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1990 NEC Kart Show Guide

1990 NEC Kart Show Guide

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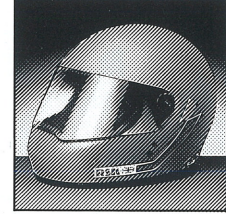
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Rip-offs (5) — Star I & II, New Star, Star LTD, M1, M2, XFM-1 £6.90
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148/149 Close-knit as above, flared neck £20.70

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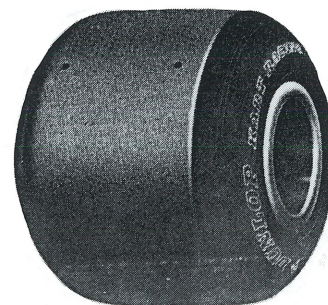
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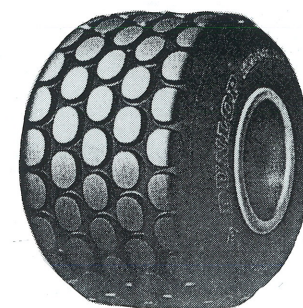


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210 VILLIERS and gearbox, new clutch, 36mm carb, exhaust. Lots of spares plus all the tools. Genuine reasons for sale. Bargain — £350 ono. Telephone: Exeter (0392) 71891.

ANDERSON MIRAGE — 256 Rotax, chassis 5 meetings old from new. Engine rebuilt '89 cylinder, 38mm Dellortos, flat slides — new Merlin ex pipes — £4,250 ono. Telephone: Brian Harvey (0303) 278833.

ROTAX 250 engines 1984 ready to race — £700. 1985 with '87 cranks and p/v's — £950. Set of pipes — £80. Set of Kelgate brakes — £195. £1,985 TZ250 motor with pipes — £495. Telephone: (0823) 662130 (Somerset).

ROTAX FACTORY SELECTED Paul Casrr tuned, just rebuilt and run.in, c/w Sprint carb/exhaust and mount. Very quick — £785 ono. Telephone: Nick (0793) 872752.

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

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SHORT CIRCUIT 125 National outfit, Anderson, Goff Rotax. Immaculate condition. 2 spare engines complete carbs, exhausts. Very little use poa. Will split. Telephone: (0223) 893792.

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KTM L/C engine, two exhausts, Dellorto, re-plated barrel, new piston, conrod — £475. Quick 210 engine, new dry clutch — £350. Bridgestone wets, rims — £40. Telephone: (0392) 874868.

ZIP BANDIT — 1989 chassis, 2 meetings old, as brand new, with tuned 125 a/c Rotax, Long and Short Circuit bodywork, spares — £1,650. New wets and slicks on new rims — £150. Driver retiring. Telephone: Billings (0744) 894237.

ZIP BANDIT 125 W/C ROTAX

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STRATOS ROTAX 125 National, full body and Short circuit trim. YDG's, wets and spares. All vgc — £1,450 ono. Telephone: (0252) 334706.

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125 P&R, Zip GP Honda rebuilt and immaculate — .£50. Telephone: (0244) 762048.

ZIP GP 125 air-cooled Rotax, Hurley tuned, Kelgate brakes, Short Circuit trim, full bodywork, some spares — £950. Telephone: Graham: 01-891 6363 (day), (0737) 766207 (evenings).

250 INTERNATIONAL, Zip a/c Yamaha. Very good condition, many spares including slicks and wets on rims. Ready to race — £625. Telephone: (0384) 634457 (after 4.30pm).

100 BRITAIN Ferrari Arrow. The engine internals and coil all new. ideal for beginner — £350. Telephone: Jim or Ross (0989) 67930.

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— **£1,250 or nearest offer.**

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125 MINARELLI a/c Madcap tuned. New May '88 — £600 including PMP and smooth bore Dellorto. W/C barrel and pump to suit — offers. Telephone: Boyd (3943) 3211.

100 BRITAIN outfit, Gillard chassis, P&R engine. Good kart. Racing suit — £350. Telephone: (0902) 700187.

ROTAX 125 (water-cooled), latest type 2-piece head, recent bottom and overhaul. New piston and replated barrel. Complete with carb, pipe and ignition — £450. Telephone: (0272) 791329.

WANTED — Racing leathers, height 5' 5", waist 32", one or two piece. Telephone: 021 565 5208 (day), or 021 382 6211 (evenings).

100 BRITAIN Gillard, 6 meetings old, Arrow, EME, tuned and ready to race, wets, slicks. Also Zip rolling chassis, quick sale. The lot — £750. Telephone: Gloucester (0452) 310760.

ANDERSON AK/ANDERSON 125 National Rotax. This kart is immaculate. Lots of spares. For quick sale — £1,500. Also two spare engines with carbs, one Anderson tuned — £700, ono — £250. Telephone: Phil (0734) 861008.

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DART LEISURE KART. Hardly used. Now outgrown — £400. Telephone: (0242) 87451 (Cheltenham).

ROTAX 125 a/c engine and spares — £228. GP Chassis 6 meetings (not bent) — £80. Full bodywork, Stratos and Silverstone — £25 each. Many more spares. Telephone: Terry (0322) 58332 (Home), (0322) 555953 (Work).

STAR YAMAHA TD3. Complete outfit. Spares, leathers, stand, trailer, spare slicks. Not used for two seasons. Telephone: Guernsey (0481) 65696 (evenings).

ZIP GP 125 Rotax, plenty spares. New Shoei helmet, suit, gloves, boots, the lot. Ideal beginner — £700 ono. Telephone: Geoff (0590) 503939.

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

SRATOS CHASSIS, complete Long and Short Circuit trim, in excellent condition. Includes five sets of rims, new Kelgate axle, Brembo gold brakes. All fully maintained — £850 ono. Telephone: Chris on (0977) 707059.

ANDERSON FORMULA E Rotax 1987 engine and chassis. Full and open bodywork. Very fast — £2,900. Complete 1983-£325 and 1983 unused barrels — £65. Telephone: (0624) 74442.

EX TIM PARROTT Kelgate bandit chassis complete with detachable steering wheel, S/C bodywork and full body £1,250. New CR250RC cranks, crankcases and clutch baskets, 8' x 4' sheets of black polypropylene makes long circuit floor tray with loads to spare, delivered to most L/C meetings or to your door £32. 061678 9970 (after 6pm).

ZIP BANDIT, Kelgates. 2 meetings from new. Full body and pods. 250 nat. Zip Bandit Kelgates. New, never run. Full body. 250 nat w/c. Phone (0442) 833057.

250 E ZIP Rotax with bodywork, Kelgate — Brembo running gear throughout. 45 wheels and tyres, 2 sets of wets, spare barrels, jets, sprockets. Telephone: 021 353 9092.

TRAILER — 2 tier kart trailer and lights etc., — £160, 2 sets. YDF slicks — £50. Set vega RH unused — £70. Set YDJ wets (mint) — £85. Tel: Andrew Blakely (0937)-65311 (Day). (0423) 358948 (Eve). Wanted zip kart trolley.

250 NATIONAL ZIP GP Honda CR250RC. Full Motiv tuned, motoplat, Dellorto. Ideal for beginner. Must sell. Best offer — Telephone: (0382) 76149.

MINARELLI 125 a/c engines for sale due to change in classes. Four complete engines, one less ignition, spares including rev counters, PMP-CSK pipes, smooth bore carbs, pulse pumps etc. Contact Dave Scott on (0266) 292181.

VILLIERS KMP engine +50, new mains, big end, lightened clutch, 7th British Champs — £425. Also many spares including special gears. Telephone: (05642) 4584.

125 NATIONAL s/c Dino 125s with Rotax engine, both 12 months old with spare Rotax engine. Two sets of wheels, loads of spares plus covered purpose built kart trailer with storage space — £2,500 ono. Telephone: (0432) 850395.

ZIP BANDIT, September '88 rolling chassis, full Long Circuit water-cooled bodywork and Short Circuit trim, side bars etc. — £895. Telephone: 061 834 7307 (day); 061 439 2458 (evenings). Roy.

1989 JETA CADET KART complete with slick and wet tyres, trolley, helmet and full protective clothing. Excellent condition. Cost £1,300, accept £800. Telephone: (0484) 685629.

TRAILER — 2 tier kart trailer with lights etc — £160. Two sets YDF slicks — £50. Set Vega RH unused — £70. Set YDJ wets (mint) — £85. Telephone: Andrew Blakeley (0937) 65311 (day); (0423) 358948 (evenings). WANTED — Zip kart trolley.

RETIREMENT SALE — Bariotti 210 Villiers just rebuilt for new season, wets, stand and some spares — £800 ono. Possible spare engine. Also, kart trailer for sale — £150 ono. Telephone: windsor (0753) 854121.

