six places starting with a win at the June Snetterton followed by a second and a fourth at the same venue later in the season.

### 8. Kevin Bonarski

Started the year with a win at Cadwell in February and a second spot at the March Snetterton. He then had to wait until July at Snetterton before another top six placing came his way and ended the year with a fifth at the Cadwell RAC round in September.

### 9. Brian Borwell

Just four finishes in the top half dozen, his best being a third at Cadwell in June and he had a good run in the Grand Prix with a fifth place his reward.

### 10. George Bett

George had one of those years that he will quickly want to forget. Little went right for the British No 1, just two third places were all he had to show for the hard work and high mileage covered during the year.

Perhaps the only consolation is that 1990 can get better.

Twenty-six drivers featured in the top six during the long circuit season and entries were generally quite good at all events. No doubt the 210 Challenge will be covered in full elsewhere, suffice to say that it proved very popular and certainly did the class no harm whatsoever.

## 125 National

### 1. Boyd Barrington

Little doubt about the No 1 in this class really as Boyd powered his way to seven wins during the year with a couple of second places thrown in for good measure.

Picked up points at five of the six RAC rounds and collected the GP plates from Silverstone.

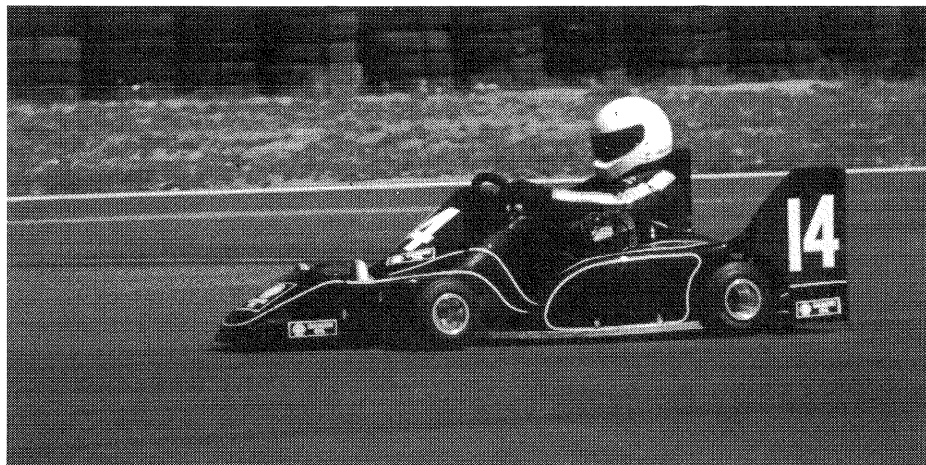
### 2. Malcolm Clark

Malcolm put together a very good sequence of



Phil Featherstone rated second, and justly so, didn't survive the 'GP' out with a broken primary chain





Malcolm Clark is a seasoned campaigner in 125 National and can be relied upon to string together good results

top finishes from May through to September and was always on the pace. Got the win he deserved at the final meeting of the year down in South Wales and can be expected to challenge for honours again next year.

### 3. Gary Ashurst

Like Malcolm, from the North East, Gary picked up a couple of fine wins including the UK Cup at Snetterton in July and scored in five of the six RAC rounds.

### 4. Ian Mason

There is no truth in the rumour that Ian is to have a trial run with the Red Arrows! Certainly a very competitive driver and that 'nasty' at Silverstone didn't seem to have any lasting effect as he scored top six finishes at Snetterton and Pembrey in October.

Started the year well with a third at Cadwell in February and picked up points at three of the six Championship rounds.

### 5. Colin Mason

The British No 1 of '88 didn't have as good a year finishing in the top half dozen on five occasions and scoring points from just three rounds.

Nevertheless, like brother Ian, is, and will no doubt remain very competitive and certainly cannot be discounted.

### 6. Wayne Bray

Probably the highlight of the year for Wayne was his third place at the Grand Prix on his first racing visit to the Northamptonshire venue.

Two more thirds . . . a fourth and a sixth showed that he can run with the best of them . . . and no doubt will do so in 1990.

### 7. Graham Sykes

Graham had a very up and down year with a couple of excursions at Cadwell doing the chassis no good whatsoever. Just three top six places did little justice to his known capabilities and with more luck next year should be once more amongst the front runners.

### 8. Mark Thompson

Three third places and a sixth were all Mark had to show at the end of a season during which all his efforts were in the main thwarted.

Has shown that he can run strongly at the front and with a bit more luck on his side will no doubt do so again.

### 9. Derek Wilson

Four top six finishes for Derek . . . all coming in the second half of the year, starting with fourth at Snetterton in June. Missed out on a rostrum place at the Grand Prix although fifth was not a bad result.

### 10. Steve Young

The '88 UK Cup winner would surely have featured more often had it not been for that unfortunate accident at Cadwell in July. He was credited with first place from that event but I'm sure he would have been happy with second and not suffered the leg injuries he sustained.

As usual the 125s provided some excellent racing with 21 drivers featuring in the top six during the year. Grids were healthy and the signs are that 1990 will be just as competitive.

### 125 Open

#### 1. Simon Cullen

A remarkable season for Simon and his CSK prepared Anderson. From 13 starts he secured eight wins . . . two seconds . . . a third . . . two fifths. He ended the season with the British No 1 . . . the UK Cup and the Grand Prix title.

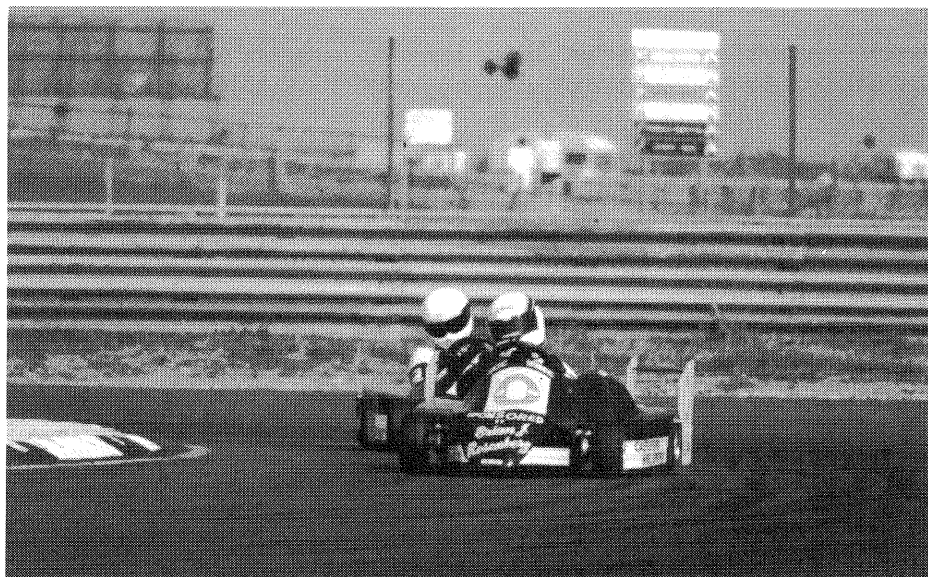
That sort of performance will certainly take some beating . . . I wonder what 1990 will bring?