DINO ROTAX 125, Motive tuned air-cooled motor with rebuilt crank, new clutch, new latest spec motoplat and coil, new Dellorto carb, PMP pipe, spare water-cooled barrel and pump. Chassis with Kelgates. All new bearings and joints etc. Fully sorted outfit. Only — £675. Telephone: Steve, Hull (0482) 667121 ext'n 5648 (day); (0482) 53495 (evenings).

ZIP BRITAIN, immaculate condition, with Parilla engine. Everything complete and ready to race — £425. Telephone: Bedford (0234) 266549.

HUMMEL 125 ROTAX cylinder and head, unused. Very special and very rare — £350. Telephone: (0932) 253073 or (0784) 455247.

ROTAX 256 ENGINE 1982. '87 gearbox, clutch, ignition, carbs — £450. Telephone: (0280) 812152.

ZIP CADET. First raced January 1989, plus spares including full set of rims — £550. Telephone: (0378) 73248 (Epping).

TWIN AXLE BOX TRAILER. Internal dimensions — 8ft x 6ft x 5ft. Plenty of storage and fold down work bench — £550 ono. Telephone: 021 502 1429 (day); (0384) 893830 (evenings).

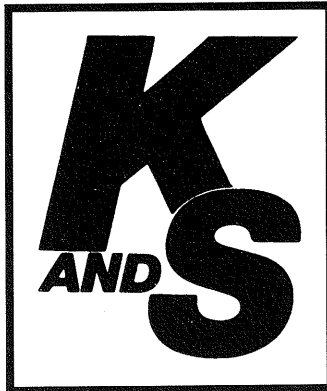
ZIP 925 ROTAX 125, Kelgate brakes, kart cover all and sorts of accessories — £850 ono. Telephone:- (0706) 55569.

SPRINT JUNIOR BRITAIN April '89, chassis black, Tillett seat, alloy wheels with tyres. October '89 Deavin-ton tuned Parilla, pods, trolley, cover, exhaust, spares. Trophy winning outfit — £895 ono. Telephone:- 01-462 2232 (day); (0689) 54187 (evenings).

ZIP BANDIT ROLLING CHASSIS, Kelgates, 1-piece wheels, 5th British Champs, 2nd Midland Champs, 2nd Shenington Club Champs — £700 ono. Telephone:- (09277) 61181.

BUSINESS FORCES SALE — Formula E Dino Rotax, '86 or '89 spec engine. More details, ring: (05438) 76991.

ZIP BANDIT 125 a/c Rotax, Long Circuit trim, CSK barrel and head, recent re-nikasil, bored carb. Fully sorted and ready to race — £950. Telephone: 061-728 1497
ZIP GP 125 a/c Rotax, Short Circuit trim, fitted Brembos, JL exhaust, recent re-nikasil, new piston, stand, set of slicks — £675. Also two spare motors — £250 each. Telephone: 061-728 1497.



MONTHLY

No. 130

Ed, Says....

It hardly seems twelve months since the last International Kart Show in Trentham Gardens, Stoke. This year the venue has switched to the NEC, Birmingham, where it should be the focus of considerable attention from both the general public and the media. Running concurrently at the NEC is the Caravan, Camping and Boating Show and a spin-off from that should produce an increase on the gate for karting. You will find a centrespread this month which is a complete Show guide and list of exhibitors. So, enjoy your weekend.

You will probably have picked it up on the jungle telegraph that there is to be an editorial change around at K&S. Commencing from the March issue writer Mike Smith assumes full editorial responsibility and will operate his office from Bolton; the address and telephone number is given overleaf and *all* communications should be directed to that location. I have been dubbed Production Manager and will continue to operate from Hoddesdon. I hope you will give Mike all the help and support which you did me. It only remains for me to sign off now from this spot for the last time. I hope to see you around the tracks.

Ed McCormick

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FRONT COVER:

Simon Cullen's 1989 performances will take some beating. He ended the season with the British No. 1, the UK Cup and the Grand Prix title. What will 1990 bring . . . ? Mark Pluck (inset) took the GP honours after a hard fought battle.

(Pic: Iain Blair)

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STRICTLY CLASSIFIED

Next month's feature include:- Full coverage of the International Kart Show from the NEC, Birmingham; all the latest from the RAC. Next month sees Mike Smith take over as Editor and no doubt everyone will be eager to read his plans for future issues.

Publication date: Thursday 1st March 1990.

CHANGES AT KART & SUPERKART

From **1st FEBRUARY 1990** Editorial Control of Kart and Superkart will be in the hands of **MIKE SMITH**.

★ ★ ★

KART & SUPERKART MOVES NORTH

As from **1st MARCH 1990** a new Editorial office base will be established in Bolton and **MIKE SMITH** will deal with all Editorial matters including Advertising and Subscriptions, etc.

From that date all correspondence, enquiries, etc, should be addressed to:

**KART AND SUPERKART LTD,
GRAY STREET,
SCHOOL HILL,
BOLTON
BL1 1LZ**

**TELEPHONE: 0204 365362 (24hr Answering Service)
FAX: 0204 365364 (24hrs)**

In his new capacity as **PRODUCTION MANAGER**, **ED McCORMICK** will continue to be based at Hoddesdon and will deal with all matters relating to printing and distribution.

★ ★ ★

Come and see us on **Stand 14** at the **International Kart Show, NEC, Birmingham** — **16th, 17th and 18th February 1990**.

Strictly Classified!

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DINO ROTAX 125 P&R (1989) Rotax engine, Duplex chain and sprockets, JL exhaust, Long and Short Circuit, rev counter, Fast, reliable outfit. Second in Wigan Racing Club championship Offers over £1,800. Telephone: 051 722 6900 (day), 051 428 6812 (evenings).

ROTAX 125 A/C, fully tuned, 2 meetings old — £585. Numerous spares, complete racing outfit available due to driver retiring — see other advert. Phone: Billings (0744) 894237.

ZIP ROLLING CHASSIS, back/front spoiler, floor tray, wet, dry tyres. Yamaha 250 TZ engine plus many TZ 250 spares. Also 100cc rolling chassis plus spares. Telephone: (05436) 74881 (after 7pm).

CADET ALLKART 1989. Club Champ. Winner. Well maintained — £595. Two spare rebuilt quick engines — £350 each. Two sets wets, tools. Telephone: (0452) 740002 (evenings) Gloucester.

125 Open driver

— intending to compete in the British Short Circuit Gearbox Championship based in Bucks.

Would be interested in hearing from any driver willing to share transport, travelling expenses, accommodation etc for 3 of the 4 meetings.

Please telephone (0494) 447778
any time.

JUNIOR BRITAIN CHASSIS, Arrow engine just rebuilt. Brand new wets on new wheels. Slicks, new carb. Excellent condition — £675 ono. Telephone: (0332) 703788.

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WRIGHT 04 100 NATIONAL — late 87 (split chassis — excellent in wet). Sirio Magnum 'Tee-Jay' tuned (very quick), on 50.2, recently rebuilt with new mains, big and small ends, piston and rings, seals etc. Big bore exhaust. 2 tuned carbs. TKM L90 as second motor. Slicks on rims, 2 sets of wets (1 brand new). Lots of spares, stand on wheels (lots of old tyres — ideal for running in). Suit, whirly visor — £1,050 ono. Telephone: (0792) 267822.

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4 FULL SETS RT Vega tyres. Brand new. £70 per set. Telephone: (0925) 31985 (day) or (0925) 83413 (after 6pm).

ZIP ROTAX 256, Short and Long Circuit bodywork, Kelgates, Mono wheels, wets and slicks. Many spares. Fast and reliable — £2,100. Telephone: (0288) 355162 (day).

1989 ANDERSON 125 ROTAX a/c. Immaculate condition. 5 meetings old. Full Kelgate accessories. Rod fear changing conversion. Spares. Save a fortune on new. Retirement sale. New suit and helmet available, extra — £2,100. For full details telephone: (0253) 869822.

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100 NATIONAL
Heat 1: 1st Oliver Gavin, 2nd Charlie Brown, 3rd Harry Handkammer
Heat 2: 1st Paul Wilkes, 2nd Ashley Sinclair, 3rd Christian Horner

Wilkes and Handkammer, Cliff Parker and Martin Riman, Brown and Horner lined up as Wilkes grabbed the lead, poor Handkammer getting edged to the outside down to fifth but repassing Riman at Stratford only to pull off on the next straight. Brown also passed Riman chasing Parker's second, these three pulling out a gap on Riman who fell into the clutches of Sinclair, Graham Jones et al. Charlie Brown (Kali/Rotax/Sirio) made a successful manoeuvre at Hangar to emerge second as Yorke and Cook crashed out at the chicane. Brown repeated his move on the second last lap for the lead, the first three a long way ahead of a lonely Sinclair. But at scrutineering as Wilkes Rotax barrel was lifted off it was found to have extra ports — presumably copying the 1989 model — so out he went, a similar fate befalling Graham Jones for putting down the wrong chassis number. This misde-meanour lost Paul the lead in the championship to Robin Howorth (who finished last today), with Riman one further point back, and Bobby Game (at Playscape Charity meeting today helping his team to second) another four points down.