#### 2. Trevor Roberts

Trevor took three wins . . . Cadwell . . . Knockhill and Pembrey but was never able to string together a lasting series of top placings . . . he was out of the top six at all four events in June and July . . . took fifth at the Grand Prix and then finished the season quite strongly.

#### 3. Alex Pettigrew

Another driver to have the expertise of Chris Stoney behind him and Alex took his one win



Simon Cullen cleared the board in 'Open' — No.1, GP and UK Cup

at Snetterton in October. He had a further seven top six finishes and was always on the fringe of honours. It seems that 1990 will see him switch from the Anderson to a Zip.

### 4. Nigel Wigg

Seven top six finishes starting with a second spot at the opening Cadwell and ending with a third at Snetterton in October.

Like so many others Nigel was unable to put together the required degree of consistency although when all was well he was usually up in front.

### 5. Stuart Mead

Although he was never higher than fourth Stuart collected three such finishes together with three fifth places. His best spell started in May at Knockhill and continued into June and July at Snetterton and Cadwell.

### 6. Graham Barker

A disappointing season for the '88 UK Cup winner despite the fact that he managed four second places and a fifth.

Consistency eluded the Louth driver, the ability is there but reliability was often missing.

### 7. Stuart Ziemelis

The former British Champion put his all British Lazer/TKM into the top half dozen on four occasions just to show that there is still some life left! If he were able to concentrate solely on his own efforts he would no doubt feature more often.

### 8. Steven Webb

The first half of the season was a non event really, Steven taking his first top six result at Cadwell in June. A fourth spot at the Grand Prix was followed by a third at Cadwell and a fourth at the final Pembrey.

### 9. Stephen Sykes

Yet another driver to get some benefit from a Chris Stoney connection. He started the year very well with a win at the February Cadwell but then only managed to pick up points at the April Cadwell and the July Snetterton.

### 10. Richard Crump

Back in karting after a foray into cars Richard appeared in the top six on only three occasions but did show that with more reliability he could be in the results more often.

Twenty-three drivers scored top six finishes in a class which usually had around thirty entries Both the 125 categories appear to have stabilised




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## 250 National

### 1. Mark Webster

Not quite as dominant as he has been in previous years but Mark still took the British No 1 on both Long and Short circuits. He also claimed the UK Cup at Snetterton and with his self prepared KTM bolted to the Anderson he was still usually considered to be the man to beat. 1990 will see him in the seat of a Zip with a 250 Rotax Twin for company . . . that should be worth watching.

### 2. Derek Rodgers

Derek almost matched Webbie for wins over the year . . . three to Mark's four and featured in the top six on ten occasions.

Took a fine win at the Euro Cadwell weekend in July and as always managed to keep his sense of humour.

It has been suggested to him that he should return to the Superkart ranks . . . Derek would love that . . . if the necessary funds could be found.

### 3. Andy Martin

Began the year well with a win at Cadwell in February and followed with a further eight top six results. Played his part in that excellent Silverstone final with a sixth place.

### 4. Martin Pluck

I think everyone in karting was delighted when Martin grabbed the honours at the Grand Prix weekend after a hard fought final.

Apart from that excellent result he scored seven top six finishes with his best spell coming at the end of the year . . . a fifth . . . a fourth and a second from the final three meetings.

### 5. Mark Allen

Mark wasn't seen too often during the long circuit season but the former British Champ and Grand Prix title holder put in a timely reminder at the close with a couple of wins at Snetterton and Pembrey after a fourth spot from the Grand Prix final . . . the latter performance including the fastest lap.

### 6. Colin Fletcher

Colin didn't feature in the top half dozen until the June Cadwell . . . but he did so in style by winning that one. He also was in the thick of the action at Silverstone and claimed second spot with a third from the September Cadwell being his only other high finish.

### 7. Adrian Wilcox

Just five top six results for Adrian . . . two

seconds . . . a third and two fourths. Once again more reliability would have ensured a few more such finishes.

### 8. Jamie Vale

Jamie was consistent on the four occasions he got into the top six for he was fifth each time. Also part of the epic Silverstone battle in August and he ran well at the October Snetterton.

### 9. Pete Morgan

Nothing came his way during the first half of the season, his first top six placing being a third at the June Cadwell and he followed that with a fine fourth at the Euro weekend at the same venue. A sixth place at Pembrey rounded off what had perhaps been a disappointing year.

### 10. Mike Doble

Judged against previous years Mike had what could only be described as a very poor year. A third . . . a fourth and a fifth during June and July was all he had to show for his efforts.

He will no doubt want to start the 90's in winning form so watch out.

The 250 Nationals seem to go from strength to strength with entries being good at all meetings. The new CIK Trophy added further interest but it remains to be seen what 1990 will hold as that competition will be held over one round again . . . but in Finland!

## 250 Formula E

**Equal 1st: Tim Parrott . . . Chris Stoney**

I can hear you all shouting now . . . coward . . . stick your neck out! The bare facts are that Tim had ten top six finishes including four wins, the Grand Prix being one of them. He also of course became only the second British driver to get his hands on the CIK World Championship, Martin Hines having done so in 1983. Chris had nine finishes in the top six including four victories and on those nine occasions he was never lower than third. He collected the UK Cup and wrapped up the British title with his third place at Pembrey in October. All that in his first full season in the Superkart category.

The Castleford Act almost beat the outright lap record at Cadwell in July and Tim put in a storming drive at the same event to take a fourth place.

Both drivers were on Anderson chassis but I'm reliably informed that Chris will be back on a Zip for 1990. I rest my case!

### 3. Ian Shaw

Ian also had nine top six finishes and collected the Short Circuit Title for a second year. He added what was once the World Cup to his ever growing collection of trophies and recorded

long circuit wins at Snetterton in June and October together with that memorable front running drive at the Euro Cadwell. Now firmly established as one of the World's top Superkart drivers . . . and rightly so.

### 4. Roger Goff

Back on a Zip for '89 Roger recorded nine top six finishes including a fine win at the October Pembrey. A fourth place at the Grand Prix was the reward for another fine drive and he put in an excellent performance at the July Cadwell where he took third place.

### 5. Martin Hines

Whilst a win at British events eluded the Zip Boss he recorded seven finishes in the top half dozen. It should also be remembered that he put in that storming drive at the Grand Prix weekend before the gearbox expired. At the same event he took the honours in the World Series round and 1990 will no doubt see him around the top places for yet another year.

### 6. Phil Glencross

A win at the opening Cadwell in February was followed by a further four top six finishes. Phil always qualified well but didn't have as many finishes as he would have liked. That 'nasty' at Cadwell brought his season to a premature end and let's hope that he is fully recovered and back in the driving seat for '90.

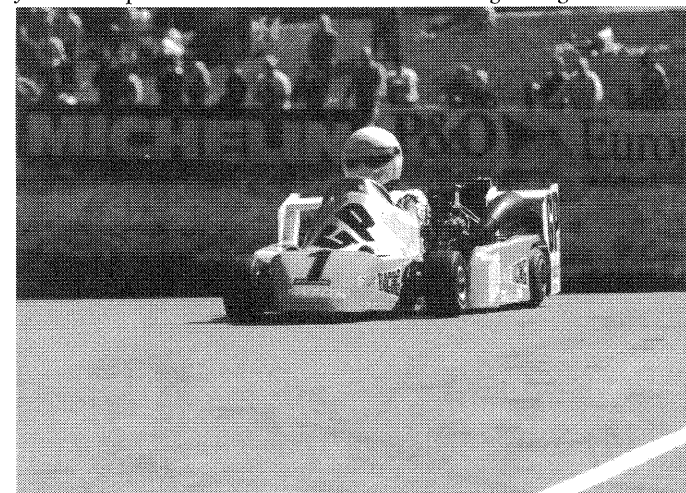
Twenty-seven drivers appeared in the top half dozen during the season including one or two visitors for the Cadwell weekend and the Grand Prix but in all honesty, apart from the six drivers named above, no one showed any sort of consistency nor any real challenge to the established front runners.

Alan Pritchard picked up just three top six places . . . Peter Gray had a similar number with Steve Gill, Mike Wilkinson and Ian Woodcock hitting the top half dozen on a couple of occasions.

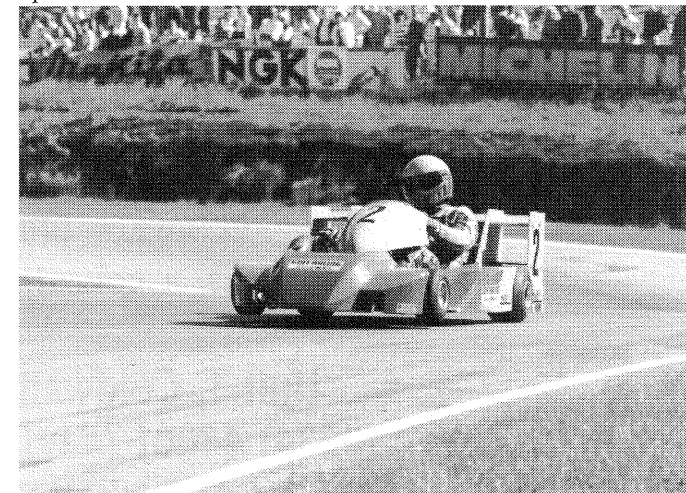
The Superkart scene certainly needs some new blood . . . drivers who can hopefully run at the front and make a serious challenge for honours.

The switch from National to 250E by Mark Webster should be interesting and let's hope the planned return of both Dave Buttigieg and Reg Gange does happen. The class needs an injection and who better to give it than the last two named.

So, there you have it once again . . . a top ten which will no doubt raise plenty of opposite views . . . but that's what it's all about . . . and after all it's only my opinion . . . and who takes any notice of that!



Webbie 'bombed out' at Silverstone in 250 National but still ended the season on a very creditable note



For Roger Goff 9 top six finishes, including the Pembrey win, rounded off his year.



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| COLIN POOLE    | — 4th 125 NAT S/C BRITISH CHAMPS   | — GOFF ROTAX       |
| TREVOR ROBERTS | — 2nd 125 OPEN L/C BRITISH CHAMPS  | — GOFF ROTAX/PIPES |
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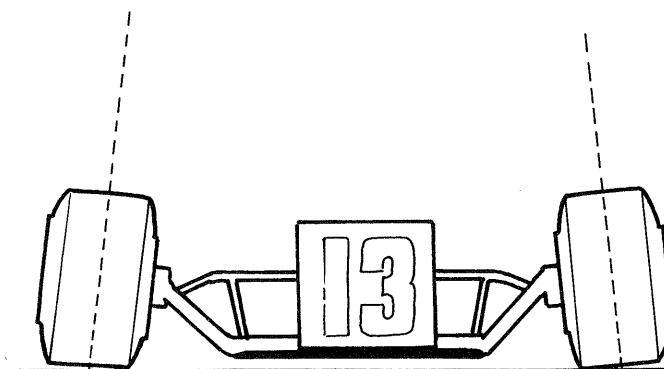
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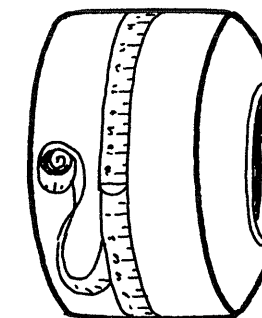
Unit 1, Caldwell Walk, Bedford  
Tel: (0234) 44001 (day); (0234) 266549 (eves)  
— LATE NIGHT THURSDAY —

**G**  
POWER

## TECHNICAL



Camber: the "lean inwards" of the front wheels.



Tyre circumference should be measured using a tape stretched tightly around the middle of the tyre at normal tyre pressure.

Sit the kart on a flat surface, and with the driver seated in it (his weight has a significant effect) get someone to "lift" each front wheel in turn until it just begins to leave the ground — one will undoubtedly feel lighter than the other. This lighter side is obviously higher in relation to the kart than the other, and the chassis will need to be twisted back the other way. Raise the front of the kart some 18" or so off the ground and keep it there by some solid support *under the kingpin support on the "heavy" side*. With one or two "heavies" weighing down the rear wheel on that side, you can stand on the opposing kingpin support area, and by bouncing your weight up and down, twist the frame back to somewhere near straight. Depending upon the materials of which the frame is made this may take varying amounts of effort! Keep at it until the "weights" of each front wheel feel even. (The human error element can be removed by using a spring balance held in the hand to lift each side).