125 OPEN plus 210 NATIONAL
In the heats Colin Poole won both heats from Alan in 125 whilst Duane Sutch took the first heat from Nigel Puddiphatt, who won the second heat from Bob Bennelick. Colin Poole pulled out a lead of 14 seconds by lap 3 but retired on lap 7, Alan Poole taking over at the front. In 210s Bennelick had the best start but only lasted two laps, leaving Colin Hoare in the lead until he left on lap 5. Puddiphatt took over for two laps until his gearbox failed, then a very smoky Duane Sutch (Anderson/KMP) who the Clerk of the Course suspected of dropping the oil in the chicane so gave him the black flag. Duane ignored it so was promptly excluded. Tony Wilkins actually finished — in 8th. Martin James cannot now be caught by Puddiphatt or Chris Wright in the champs.

125 NATIONAL
Heat 1: 1st Mark Powell, 2nd Nigel Puddiphatt, 3rd Dennis Gale
Heat 2: 1st Graham Stephens, 2nd Mark Powell, 3rd Dennis Gale

Twenty started the final, from 25 entrants, for a really cracking race. Dennis Gale and Mark Tuckwell had the best starts, but Graham Stephens (Anderson/Goff Rotax) soon took second as Mark Evans spun in the chicane (that oil again). By lap three Stephens took over the front spot at Stratford hairpin, promptly pulling away from the right royal battle for second. Powell, on his Zip/Goff Rotax, had the upper hand on Gale but only just. Another six seconds back came Tuckwell, Puddiphatt, Kim Marks and Alan Dell in one glorious burst of engine noise and that way they stayed. Meanwhile Dennis Gale (Anderson/SED Minerelli) on 226 could still be beaten by Steve Puddiphatt on 208.

250 INTERNATIONAL AND NATIONAL
Heat 1: 1st Roger Goff (I), 2nd Andy Martin (N), 3rd Trevor Harvey (I), 4th Mark Allen (N), 5th Chris Tomkinson (N)
Heat 2: 1st Roger Goff (I), 2nd Trevor Harvey (I), 3rd Mark Allen (N), 4th Robert Perkins (I), Pat Tomkinson next on the road but docked five places leaving Chris Tomkinson second. Gearbox problems had slowed Mark Allen in

the first heat but after an engine change all was well. The Nationals started behind the Ints, Trevor Harvey making the best start but Roger Goff through by the next corner. Allen (Dino/KMP KTM) was into third on the first lap, second on the next and in hot pursuit of Goff, closing to within four seconds, but in the process taking an incredible half second off his lap record. It was left at 42.79s, the only one battered on the day. Harvey stayed third, followed by Andy Martin on his own F190 chassis, then Perkins and Chris Tomkinson. Trevor Harvey has won the 250 International, the awards ceremony and dinner dance to be on 26th January, but in Nationals Chris Tomkinson is only three points ahead of Lenny Knox.

Graham Smith

JUNIOR BRITAIN SUPER
1st Nick Smith KMP Dino/BG Parilla
2nd Nick Dudfield Wright/SWRD Parilla
3rd Josh Cobb Colt/Parilla
4th Brad Lintern Wright/Parilla

SENIOR BRITAIN NOVICE
1st David HandKammer DAP/Parilla
2nd Jamie Bond Superdart/Parilla
3rd Vince Colarusso TKM/Parilla
4th David Hayward Superdart/Arrow
5th Lance Lenard Keg 90/Arrow

100 NATIONAL
1st Charlie Brown Allkart/Rotax
2nd Cliff Parker Zip/Rotax
3rd Ashley Sinclair Wright/Rotax
4th Oliver Gavin Sprint/Rotax
5th Martin Riman Kali/Europa Rotax
6th Chris Horner Wright/Rotax

SENIOR BRITAIN SUPER
1st Gareth Hession Wright/Parilla
2nd David Clarke Wright/Parilla
3rd Charlie Postins Wright/Parilla
4th Guy Wood Wright/BG Parilla
5th Anthony Cleal Dino/

250 NATIONAL
1st Mark Allen Dino/KMP KTM
2nd Andy Martin F190/CKC Honda

JUNIOR BRITAIN CLUBMAN
1st Doug Bell Wright/PCR
2nd Malcolm Smith Gillard/BG Parilla
3rd Paul Giles Sprint/Carr Parilla
4th Edward Horner Wright/Parilla
5th Matthew Bettley Zip/Parilla

210 NATIONAL
1st Bob Rawden Zip/Villiers
2nd Martin James Dino/KMP Villiers
3rd Chris Wright Zip/KMP Villiers

SENIOR BRITAIN CLUBMAN
1st Simon Mauger Allkart/BG Parilla
2nd Philip Thompson Boxer/Carr Parilla
3rd Steve Crompton Wright/Parilla
4th Jon Kelly Wright/Parilla
5th Colin Shanks Gillard/Parilla

125 NATIONAL
1st Graham Stephens Anderson/Goff Rotax
2nd Mark Powell Zip/Goff Rotax
3rd Dennis Gale Anderson/SED Minerelli
4th Mark Tuckwell Stratos/SED Rotax
5th Nigel Puddiphatt Zip/KMP Rotax

125 OPEN
1st Alan Poole Anderson/TM
250 INTERNATIONAL
1st Roger Goff Zip/Goff Rotax
2nd Trevor Harvey Dino/KMP Rotax

WHERE AND WHEN

FEBURARY

11th February
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon Herts)
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde, Scotland)

11th February
Chasewater Wheels — (Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD)
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)
Rowrah — (4 miles from Frizington, Cumbria)
Tilbury — (Dunlop Road, Tilbury, East London, near Tilbury Docks)
Wombwell — (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks)

18th February
Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)
Langbaugh — (South of River Tees, Middlesborough, Cleveland)
Bovington — (2 Counties Kart Club, on Army Base, Bovington, Dorset)
Pembrey — (Welsh Motorsports Centre, Pembrey, 8 miles from Llanelli, on A484, Dyfed, South Wales)
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, junction 3)

25th February
Cadwell Park — (Midway Horncastle and Louth on A153, Lincs) — Spring Trophy Meeting
Blackbushe — (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey)
Three Sisters — (Wigan Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Wigan, Lancs WN4 4DA)
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroad, Lincs)
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon)
Felton — 7 miles from Morpeth, on A1, Northumberland)
Chasewater Wheels — (Wheels Adventure Park, Adderley Road South, Saltley, Birmingham B8 1AD)

MARCH

4th March
Rye House — (Kart Raceway, Rye House, Stadium, Rye Park, Hoddesdon, Herts)
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde, Scotland)

3rd-4th MARCH
Felton — (7 miles from Morpeth, on A1, Northumberland) — RAC Short Circuit Gearbox Championships — Round 1

KART AND SUPERKART CHAMPIONSHIP

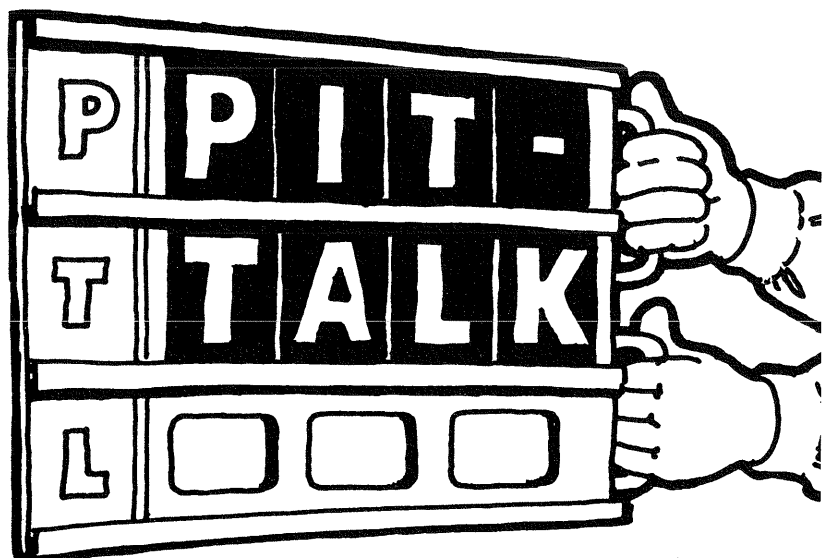
In response to popular demand it is intended to re-introduce the **KART AND SUPERKART CHAMPIONSHIP** for Non Gearbox competitors.

In order to make it a true Clubmans Championship the Series will be open only to those drivers who have not entered or not qualified for the Super One Series.

Eligible Classes will be:

CADETS
JUNIOR BRITAIN
SENIOR BRITAIN
100 NATIONAL

Planning of the new KART AND SUPERKART CHAMPIONSHIP is in progress but we would be delighted to hear your views... see us on Stand 14 at the International Kart Show, NEC Birmingham, 16th, 17th and 18th February, 1990.