There are obviously more elegant methods which can be employed — in the factory or workshops — but this fairly basic method can often save the day at a race meeting! ...

To return to the workshop, where the now straight chassis is being assembled, what other points are worth noting in the interests of ease of driving and improved performance?

Chassis attachments — such as bumpers — which may well have been twisted, should be re-shaped so that they sit perfectly in place before any bolts are fitted. Any need to pull something into place before a bolt will fit merely transfers that load to the chassis and leaves it unbalanced.

Brake calipers should tighten up on their mounts in a position perfectly square on the disc. Any discrepancy can

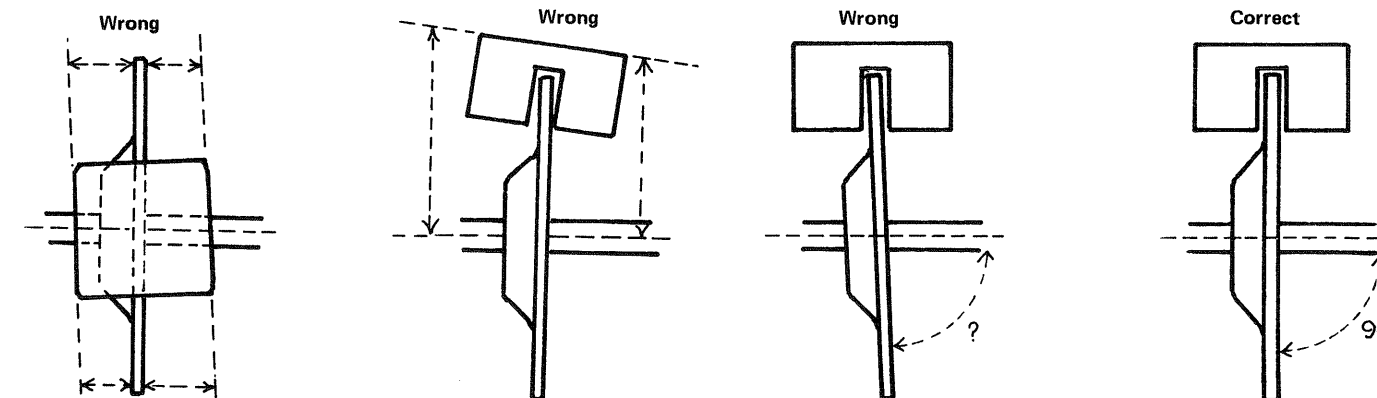
often be adjusted with thin shims or washers behind the caliper, or if possible by realigning the mounts themselves.

One hardly needs to add that the engine must, when mounted, present its drive sprocket perfectly parallel to the chassis and chain, with the axle sprocket aligned perfectly as well.

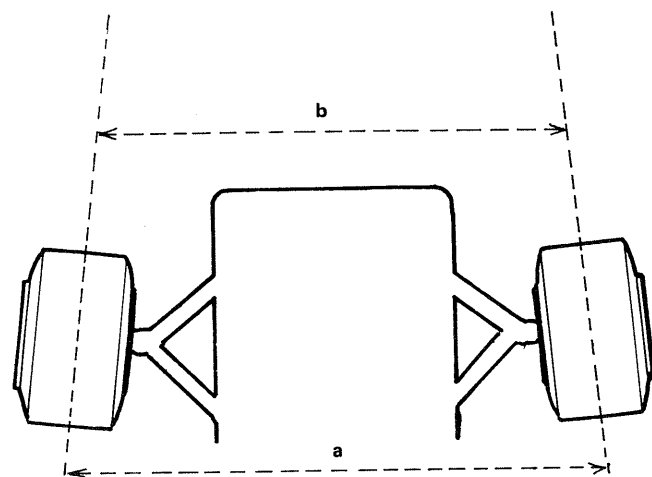


All these facets go to make up the well prepared kart. Often even new chassis can be improved, as careful assembly can improve tolerances due to sheer numbers of production. Assembly of a chassis correctly is a very time-consuming business, but well worth the effort. Have a close look at the equipment being used by your local winners — ten to one it scores high marks on most of the items discussed above ... C.L.

Disc and Brake Caliper Alignment:







Toe In: length a minus length b is the toe in, which should be approx. 1mm.

continued . . .

**Castor** — This is the angle that the kingpins lean back from the vertical, and has a great bearing on the handling characteristics of the chassis.

The basic effects of castor are as follows:

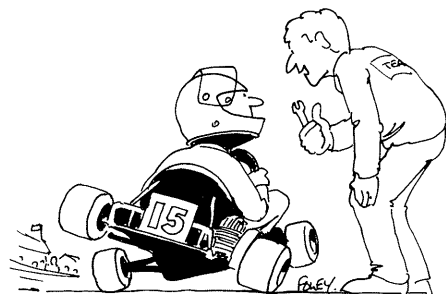
More Castor = more “lifting effect” on the inside wheel as the steering is turned, more apparent grip on the front in relation to the rear, and increased front tyre wear.

Less Castor = less “lifting” effect, less grip and likely understeer, but less tyre wear and lighter steering.

Manufacturers have over their varying years of experience settled upon their own compromise setting, which from make to make can vary from 10 degrees to 18 degrees.

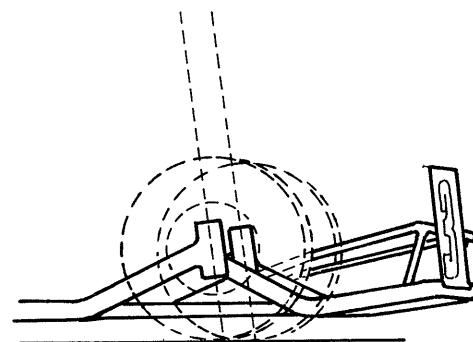
**Camber** — The amount by which the front wheels lean inwards (when in the straight ahead position). Camber angle is incorporated to give the best wear pattern across the tread under cornering loads. Obviously this is the same as the angle the stub axles make with the horizontal. This seems to be in the 0 – 1 degree range for “sticky” tired machines, and occasionally a little more for not so sticky rubber — although this latter theory is diminishing these days.

**Kingpin Inclination** — The angle of lean (inwards) of the kingpins. This can vary greatly from make to make — some consider it important, while others don’t. Its main advantages are given to be a reduction in the steering “weight” due to castor, and a contribution towards the self-centering effect.



I THINK WE’VE GOT A SLIGHT CHASSIS MIS-ALIGNMENT- TRY LEANING OUT A BIT MORE ON THE CORNERS.

Checking that castor and kingpin inclination are at least equal on both sides can be done quickly and easily using two straight rods — the same diameter as the kingpins — but 12” – 18” in length. Remove the stub axles and insert the rods in place of the kingpins. Rest your other straight bar across the top of the



Castor: the “lean back” angle of the kingpins.

kingpin supports and touching the kingpin “rods”. The kingpin inclination angle can thus be quickly compared, using at worst a piece of wire bent to fit one side’s angle, while viewing from the side will confirm equal castor angles if the two rods appear parallel.

When viewed from the front, your straight cross bar, resting on the kingpin supports, should be parallel to the back axle — if not, the chassis is twisted.

Unless a stub axle has been damaged, correct kingpin inclination implies correct camber angle. However it is just as well to check the angle of the stub axle (when fitted and in the straight ahead position) against your straight cross bar. Again both sides should be equal.

Actual measurement of these angles is slightly more involved and for the general competitor is not especially necessary. However, for those who like to know, or those who have an “adjustable” chassis, the simplest procedure is as follows:

A flat surface to sit the chassis on is necessary — either a smooth workshop floor or table top will do. Sit the kart, with all wheels on, on the surface and find some suitable blocks or sheets of material to sit under the front axle so that the kart will remain at the same height when the front wheels are removed. Remove the front wheels. By replacing the kingpins with your two rods, all the various angles can now be measured against the flat surface, using an adjustable set square.

One or two often overlooked points are worth stressing: 1) Tyres often vary slightly in diameter when blown up on wheels. Two differing rear tyre sizes will give false angle measurements as it will tilt the kart over slightly. If you do not have two rears of equal size — measure around the circumference of the tyre with a tightly stretched tape — inflate or deflate one until you do. N.B. If at equal pressure your tyre sizes are different, race with the larger one on the outside if possible. 2) Different diameter pairs of rear tyres (especially for example the difference between 7.1 x 11 and 7.5 x 11.5 tyres as used on 250’s) raise or lower the rear of the kart and thus lessen or increase the castor angle respectively.

Rectification of most of the above chassis alignment faults is best left in the hands of the manufacturer or someone with some experience in repairing chassis.

Fortunately, however, the most common fault — a twisted chassis — can be satisfactorily fixed, even at the circuit. Most knocks a kart chassis takes results in one of the front sides being slightly raised or lowered compared with the other. This is easily picked, as the kart will tend to veer off to one side if the driver’s grip on the steering is relaxed, rather than run in a straight line.

**Analysis of top six places by chassis... 1989 Long Circuit season. All five RAC Classes. Events included... Cadwell (5); Snetterton (4); Knockhill (1); Pembrey (1); Grand Prix (1). 360 top six places available... 60 wins... 60 seconds, etc.**

|          | 1st      | 2nd      | 3rd      | 4th      | 5th      | 6th      | Total | % Overall |
|----------|----------|----------|----------|----------|----------|----------|-------|-----------|
| Zip      | 28 (47%) | 27 (45%) | 20 (33%) | 24 (38%) | 23 (38%) | 23 (38%) | 145   | 40%       |
| Anderson | 23 (38%) | 23 (38%) | 22 (36%) | 20 (33%) | 17 (28%) | 15 (25%) | 120   | 33%       |
| Stratos  | 2        | 1        | 7        | 6        | 10       | 7        | 33    | 9%        |
| Lazer    | 1        | 2        | 2        | 3        | 4        | 5        | 17    | 4.7%      |
| Aero     | 1        | 1        | 4        |          | 3        | 4        | 13    | 3.6%      |
| Kobra    | 2        | 3        | 2        | 1        | 2        | 1        | 11    | 3%        |
| Dino     | 2        | 1        | 1        | 2        |          | 2        | 8     | 2.2%      |
| Spyda    |          |          | 1        | 2        |          | 1        | 4     | 1.1%      |
| Bullitt  | 1        | 1        |          | 1        |          |          | 3     |           |
| Invader  |          | 1        |          | 1        |          |          | 2     |           |
| PVP      |          |          |          |          |          | 2        | 2     |           |
| Fastrak  |          |          |          |          | 1        |          | 1     |           |
| Nissag   |          |          | 1        |          |          |          | 1     |           |

**Analysis of top six placings by chassis... Long Circuit... 1989. (Finals Only). Events included... Cadwell (5), Snetterton (4), Knockhill (1), Pembrey (1), Grand Prix (1).**

| 250 FORMULA E | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|---------------|---|---|---|---|---|---|-------|-----|
| Anderson      | 8 | 5 | 5 | 6 | 4 | 6 | 34    | 47% |
| Zip           | 4 | 7 | 5 | 6 | 6 | 3 | 31    | 43% |
| Kobra         |   |   | 1 |   | 1 |   | 2     | 3%  |
| PVP           |   |   |   |   | 2 | 2 | 2     | 3%  |
| Dino          |   |   |   |   | 1 | 1 | 1     | 1½% |
| Fastrak       |   |   |   |   | 1 | 1 | 1     | 1½% |
| Nissag        |   |   | 1 |   |   | 1 | 1     | 1½% |

| 250 NATIONAL | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|--------------|---|---|---|---|---|---|-------|-----|
| Zip          | 2 | 4 | 6 | 5 | 6 | 9 | 32    | 44% |
| Anderson     | 7 | 5 | 5 | 3 | 3 | 1 | 24    | 33% |
| Lazer        | 1 | 2 |   | 2 | 3 | 1 | 9     | 12% |
| Dino         | 2 | 1 | 1 | 2 |   | 1 | 7     | 11% |

| 125 NATIONAL | 1  | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|--------------|----|---|---|---|---|---|-------|-----|
| Zip          | 10 | 9 | 4 | 6 | 5 | 5 | 39    | 54% |
| Stratos      |    | 2 |   | 7 | 3 | 6 | 23    | 32% |
| Anderson     |    |   | 3 | 1 | 3 | 1 | 10    | 14% |

| 125 OPEN | 1 | 2  | 3 | 4 | 5 | 6 | TOTAL | %   |
|----------|---|----|---|---|---|---|-------|-----|
| Anderson | 8 | 10 | 8 | 7 | 7 | 4 | 44    | 61% |
| Zip      | 4 |    | 1 | 2 | 4 | 2 | 14    | 20% |
| Lazer    |   |    | 2 | 1 | 1 | 4 | 8     | 11% |
| Spyder   |   |    | 1 | 2 |   | 1 | 4     | 5%  |
| Stratos  |   | 1  |   |   |   | 1 | 2     | 3%  |

| 210 NATIONAL | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|--------------|---|---|---|---|---|---|-------|-----|
| Zip          | 8 | 6 | 4 | 5 | 2 | 4 | 29    | 41% |
| Aero         | 1 | 1 | 4 |   | 3 | 4 | 13    | 18% |
| Kobra        | 2 | 3 | 1 | 1 | 1 | 1 | 9     | 12% |
| Anderson     |   |   |   | 3 | 1 | 2 | 8     | 11% |
| Stratos      |   |   |   |   | 3 | 4 | 8     | 11% |
| Bullitt      | 1 | 1 |   |   | 1 |   | 3     | 4%  |
| Invader      |   | 1 |   | 1 |   |   | 2     | 3%  |