KART TECHNICAL REGULATIONS ENGINE LISTS 1990

Engine List B: Junior Britain, Senior Britain, 100 National and 100 Super
Sirio ST50(94)
DAP T91(94), T92(94), T70TT(94), T50(97), T76(97)
Dino 100R(97), 100 3K(97), 100TT(97), 50TT(97)
Arrow KE3 TT(97), KE4 3P(97)
Komet K78(94), K55TT(94)
MacMinarelli 100V(97)
Parilla TT22(94), TT23(94), TT27(97), TT31(94), TT95(97)
PCR TS50/3 old type (97), TS50/3 Nordica (97), TS54/3 old type (94), TS54/3 new type (97)
RKD IT3/TT/L(97) IT3-C(97)
TKM FF99 3P(91), FF99TT(91), L90TT(91), S893P(94), L92TT(97), L95TT(97), S89TT(94), RL66TT(94), RS98TT(94), RL80TT(97)
Yamaha KT100AX(91)
Zip 48(91)
'British'
EME Mosquito BPS 50(91), Mosquito BPL 48(91)
Subject to Homologation Completion by 28/2/1990: TKM KA100B(2000), Solo TT42(2000).

Engine List C: 100 National — 100 Super
DAP T75(94), T77(97), T78(2000)
Dino 545TT(97), 500-8K(2000)
Arrow KE5 (94)
Parilla TT65(97), 28M(97), TT36(2000)
PCR TS50/3 new type (97), TSV80(2000), Automikart AKV90(2000)
Rotax R100(94), R100DS(97), R100DSB(2000)
Sirio 50(97)
'British'
EME Horner TTL48(2000), Horner TTS50(91)
Tuning Regulations for above are: National and 100
Subject to Homologation Completion by 28/2/1990: TKM KA100, Solo TT44.

Engines — 125 P&R Class
(Blue Plates — White Numbers)

Limited to Series Production Motorcycle single cylinder liquid/air cooled engines with Piston and/or Reed timing into the original induction tract. A maximum of one Carburettor, and six operative Gears.

No Japanese Engine to be less than three years of age in model number and type.

All Engines must be available complete with Ignition and carburettor for not more than the 1990 125 National Price Limit.

List of Engines

All Engines from the 125 National (1989 RAC MSA list) which are not disc valve induction. Plus the following:

Yamaha 1981-YZ 125H, 1982-YZ 125J, 1983 YZ 125K, 1984-YZ 125L, 1985-YZ 125N, 1986-YZ 125S, 1987-YZ 125T.
Kawasaki 1983-KX 12582, 1984-KX 125C1, 1985-KX 125D1, 1986-KX 125E1, 1987-KX 125E2.
Suzuki 1981-RM 125X, 1982-RM 125Z, 1983-RM 125D, 1984-RM 125E, 1985-RM 125F, 1986-RM 125G, 1987-RM 125H.
Honda 1981-CR 125RB, 1982-CR 125RC, 1983-CR 125RD, 1984-CR 125RE, 1985-CR 125RF, 1986-CR 125RG, 1987-CR 125RH.
Rotax — L/C, Rotax — 127 EA A/C
Minarelli — K125 LA, Minarelli — K125 LW.
TM125 — L/C Reed, TKM — KW125 Reed Valve, Cagiva — WMX125 Reed.
KTM — 125 500 Series, KTM — 125 501 Series, KTM — 125 502 Series.
Weight — as 125 National.
These regulations supplement existing 125 National regulations including tyres.

Engine List

125 National
Minarelli K125V, K125L/A
Bombardier-Rotax R125

125 Open

All engines on the 125 National list plus the following
Minarelli XX1/4, K125L/W
Moto TM D125
Bombardier-Rotax R124L/C
TKM KW125

250 National

Invader 250A/C
Suzuki RM250 Types Z, D, E, F, G, H and I
Yamaha YZ2500
Cagiva/Husqvarna WMX250/250GR
Honda CR250 Types RA, RB, RC, RD, RE, RG, RH, RJ, RK and RZ
Maico GM250, GM 250/I
KTM KTM250-85, 87 and 89.

Slide Carburettors

ADD Sole Racing 100/2, 100/3 and 100/135.

ASBAH FUN DAY

A Fun Kart Day is now being organised for Saturday. 19th May, at Kart Raceway, Rye House Stadium, Hoddesdon, Hertfordshire, in aid of the Association for Spina Bifida and Hydrocephalus.

It is hoped that 100 people will take part, at an entry/donation fee of £115, to help raise £10,000. All the karts, equipment and expertise are being generously loaned to Asbah by Deavinsons.

The track is an RAC approved, full sized racing circuit. All karts are health and safety approved and full instruction and race organisation will be provided by experts.

There will be a morning practice for all entrants until lunchtime and then, in the afternoon, heats leading up to two semi-finals and a final. There will be champagne for 'heat' winners and the first three in the final.

For more details call Richard Poole at ASBAH, 22 Upper Woburn Place, London WC1H 0EP on 01-388 1382 or Fax 01-388 6288.

CHASEWATER OFFICIALS

At the Annual General Meeting of Chasewater Wheels Kart Club, on 11th December 1989, the following people were voted officers of the Club.

Chairman — Mr D Atkinson, 4 Park Street, Newhall, Burton-on-Trent, Staffs DE11 0JJ.

Vice Chairman — Mrs E Peters, 8 Foley Wood Close, Streetly, Sutton Coldfield, West Midlands B74 3PJ.

Secretary — Mr D P Remmers, 65 Jay Park Crescent, Kidderminster, Worcs DY10 4JP.

Treasurer — Mr N Rodgers, Little Spinneys, 84 Wergs Road, Tattenhall, Wolverhampton WV6 8TH.

Membership Secretary — Mrs P Atkinson (as for Chairman).

Competition Secretary — Mrs S Remmers (as for Secretary).

DATE CHANGES

Several of the dates issued by the RAC and published last month have been subject to alteration. For Cadwell Park delete 15th July and insert 7th July. The Open International meeting for 250 Monocylinder and Formula E will be held at Cadwell during weekend 16th-17th June. For Snetterton delete 13th October and insert 22nd September.

*Alan Pritchard, the triple Isle of Man Champion, will again this year receive a sponsorship deal from Goldcrest Oils and CBS Moulds and has also gained new sponsorship from LBC Leigh Bathroom Centre. His engine tuning and preparation remains in the capable hands of Mike Hemmingway of CDPT and as last year Alan will be driving a Zip Eagle.

Happy February Birthdays to the following...

Bryan King	7th
Dave Gilson	19th
Arthur Thompson	2nd
Bob Kennings	18th
Gary Ashurst	18th
Armin Cleveland	20th
Fred Topham	27th
Steve Papworth	26th
Mike Wilkinson	11th
Rainer Wimmer	9th
Torgjer Kleppe	22nd
Pertti Kuismanen	16th
Bob Pooley	21st
Tom Thacker	6th
James Wallace	13th
Glynn Jones	8th

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Always top class second hand outfits available

We wish to thank our drivers for their achievements this year

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

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

Total Domination

1st — A Kircaldy — White Parilla
2nd — S Laird — White Parilla
3rd — S Wilson — White Parilla

100 National

1st Border Champion A Jack — White Rotax
also 6th British National Champs

NORTHUMBRIAN KART CLUB

Announce

The following early season race dates at Felton.

Sunday 25th February — Club Meeting

★ ★ ★

Saturday/Sunday 3rd/4th March — Gearbox
British Championships Round 1.
In addition one grid each Junior Britain, Senior Britain and 100 National will race two heats and one Final (No Restricted drivers).

★ ★ ★

24th/25th March — Border Champs Round
One plus Club Champs Round One (Saturday Practice)

★ ★ ★

30th March/1st April (Saturday Practice) —
British Championships Qualifier, Round Two.

Entries to:- **Anne Laws**
2 Matfen Place
Fenham
Newcastle-Upon-Tyne

Buckmore is Racing



Kents only purpose built kart circuit, recently resurfaced, is RAC licensed and available for practice seven days a week. The 700 metre long circuit is suitable for all non gearbox karts. There is a shop on site and facilities for Corporate entertainment.

1990 B.P.K.C. RAC meetings 21st January, 18th February, 18th March, 15th April, 20th May, 17th June, 15th July, 19th August, 16th September, 21st October, 18th November, 16th December.

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.
Track Address: Buckmore Park Activity Centre, Kart Circuit, Maidstone Road, Chatham, Kent (just off M2 junction 3). Telephone: 0634 861295 or 0634 201562.