**Analysis of top six placings by chassis... 1989 Finals only.**

**SILVERSTONE GRAND PRIX (Not including World Series Round)**

|          | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|----------|---|---|---|---|---|---|-------|-----|
| Zip      | 2 | 4 | 1 | 1 | 3 | 2 | 13    | 43% |
| Anderson | 2 | 1 | 2 | 1 |   |   | 6     | 20% |
| Stratos  |   |   | 1 | 1 | 1 | 2 | 5     | 17% |
| Lazer    | 1 |   |   |   |   |   | 1     |     |
| Aero     |   |   |   |   | 1 |   | 1     |     |
| Dino     |   |   |   | 1 |   |   | 1     |     |
| Spyda    |   |   | 1 |   |   |   | 1     |     |
| PVP      |   |   |   |   |   | 1 | 1     |     |
| Nissag   |   |   | 1 |   |   |   | 1     |     |

**CADWELL PARK 1989**

**Analysis of top six placings by chassis. Five meetings... all classes... 150 top six places available. 25 wins... 25 second places and so on.**

|          | 1  | 2  | 3  | 4  | 5  | 6  | TOTAL | %   |
|----------|----|----|----|----|----|----|-------|-----|
| Zip      | 12 | 12 | 10 | 11 | 6  | 10 | 61    | 41% |
| Anderson | 10 | 8  | 9  | 7  | 12 | 5  | 51    | 34% |
| Stratos  | 1  |    | 2  | 3  | 2  | 2  | 10    | 7%  |
| Aero     | 1  | 1  | 2  |    | 1  | 3  | 8     |     |
| Kobra    | 1  | 2  |    | 1  | 2  | 1  | 7     |     |
| Lazer    |    |    | 1  | 1  | 1  | 2  | 7     |     |
| Spyda    |    |    |    | 1  |    | 1  | 2     |     |
| Dino     |    | 1  |    | 1  |    |    | 2     |     |
| PVP      |    |    |    |    |    | 1  | 1     |     |
| Invader  |    |    |    | 1  |    |    | 1     |     |

**SNETTERTON 1989**

**Analysis of top six placings by chassis. Four meetings... all classes... 120 places available... 20 wins... 20 second places and so on.**

|          | 1 | 2 | 3 | 4 | 5  | 6 | TOTAL | %   |
|----------|---|---|---|---|----|---|-------|-----|
| Zip      | 8 | 7 | 7 | 8 | 10 | 7 | 47    | 39% |
| Anderson | 9 | 9 | 8 | 7 | 1  | 6 | 40    | 33% |
| Stratos  | 1 | 1 | 2 | 2 | 6  | 2 | 14    | 12% |
| Lazer    |   |   |   | 2 | 1  | 3 | 6     |     |
| Aero     |   |   |   |   |    |   | 3     |     |
| Dino     | 1 |   |   |   |    | 2 | 3     |     |
| Bullitt  | 1 | 1 |   | 1 |    |   | 3     |     |
| Kobra    |   | 1 | 1 |   |    |   | 2     |     |
| Invader  |   | 1 |   |   |    |   | 1     |     |
| Fastrak  |   |   |   |   | 1  |   | 1     |     |

**Analysis of top six placings by chassis... 1989 Finals only.**

**PEMBREY**

|          | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|----------|---|---|---|---|---|---|-------|-----|
| Zip      | 3 | 2 | 1 | 2 | 1 | 2 | 11    | 37% |
| Anderson |   | 2 | 2 | 2 | 3 | 2 | 11    | 37% |
| Lazer    |   | 1 | 1 |   |   |   | 2     |     |
| Stratos  |   |   | 1 |   | 1 |   | 2     |     |
| Kobra    | 1 |   |   |   |   |   | 1     |     |
| Dino     | 1 |   |   |   |   |   | 1     |     |
| Spyda    |   |   |   | 1 |   |   | 1     |     |
| Aero     |   |   |   |   |   | 1 | 1     |     |

**KNOCKHILL**

|          | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | %   |
|----------|---|---|---|---|---|---|-------|-----|
| Zip      | 3 | 2 | 1 | 2 | 3 | 2 | 13    | 43% |
| Anderson | 2 | 3 | 1 | 3 | 1 | 2 | 12    | 40% |
| Stratos  |   |   | 1 |   |   | 1 | 2     |     |
| Kobra    |   |   | 1 |   |   |   | 1     |     |
| Dino     |   |   | 1 |   |   |   | 1     |     |
| Lazer    |   |   |   |   | 1 |   | 1     |     |



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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.

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## SEE US AT THE N.E.C. 16th-18th FEBRUARY

### 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     |
|                           | 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     |
| <b>VEGA TYRES</b>         |                |                                 |        |            |
| 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

## TECHNICAL

# The Set-Up...

So you're not sure your chassis is handling as well as it used to — it's unpredictable to drive, or pulls to one side? Maybe it's not "set up" as well as it should be. Two identical frames can give totally different results if set up well — or badly. We take a look at the basics that go into a well prepared kart chassis.

Fortunately the average kart chassis — even the slightly more complex Superkart or adjustable steering geometry models — is much easier to set up than a competition car, where suspension and even more wheel angle adjustments make for a complete job. However, the use of a few simple checks can ensure that your kart chassis gives of its best, without any peculiar handling characteristics hindering your depths of driving talent!