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0480 860823



23 The Green,
Great Staughton,
Huntingdon,
Cambs.

CLUB SCENE

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

Final: This was the only race I was able to watch and which had to be the race of the day. Steve Eldridge only had to come in the first three places to win the heavyweight championship. He was in the front four for the final which Tony Rampling, his nearest contender, was heading in pole position. Unfortunately on the rolling laps Steve had problems with his plug and people were running everywhere to try and get him going to give him a fair chance. After all, he had been racing hard all year to be so near to winning the championship. It was another driver in the same race who stopped to let Eldridge use his plug (a very gentlemanly Dave Dicker). The plug went in and away he went to join the others who had completed around 6 rolling laps. He even managed to start from his original grid position. God only knows what Tony Rampling must have thought while all this was going on! Disaster again on the first bend when Eldridge spun and had to restart. Rampling led from the green light knowing that he could not afford to make any mistakes. Eldridge drove the race of his life gradually pulling back psotitions. By lap 9 in was in 5th and on lap 10 he was in 4th but had run out of time. Not only did Rampling win the race but it meant that he won the heavyweight championship by 1 point. A good year for both drivers who had battled together throughout.

JUNIOR BRITAIN

Heat 1: 1st J Rampling, 2nd A Armiger, 3rd R Brooks.

Heat 2: 1st A Weston, 2nd R Firman, 3rd P Murrell

Final

1st	Alistair Weston	Superdart/Sirio
2nd	Ralph Firman	Wright/Parilla
3rd	Jonathan Rampling	Superdart/Parilla

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st A Chapman, 2nd P Benjafield, 3rd J Hills.

Heat 2: 1st T Thew, 2nd P Benjafield, 3rd D Rose.

Final

1st	P Benjafield	Superdart/Parilla
2nd	A Chapman	Superdart/Parilla

SENIOR BRITAIN RESTRICTED

Heat 1: 1st M Sawyer, 2nd D Piper, 3rd J Smith.

Heat 2: 1st D Farrow, 2nd S Wood, 3rd S Lusher.

Final

1st	D Piper	Superdart/Parilla
2nd	S Wood	Wright/Parilla
3rd	D Farrow	Kestral/Arrow

CADETS

Heat 1: 1st M Bell, 2nd B Gray, 3rd M Rose.

Heat 2: 1st M Ripley, 2nd M Rose, 3rd M Apling.

Final

1st	M Ripley	All-Kart/Comer
2nd	M Rose	Gillard/Comcer
3rd	B Gray	All-Kart/Comer

100 NATIONAL RESTRICTED

Heat 1: 1st P Brown, 2nd J Mullenver, 3rd S Anderson.

Heat 2: 1st S Anderson, 2nd I James, 3rd A Watson.

Final

1st	J Mullenver	Superdart/Sirio
-----	-------------	-----------------

2nd	C Glover	PCR/Sirio
3rd	S Anderson	Sprint/Sirio

100 NATIONAL

Heat 1: 1st G Jones, 2nd T Horncastle, 3rd K Smith.

Heat 2: 1st S Horrobin, 2nd C Booth, 3rd G Jones.

Final

1st	S Horrobin	Wright/Rotax
2nd	G Jones	Zip/Rotax
3rd	C Booth	Superdart/Rotax
NUOVO	1st A. Smith	Sprint/Sirio

SENIOR BRITAIN

Heat 1: 1st P Wells, 2nd G Embling, 3rd M Wooton.

Heat 2: 1st P Wells, 2nd No. 18, 3rd H Small.

Final

1st	P Wells	Superdart/Parilla
2nd	H Small	Wright/Parilla
3rd	J Herbert	—/—

Shenington

SUNDAY, NOVEMBER 19th

Scrutineers had a busy morning checking 222 karts and equipment, in the process throwing out many pairs of tatty gloves (I hope Santa was good to them) and checking the 100cc engines over thoroughly. Only one naughty was found. Most Britain drivers were worrying over the possible introduction of Rotax engines.

The new track extension had been pegged out to give drivers a chance to comment with gearbox men wanting a very fast open right hander to join the new part whilst Class 1 preferred a tighter bend.

Although the track was damp for the early heats it soon dried out in the wintry sun for the rest of the day, the penultimate round of the club championship being slickly run and over at 15.45.

JUNIOR BRITAIN CLUBMAN

Heat 1: 1st Matthew Bettley, 2nd Malcolm Smith, 3rd Doug Bell

Heat 2: 1st Doug Bell, 2nd Paul Giles, 3rd Malcolm Smith

Because this was Doug Bell's first 100cc race at Shenington he was entered in the Clubman category. Although entered on a Zip he appeared on a Wright/new PCR and led the race from pole to flag with a three second advantage over Malcolm Smith. Another four seconds back came Paul Giles but Stephanie Appadoo slipped from fourth on the grid to an eventual 13th after an off at Stratford. Edward Horner filled the vacant place followed by Bettley. Second was enough for Gillard/BG Parilla mounted Malcolm Smith to clinch the championship, following up last year's Cadet success, whilst Giles can have a go at Horner's second place in the final round.

JUNIOR BRITAIN SUPER

Heat 1: 1st Josh Cobb, 2nd Damian Tigwell, Nick Dudfield

Heat 2: 1st Nick Smith, 2nd Robert Cullum, 3rd Josh Cobb

Colt mounted Cobb had pole alongside Smith but Nick Dudfield was back in 10th due to a failed big end in the second heat. It only took him two laps to come through to second, passing Josh Cobb braking for Hangar but by that

time Nick Smith was well away in the lead on his KMP Dino/BG Parilla. Lap times were nearly half a second off as a trail of oil had been laid through the chicane by the 210 race but none of these experienced drivers were too bothered. Darren Malkin spun at the first corner, catching up the pack by lap six to finish 11th out of 15. A fairly strung out race followed Cobb consisting of Brad Lintern, Damian Tigwell, Chris Cox, Matthew O'Hara and Robert Cullum. Smith won by a quarter lap pulling up to fourth in the championship but Dudfield on his Wright/SWRD Parilla sewed up the champion's spot despite missing rounds due to Super 1. Malkin cannot be caught for second, nor Cullum for third.

SENIOR BRITAIN NOVICE

Heat 1: 1st David Handkammer, 2nd Neil Adlington, 3rd Harriet Eden

Heat 2: 1st Rob Norton, 2nd Neil Adlington, 3rd Stephen Hare

Front row men Adlington and Hare led off as three spun at Cafe but these two leaders pirouetted together on sight of the oil in the chicane. Vince Pilla went off in sympathy leaving a surprised Handkammer (DAP/Parilla) in the lead to stay there and win. Vince Colarusso inherited second but not for long as Jamie Bond moved through whilst early third place man John Rutland slipped way back down the field. More spinners included Graham Hobbs tipping over but restarting as Rob Norton was unfortunate enough to be involved bending his axle.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st Tim Rust, 2nd Iain Collins, 3rd Lee Tester

Heat 2: 1st Simon Mauer, 2nd Philip Thompson, 3rd Steven Arnold

As poleman Mauer (Allkart/BG Parilla) went straight into a lead he was not to lose, Thompson on his Boxer had a storming start from the third row to take second. Collins spun in the chicane and Denis Hillback was pushed straight on at the same spot. Arnold in third fiddled with his carb to no avail and retired, leaving Jon Kelly, Steve Crompton and Colin Shanks to take up the chase. Crompton pressed Kelly hard eventually making a beautiful dummy coming out of the Cafe complex and passing on the approach to Hangar. The championship goes down to the last round between Mick Broadhead (177) and Peter Burden (160) with Tim Rust trailing in third on 129.

SENIOR BRITAIN SUPER

Heat 1: 1st Gareth Hession, 2nd Martin Verity, 3rd Richard Postins

Heat 2: 1st Neil Robinson, 2nd Anthony Cleal, 3rd Andy Cox

Robinson grabbed the lead followed by Verity, Cox, David Clarke, Guy Wood and Harvey Small spinning out. Cox (Wright/Carr Parilla) was certainly not content with third as Verity took two wheels over the grass in his efforts to hold him back but Cox nipped past into the chicane on lap four just as Wayne Langlois seized by the pits. Andy tried several times to do the same to leader Robinson making his move into a non-existent gap on the Cafe apex and taking them both out — not the wisest of actions. Hession, showing good form in Seniors, inherited the lead from David Clarke as Guy Wood lost a place to Charlie Postins on the second last lap. Like the Clubman this championship will be settled on the 3rd December between Martin Verity who is ten points ahead of Neil Robinson, Guy Wood being unable to better third.

continued on page 38

HOLIDAY TRAGEDY

It is with deepest regret we announce the tragic deaths of Chris and Pat Doble whilst on a ski-ing holiday in France last month. The car in which they were travelling with Sue and John Newton was struck by a coach, killing the couple instantly. John was lucky to escape injury but Sue sustained multiple injuries and is still recovering. The four were on a group holiday which included Chris's brother Mike and wife Ann.

Chris began his racing career on motorcylces, making quite a name for himself in that field before moving with Mike into karting in the early days, in Viliers. Later they moved into 250cc International with sponsorship from Roy Baldwin Motorcycles for whom Chris used to race. In their first year in 250cc Chris won the British Championship. Eventually he was to retire from racing and concentrate on engine tuning and race preparation for Mike, efforts that took his brother to many titles in karting over the years.

He was always to be seen around the Paddocks, in the thick of things, with a ready smile and friendlfy advice to those who needed it. He will be long remembered. To Mike, Ann and family, especially Chris and Pat's son Paul, Kart and Superkart offers its deepest sympathy. See page 14 for a full tribute.

your letters..

Dear Ed

With the growing number of karters and potential karters in the Swindon district it is possibly time to form a 'Swindon & District Kart Club'.

Whilst at present there are no plans for a circuit, who knows what the future may hold?

Initially the club could be formed for the following reasons:

(a) to help newcomers to the sport; (b) to help existing drivers; (c) for social events; (d) to assist other clubs; (e) run a Club Championship combined with another club etc, etc.

The club would obviously affiliate to the RAC MSA Ltd. If anyone is interested in the above ven-

ture please contact me at the following address (or phone (0793) 872852) — after 7pm please.

Brian Clark
13 Meares Drive
Shaw
Swindon
Wilts SN5 9QN

Dear Ed

Would you please pass on my thanks to Graham Payne and all concerned with organising and sponsoring the 1989 210 Challenge. The series was superbly organised with an eventual prize fund in excess of £800. Thank you Graham and here's to 1990.

On a personal note, please thank my Dad, Ken, for the tremendous work and effort he has put in again this year, which has enabled me to retain the Shenington Club Championship. Without the hours he devotes preparing the outfit, and the support of the rest of my family (the James gang) I would not be racing at all.

Best wishes for 1990 to all karters, and I am proud to say that I am looking forward as keenly as ever to my 16th year of racing in the 210 class.

Yours sincerely
Martin James

Dear Ed

Ladies and gentlemen of karting, our sport gets more and more expensive each year. However, in addition to normal costs there is a growing element of people who are cutting *their* costs at the expense of other *drivers*.

I refer to two recent incidents affecting my son, Nick Clark (100 National Class No. 69).

Dunkeswell (October) wet and miserable —

Cadet driver's father says he has forgotten his footpump, can he borrow Nick's? (we also have a small compressor). End of day — no footpump — no Cadet.

From Secretary of Meeting I have had addresses and telephone numbers of all Cadets who we don't know. Have contacted them and been told — not us.

Sirs — someone has it.

Shenington (November) waiting for practice. Check tyres, leave equipment on paddock trolley. Return to trolley at end of practice session — our expensive 'snap-on' low pressure tyre gauge has gone.

Despite a plea over PA still no gauge. Apart from costing money to replace these items they were presents to the driver.

So come on gentlemen — someone has these items which don't belong to you. Please return them to us at 13 Meares Drive, Shaw, Swindon, Wilts SN5 9QN.

Yours faithfully

Brian Clark

PS: I advise all drivers to *not* lend out tools and equipment. *You* will be the loser — *not* the borrower (at least to strangers).

Dear Ed

Further to your 'Moving On' piece in the December issue, I can now confirm that I will be aboard a new Zip Bandit this season which will appear in Chris Stoney's Castleford Hire Centre colours.

Just thought you might like to know — keep up the good work.

Regards

Nigel Wigg



Some of the Trophy winners pictured after Beccles and District Clubs Annual Dinner and Presentation Evening held recently. L to r (Back row) Dave Durance (Formula E) Frank Mott (100 National), John Lyne (Best Novice), Andrew Mears (210), Mick Ariss (125 National). (Front row) Chaz Parfett (1st Cadet), Michael Raffell (2nd Cadet) and James Beales (Junior Britain). Picture and info by Wally Cross.

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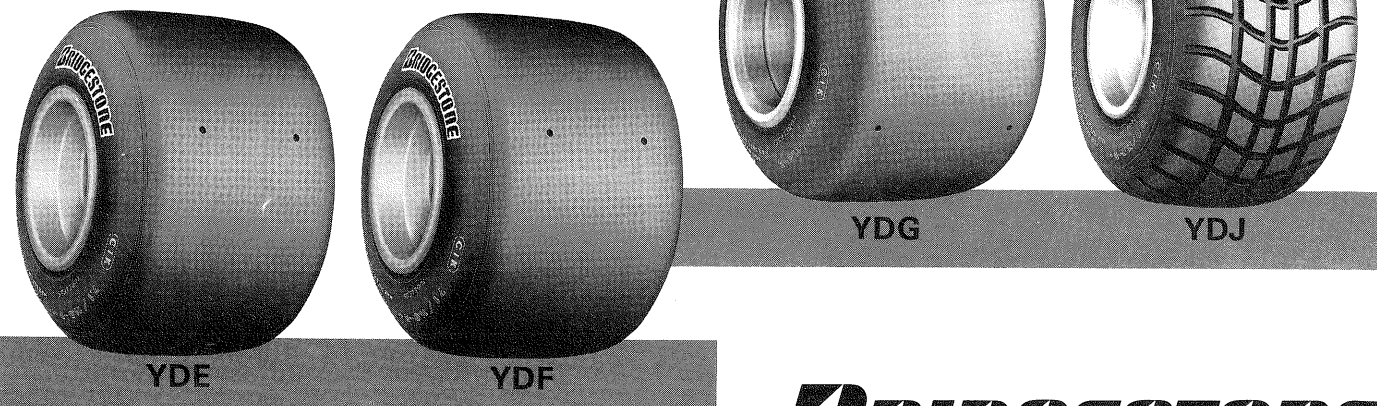
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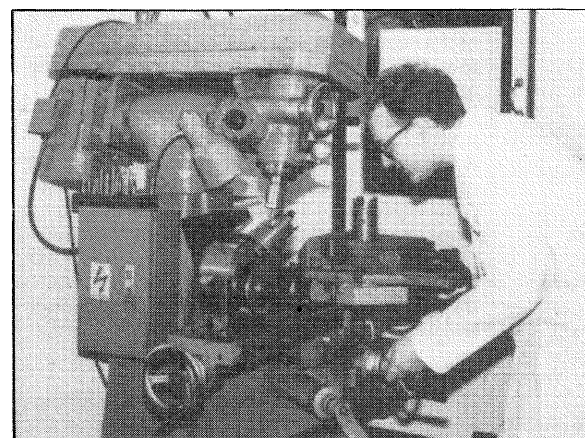
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Supertune Parilla
2nd Alec Liell — SuperDart
Supertune TKM
100 National Restricted
1st Peter Morter — SuperDart Sirio

TILBURY JUNE
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Supertune Rotax
3rd Trevor Horncastle — SuperDart
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4th Kim Smith — SuperDart
Supertune Rotax

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CLUB SCENE

1989 CLUB CHAMPIONS

JUNIOR BRITAIN

1st David Robinson
2nd Sven Gibson
3rd Stuart Wood

100 BRITAIN

1st Anthony Geraty
2nd Richard Wallington
3rd Malcolm Green

210

1st David von Gerard

250

1st Steve Budd
2nd Wayne McKillop

125 OPEN

1st Dave Saunders
2nd Dave Olive

125 NATIONAL

1st Steve Bird
2nd Dave Ellis
3rd Dennis Gale

100 NATIONAL

1st Bob Stansbury
2nd William Hewland
3rd Chris Hawes

Tilbury

SUNDAY, NOVEMBER 12th

Tilbury's meeting on the 12th November sees the start of the London Kart Club's winter series. Prizes are promised this year for winners holding full licences along with trophies for all winners. Cadet trophies were this month sponsored by J J Properties.

We are back to two heats and a final throughout the winter months

HEAVYWEIGHTS

Heat 1: 1st Frank Mott, 2nd Steve Eldridge, 3rd Tony Rampling
Heat 2: 1st Peter Leonard, 2nd Steve Rumble, 3rd No. 44

Final: Our heaviest of heavyweights Frankie Mott, a slip of a lad at 18 stone started pole in this race with the three main contenders for his position being Peter Leonard, Steve Eldridge and Tony Rampling. They continuously tried to get past him but they couldn't manage it. Peter Leonard was in fact at one stage climbing all over his back but Frankie drove a brilliant defending race from start to finish. Leonard had to settle for 2nd while Eldridge took 3rd. Recently at Tilbury, there has been suggestions amongst the heavyweights to increase the driver minimum weight from 13 stone to 14 stone to give the true heavyweight driver more of a chance, which is a good point, but, what about today's winner!! First restricted driver was L Philips.

JUNIOR BRITAIN

Heat 1: 1st Jonathon Rampling, 2nd Richard Brooks, 3rd Andrew Armiger
Heat 2: 1st Lee Harris, 2nd Dilon Battistini, 3rd Tony Parfitt

Final: Dillon Battistini beat Lee Harris to the first bend with Neil Stower and Stuart Walter behind. Our two leaders were very close and on lap 3

they both went into the hairpin side by side. Unfortunately, neither of them were prepared to give way so they both went out. This left Walter with an unexpected 1st, Rampling 2nd, Stower 3rd. This was the way the race ended with the only real battle being for 3rd between Stower and Pierce.