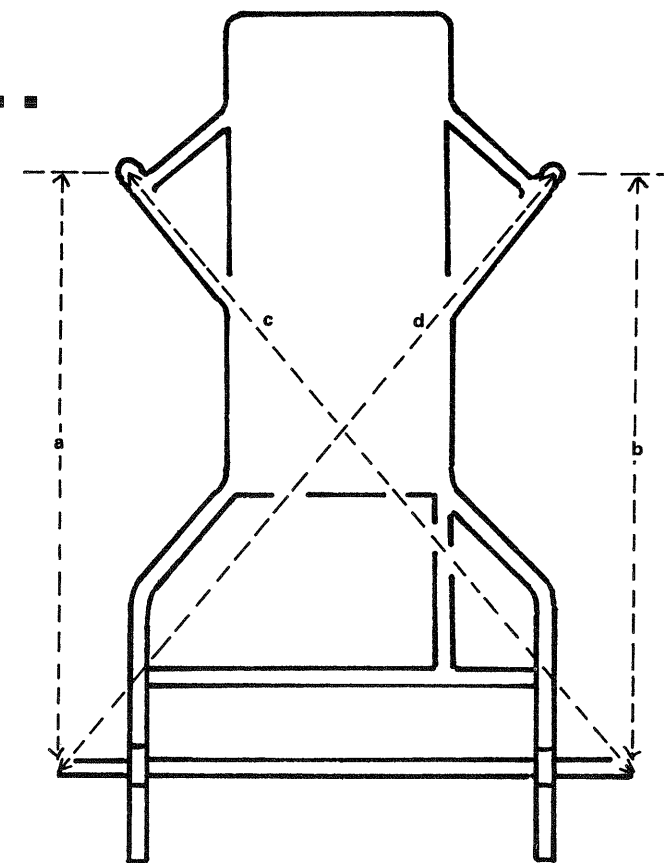
Perhaps the key phrase to work to is that "all things must be equal". This applies to lengths, angles, diameters and circumferences on one side of the chassis when compared to the other — and involves such technical sounding things as castor, camber, kingpin inclination, axle protrusion, tyre diameter, wheelbase, and so on, all of which will shortly become clear ...

Obviously a brand new chassis should be straight and true, but after a few meetings' running, or a surprisingly small knock, small discrepancies can creep in, and the occasional check can reveal adjustments to be made. An accurate tape measure is the ideal tool for "on-track" emergency checks, while for the workshop, a perfectly straight rod or bar of some 3 feet in length, an adjustable set square, and a spirit level will enable you to maintain your kart in shape. A flat surface — either table top or floor — is also helpful.

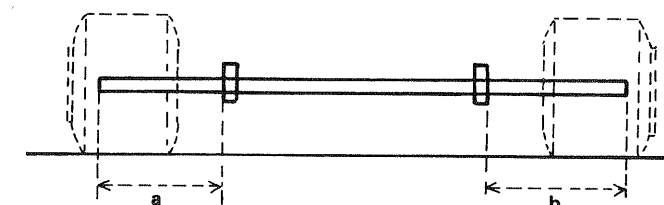
Let's now look at some of the individual important dimensions and checks. The chassis must first and foremost be *square*. This is best checked with the rear axle still fitted. Firstly check that the rear axle protrudes exactly the same distance outside the outside rail on both sides, and if not, undo the bearing set screws and move the axle until it is correctly located (see diagram). Now measure the distance back from the centre of each front wheel kingpin to the back axle — keeping the tape at right angles to the axle. This should be the same on both sides. Next, check the diagonal measurement from each front kingpin, across to the tip of the rear axle on the *other* side. Again, both should be equal (see diagram).

If these measurements are as they should be, the chassis is square. If not, the chassis will be "crabbing" to some extent and it will pay to find the cause. In some cases, a small discrepancy can be due to the axle itself being fitted slightly out of square — check this. This itself can also be a simple D.I.Y. cure for small discrepancies — slight slotting forwards or backwards of bearing hangar holes can overcome slight out of squareness. Larger differences probably involve either re-jigging by the manufacturer, or in the worst cases, replacement.

Whilst on this initial topic, it is worth mentioning that whilst perfection is desirable, it is rarely achieved, and so when we talk of the measurements above being *equal*, measurements up to within 2mm of each other are fairly acceptable for normal use, although top line competitors will always strive for the best possible result.



Chassis Squareness (above): The chassis is square if length a = length b and length c = length d.



Before checking chassis squareness, axle protrusion must be checked. Length a = length b.

We move now to the other most critical area of chassis set up — the steering geometry. Before continuing, it is worth noting that the checks that follow should be made before any adjustment is made for "squareness" as discussed on the previous section — errors in some steering angles can give false readings in squareness measurement, and so should be looked at before any action is taken.

Checking steering geometry involves two stages: 1) Purely checking that angles on the left side and right side are equal. Any slight knock is highly unlikely to damage both sides of a chassis, and so a simple check that both sides are still the same is generally sufficient. 2) For those who wish to get more involved, or those whose chassis feature some form of adjustable steering, the next step is to actually measure the various angles, and either correct or alter them if necessary.

Firstly some simple, but important definitions:  
**Toe In** — With the front wheels in the straight ahead position, the extra distance between the centrelines of the two tyres at the back, as opposed to the front, is the "toe-in" (see diagram). As a rule, most people set this as between 0 and 1mm. ▶



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**1990 Exclusive Corporate Dates** 13th January, 11th February, 10th March, 24th March, 8th April, 21st April, 12th May, 27th May (Provisional), 2nd June, 10th June, 23rd June, 30th June, 7th July, 21st July, 28th July, 4th August, 12th August, 8th September, 22nd September, 30th September, 6th October, 14th October, 27th October, 10th November, 9th December.

All weekdays must be pre-booked. Please send SAE for 1990 fixture list to:  
**Booking Office:** Bill Sisley, Rock Cottage, New Church Road, Bilsington, Ashford, Kent TN25 7LA. Telephone No: 0233 720416 or 0836 661876. Fax: 0474 853959.

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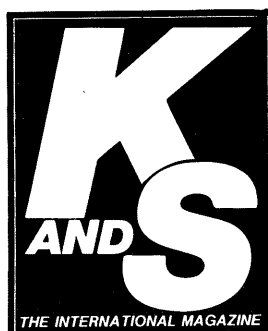
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# CADET COLUMN

## Chasewater Wheels Birmingham 12th November

A full grid of Cadets with only eight novice drivers, the rest on full plates. This was one of the classes where only 14 points separated the two leaders Dean Haddon and Ben Purkis. Both drivers were in fine form in the heats but Ben just sneaked pole for the final on aggregate. There were admirable drives in the heats from Jonathan Roden, James Kendrick, Stu Wilson and a notable improvement from Iain Remmers newly off novice plates and looking very trim.

### Heat Results

*Heat 1:* 1st Ben Purkis, 2nd Dean Haddon, 3rd Jonathan Roden.

*Heat 2:* 1st James Billington, 2nd James Kendrick, 3rd Tom King.

*Heat 3:* 1st Ben Purkis, 2nd Chris Eaton, 3rd Dean Haddon.

### Final

Ben utilised the privilege of Pole position to take the initial lead but Dean stuck to him like glue. Iain was in a close 3rd and Stu Wilson and James Kendrick completed the first five. The rest of the field followed the leaders in a straight line round the Circuit. With the continuation of the race Ben still held onto the lead but Dean was so very close driving cautiously for that chance to take the lead. In the second lap in the mid field Wesley Jones who was out and James Billington who was just behind him fell down the field and was unable to make a recovery. Positions were more or less held by the drivers until almost the end of the race on the penultimate lap, a patient Dean saw his chance and took the lead from Ben. Try as he might there then just wasn't the time for Ben to get back and Dean not only was the winner of this meeting's final but had secured the Cadet Club Championship for 1989. Well done Dean the hard work was worth it.

### Final Results

1st Dean Haddon, 2nd Ben Purkis, 3rd Iain Remmers. Best Placed Novice: Matthew Brown (11th).



**1990 RAC CADET DATES  
PROVISIONAL**  
**7th-8th April — Blackbushe**  
**21st-22nd April — Three Sisters**  
**12th-13th May — Wombwell**  
**28th-29th July — Kimbolton**

### RAC Cadet Series

| Top 10 Points Scores |                          |         |
|----------------------|--------------------------|---------|
| 1st                  | Daniel Wheldon           | 312 Pts |
| 2nd                  | Jenson Button            | 281     |
| 3rd                  | Matthew Shaw             | 243     |
| 4th                  | James Mills              | 226     |
| 5th                  | Charles Butler-Henderson | 212     |
| 6th                  | Lee Hammond              | 189     |
| 7th                  | Daniel Yeomans           | 181     |
| 8th                  | Jamie Ross-MacKenzie     | 179     |
| 9th                  | Anthony Davidson         | 174     |
| 10th                 | Peter MacLaren           | 169     |



Above, some summer action from Blackbushe — Lars Sexton(72), Paul Rivett(32) and Barrie Wilkin (Pic: David Ford). Below, Doug Rees captured Ricky Elliott(22) last month at Shenington.



## A HAPPY NEW YEAR!

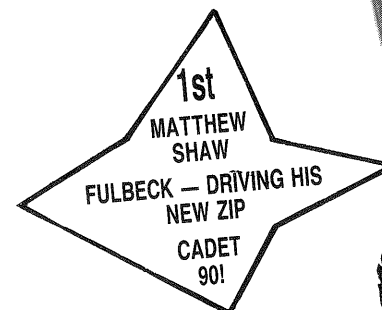
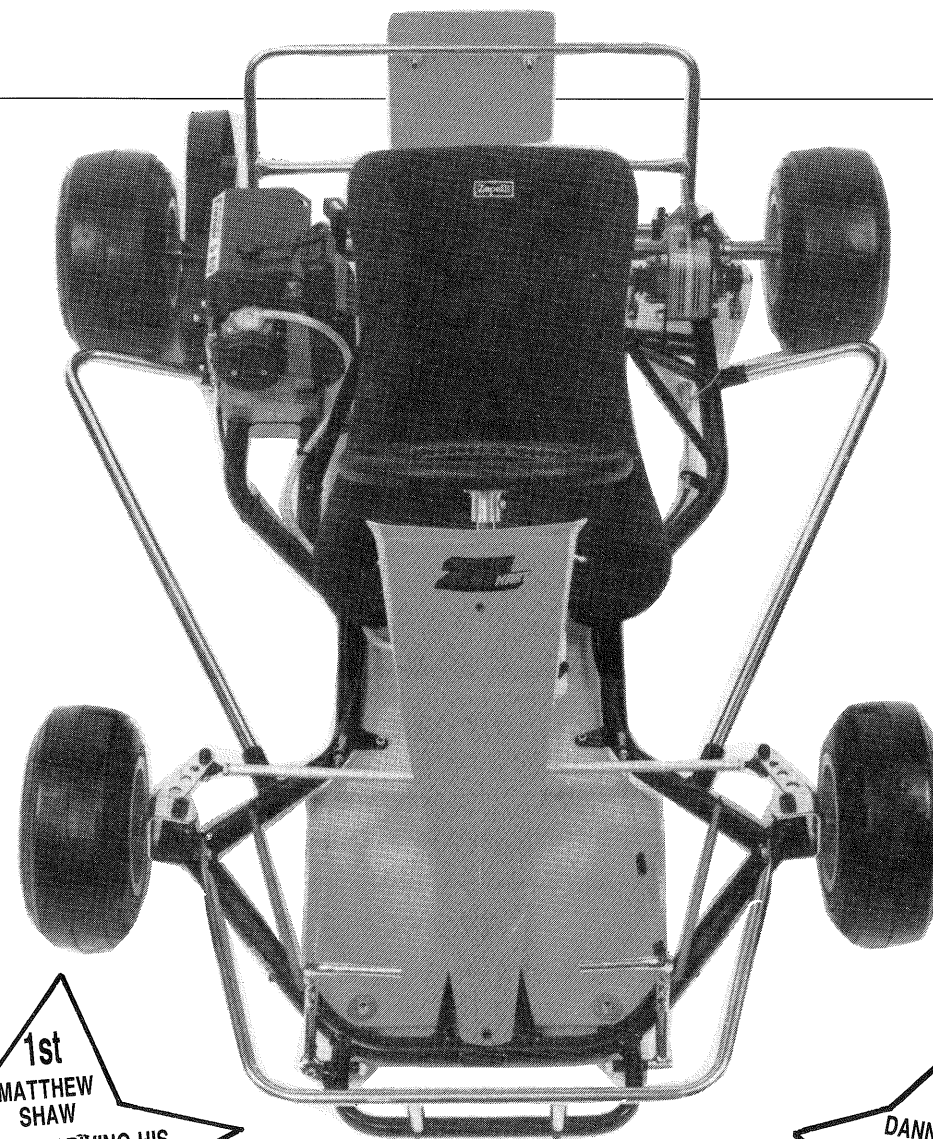
### Cadet Winter Series

Pictured left with the Club's Cadet trophies during Beccles and District annual dinner and presentation held recently, are (l to r) — Chaz Parfett (1st) and Michael Raffell (2nd). (Pic: courtesy Wally Cass).

There will be a Winter Series for Cadets at Chasewater Wheels, Birmingham. All those Cadets interested please contact Liz Peters on 021-353 9582. It will be over January, February and March.

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