JUNIOR BRITAIN RESTRICTED

Heat 1: 1st A Chapman, 2nd P Benjafield, 3rd S Murray
Heat 2: 1st A Chapman, 2nd J Williams, 3rd S Murray

Final: Not much to write about in this race and they all kept their positions from start to finish. Chapman had a good race and won, Murray 2nd and Benjafield 3rd.

SENIOR BRITAIN RESTRICTED

Heat 1: 1st S Weston, 2nd M Sawyer, 3rd C Musson

Heat 2: 1st D McLister, 2nd No. 101, 3rd P Hills
Final: Hills had earned pole from McLister. With Weston and Sawyer in the row behind. By the time they got to the hairpin Hills was still out in front with Sawyer, Weston and Tickle all very close behind. A very close race between the four front runners with the race being anyone's. However, they kept their positions to the flag.

CADETS

Heat 1: 1st Jay Howard, 2nd Matthew Ripley, 3rd Richard Bishop

Heat 2: 1st Jay Howard, 2nd Matthew Ripley, 3rd Cassian Battistini

Final: Jay Howard led from the green light followed by Matthew Ripley, Richard Bishop and Cassian Battistini. Jay looked very confident out front, unfortunately lap 3 saw the exit of Matthew Ripley. A rather spread out group with Jay 1st, Richard 2nd and No. 71 coming in 3rd. First restricted driver was Lewis Richard.

100 NATIONAL RESTRICTED

Heat 1: 1st A Bishop, 2nd P Brown, 3rd No. 41
Heat 2: 1st M Dodd, 2nd A Francis, 3rd G Johnson

Final: Brown was on pole with Johnson alongside and Dodd and Bishop in the row behind. The first half dozen drivers managed to go through lap 1 without any mishap leaving a large pile up behind them. Brown led from start to finish with Dodd coming in 2nd and Beard coming in 3rd.

100 NATIONAL

Heat 1: 1st Lee Johnson, 2nd Kim Smith, 3rd Chris Hawes

Heat 2: 1st Chris Hawes, 2nd Philip Askari, 3rd Trevor Horncastle

100 NUOVO

Heat 1: 1st A Smith

Heat 2: 1st P Morter

Final: A poor turn out again for 100 National and the Nuovo class. A few months ago LKC's race secretary Pearl Wells was pestered by restricted drivers to introduce a nuovo class, yet now she has, the response has been poor.

Chris Hawes had earned pole with Lee Johnson alongside him, Kim Smith and Trevor Horncastle occupying the row behind. Johnson had the better of Hawes on the outside. From then on he managed to pull away from him. Horncastle was to lose his 3rd place to Askari on the 4th lap.

Halfway through the race Hawes started to pull back on Johnson although it was obvious that he was going to run out of time. A good win for Johnson though, with Hawes 2nd and Askari 3rd. First nuovo driver was Peter Morter who finished 4th overall.

SENIOR BRITAIN

Heat 1: 1st Paul Wells, 2nd Jessica Smith, 3rd Glen Embling

Heat 2: 1st Paul Wells, 2nd Chris Mills, 3rd Mark Ticehurst

Final: Wells was on pole with Jessica Smith alongside, Ticehurst and Mills behind. Wells had another lonely race out in front while Ticehurst lost his 3rd place in lap 3 to Steve Sims. Jewiss had 4th place. As the race went on Wells increased his lead from Jessica who had a battle with Simms for 2nd place. She didn't give in under the pressure and took her 2nd place at the flag with Sims having to settle for 3rd.

Dennis Dap

HEAVYWEIGHTS

1st Frank Mott Superdart/Parilla
2nd Peter Leonard Superdart/Parilla
3rd Steve Eldridge Superdart/Arrow

JUNIOR BRITAIN

1st Stuart Walter Wright/Parilla
2nd Jonathon Rampling Superdart/Parilla
3rd Neil Stower Zip/Parilla

JUNIOR BRITAIN RESTRICTED

1st A Chapman Superdart/Parilla
2nd C Murray Wright/Parilla
3rd P Benjafield Superdart/Parilla

SENIOR BRITAIN RESTRICTED

1st P Hills Superdart/Arrow
2nd M Sawyer Wright/Parilla
3rd D Tickle Sprint/Parilla

CADETS

1st Jay Howard Superdart/Comer
2nd Richard Bishop Zip/Comer
3rd No. 71

100 NATIONAL RESTRICTED

1st P Brown Wright/Rotax
2nd M Dodd Wright/TKM
3rd A Beard Superdart/Parilla

100 NATIONAL

1st Lee Johnson Superdart/Rotax
2nd Chris Hawes Superdart/Rotax
3rd Philip Askari Wright/Rotax

100 NUOVO

1st Peter Morter Superdart/Sirio

SENIOR BRITAIN

1st Paul Wells Superdart/Parilla
2nd Jessica Smith Gillard/Parilla
3rd Steve Sims Superdart/TKM

The Christmas meeting at Tilbury was on the 10th December 1989. It was the second round of the winter series. The first of the repairs has been done to the track, everyone agreed they have made a great improvement. However, these repairs had to be done before the whole of the re-surfacing can go ahead which hopefully will be in 1990. It started off as a damp day but by the time racing had started, the track was drying out although it was rather slippery. It was also the last meeting which counted for the Club Championships; I shall give the results at a later date. Cadet TROPHIES this month were donated by D. Williams Commercial Vehicle Sales.

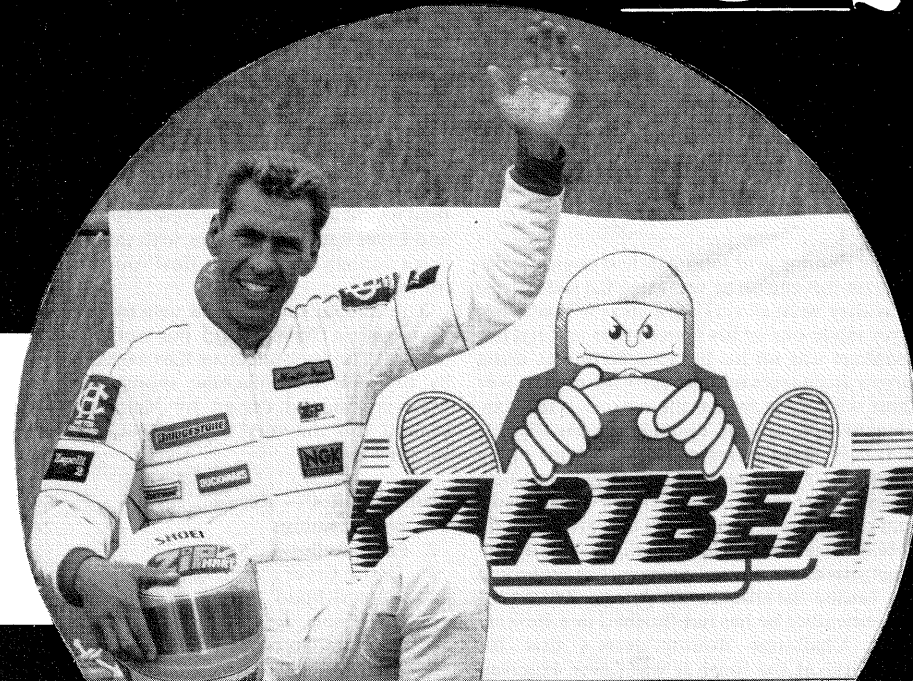
100 kg MILLERLITES

Heat 1: 1st T Rampling, 2nd M Clarke, 3rd S

CONTINUED. . . PAGE 36

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HESKETH SUPER CHALLENGE

FINAL ROUND — THREE SISTERS

The short circuit to 'O' Plate and Hesketh Trophy, the Challenge top award, was already secure in the hands of Bob Kennings, but other positions were still to be decided. Paul Studley was lying second overall but Cryer could possibly squeeze by to the second spot. In the Yamaha division Tony Fussy and Martin Wall were first and second and only 10 points between them so there was a lot to race for.

Heat 1

On the dummy grid John Ash had engine problems, on this engine he was using flat slide carbs. Away they went all very tight into the first bend, Cryer made one of his better starts and led but Kennings was on his bumper. Kennings using narrow front tyres had the early advantage over Cryer with wide fronts, the narrow tyres warming up more quickly. Kennings during the first two laps on a number of occasions drew alongside Cryer. After two laps Cryer's position became more secure. Meanwhile Percival had a tight drive and held off Hems and Studley who were locked in a race long duel. Lap 8 and Kennings seized, it appeared a piston skirt broke and that caused the trouble. This is the first time I can remember he has not finished in a Hesketh Super Challenge Round, how's that for reliability? At the finish it was Cryer, Percival, Hems continuing to hold off Studley, and Budd.

Heat 2

Ash was stil having problems with his motor, it would not rev. Front row on the grid was Ellis, Yamaha, Wall, Yamaha, Studley, Rotax. Into the hill Hems made a great start and led with Studley yet again on his heels, Cryer was third, Budd forth making a good start fromthe outside of the third row. Over the hill and Cryer took the lead and drew away steadily throughout the race. Behind Studley was determined to get the better of Hems in this heat and on lap three he nipped by. Ash pulled off, his engine still not running clean. Budd motored on, 4th, with Percival holding off Kennings right up to the fifth lap when Kennings slipped by and closed on Budd who drove neat and tidy to keep Kennings behind the line. The result was Cryer, Studley, Hems, Budd and Kennings.

Final

Cryer on pole with Hems and Studley alongside. The lights flicked to green, Cryer made a dismal start and Hems leaping into the lead with Studley once again on his bumper, Cryer was next up, followed by Ash who made a fantastic start from the back row. Over the hill they screamed down to the pit straight corner, Cryer trying to take both Studley and Hems on the outside, this failed and Ash snatched the opportunity to nip down the inside and relegate Cryer to fourth. Down the start finish straight Ash pressured Studley and Hems, into the bottom of the hill and Cryer found a box full of neutrals and Budd shot by and Cryer was fifth. Down the hill and Cryer struggled back to fourth, round the hammerhead and Ash drove round the outside of both Studley and Hems to take the lead and gradually pull away. Meanwhile Kennings overtook Percival and was up to sixth. Down the hill Cryer pushed by Studley and nearly came to grief putting two wheels on the grass. Kennings nipped by Budd so now he was up to fifth. Fifth lap and Hems drifted wide on the exit from the hammerhead and Cryer was second. The question was could he now catch the flying Ash in his Goff Rotax Eagle, this question was to remain unanswered. Ash on lap 7 slowed dramatically and his race was over due

to plug trouble. Meanwhile Studley eventually overcame Hems and he himself came under pressure from Kennings, this he resisted for six laps, Kennings eventually squeezing by. This was a dramatic final and fitting climax to the end of the 1989 Hesketh Super Challenge. At the flag it was Cryer, Kennings, Studley, Hems, Budd and Percival.

After nine enjoyable and hard fought rounds the fnal positions were Kennings once again the undisputed winner, new man Studley doing enough with his second, third and fourth in the final round to attain a deserved second position and Cryer had to be content with third spot, his three straight wins in the final round being to no avail.

The Yamaha division was won by Tony Fussy with Martin Wall second but only 10 points behind. The Snelson Smart Kart award was won by the neat tidy machine sponsored by J R Roberts Ltd and driven by Malcolm Green, second was the very well maintained kart of Richard Budd.

Final Results — Rotax

- | | |
|-------------------|-----|
| 1. Bob Kennings | 498 |
| 2. Paul Studley | 414 |
| 3. Trevor Cryer | 403 |
| 4. Richard Budd | 341 |
| 5. Neil Hems | 308 |
| 6. Malcolm Green | 271 |
| 7. Ian Woodcock | 220 |
| 8. Trevor Harvey | 207 |
| 9. Dave Durance | 162 |
| 10. Keith Bisp | 115 |
| 11. Allan Jones | 112 |
| 12. Colin Quigley | 109 |
| 13. Andy Milner | 77 |
| 14. Andy Fido | 74 |
| 15. Rob Perkins | 57 |

Final Results — Yamaha

- | | |
|----------------|-----|
| 1. Tony Fussy | 179 |
| 2. Martin Wall | 169 |

Snelson Smart Kart Award

- | | |
|------------------|----|
| 1. Malcolm Green | 31 |
| 2. Richard Budd | 24 |
| 3. Neil Hems | 19 |



Bob Kennings, assisted by his two children, being presented with the Hesketh Trophy, the 'O' Plate and the Andover Norton Crowned Ace of Clubs by Mrs J Ash.

Hesketh Super Challenge Annual Meeting

Andrew and Hilary Stratford organised an excellent dinner and meeting at the Bulls Head, Shenstone, Nr. Lichfield, when drivers and interested parties put ideas forward for the coming year. Jim Luby and Kart Promotions, John Morrish and Keith Schofield gave up their time to come along and we are grateful for their contributions to the discussions. Kart Promotions kindly donated an award to be given annually to the driver attaining the runner's up position in the Smart Kart Competition.

The drivers expressed their gratitude to Mrs. Audrey Ashe and Mrs. Else Price for providing the Hesketh Trophy and Short Circuit 'O' Plate for the winner of the Challenge in the 1990 Series as they had done for the winner of the 1989 Series.

Discussions were thorough and in depth and after exploring many possibilities the format for the Competition having been so successful in the past was retained with just a few minor changes.

It was agreed that the Challenge should take a stand at the Kart Exhibition and have Hesketh Super Challenge T Shirts manufactured.

Look forward to seeing all Superkart drivers on the stand at the show. Come along for a chat.

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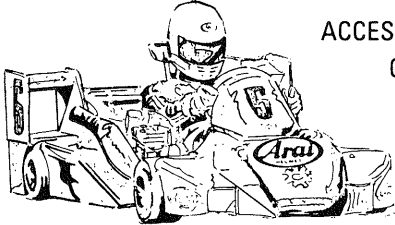
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CLUB SCENE

JUNIOR BRITAIN — 12 laps

1st	Stuart Wood	Allkart/Parilla
2nd	Alistair Weston	Superdart/Sirio
3rd	Alex Abbey-Taylor	Gillard/Parilla
4th	Neil Moulton	Wright/PCR
5th	Nathan Cousins	Barlotti/Parilla
6th	Dave O'Neill	Dart/Sirio

100 BRITAIN — 12 laps

1st	Anthony Geraty	Allkart/Parilla
2nd	Paul Ferguson	Wright/Parilla
3rd	Richard Wallington	Wright/Parilla
4th	David Dixon	Gillard/Parilla
5th	Roger Hunt	Wright/Parilla
6th	Malcolm Green	Gillard/Parilla

100 RESTRICTED — 12 laps

1st	Colin Youle (Brit)	Dart/Parilla
2nd	Steve Youle (Brit)	Dart/Parilla
3rd	Rod Townsend (Nat)	Superdart/Sirio
4th	Stuart Savage (Brit)	Superdart/Arrow
5th	Philip Reader (Nat)	DAP/DAP
6th	Andrew Muggeridge (Brit)	Gillard/Parilla

100 NATIONAL — 12 laps

1st	Tim Taylor	Kali/Rotax
2nd	William Hewland	Gillard/Rotax
3rd	Andy Greig	Gillard/Rotax
4th	Nigel Metcalfe	Sprint/Rotax
5th	Spud Murphy	Dart/Sirio
6th	Steven Henry	Kali/Rotax

SUNDAY, DECEMBER 17th

This was Camberley Kart Club's Christmas meeting and all competitors were presented with a desk clock as a memento. Unfortunately, the weather did not co-operate and there were high winds and driving rain during the early morning and although it broke up into heavy showers, the track stayed wet all day.

JUNIOR BRITAIN

The first heat went to Abbey-Taylor from Moulton and Wood and in the second heat, Dutton won from Abbey-Taylor and Bettley. So Alex Abbey-Taylor (Gillard Parilla) was on pole for the final and he took the lead at the lights and steadily pulled away from the opposition to secure a good win. Behind Alex, there was a three way battle between Sven Gibson (Superdart Parilla), Stuart Wood (Allkart Parilla) and Steve Dutton (Gillard Parilla). Initially Stuart held the upper hand but Steve Dutton's new Gillard was working well in the wet and he slipped ahead with two laps to go. Behind the leading four, Matthew Bettley (Gillard Parilla) was going well in his first wet drive. So Alex Abbey-Taylor won his last race as a Junior and plans to run in 100 Britain next year.

100 BRITAIN

The first heat of the Senior Britain class went to Ferguson from Robinson and Wallington. In the second heat, Robinson won from Geraty and Malcolm Green. These good heat performances put David Robinson (Wright Parilla) on pole position for the final and this was a remarkable performance by David in his first race on moving up from the junior to the adult category. And it wasn't just the heats; David made a clean start and led the final all the way to win his first senior race. Paul Ferguson (Wright Parilla), another successful junior who moved up to the senior category during the year, was alongside David on the front row.

Unfortunately, Paul didn't make it around the

first lap and it was Simon Moulton (Wright Parilla) who chased David Robinson over the line on lap one. Next through was regular Britain victor Anthony Geraty (Allkart Parilla) and he was followed by Richard Wallington (Wright Parilla) and Malcolm Green (Gillard Parilla).

Messrs Robinson and Moulton looked safe in the first two places but Tim Murphy (Superdart Parilla) was making up for his low grid position. He was sixth on the first lap, fourth on the second and third on the third. At half distance the order was Robinson, Moulton and Murphy and then Geraty, Green and Wallington. Unfortunately Anthony Geraty was having problems and fell back and Richard Wallington went out with one lap to go.

250/125 OPEN — 12 laps

1st	Steve Budd (250)	Dino/Rotax
2nd	Dave Saunders (125)	Zip/Rotax
3rd	Brin Wright (125)	Zip/Rotax
4th	Dave Olive (125)	Zip/Rotax
5th	Steve Collins (125)	Lazer/TKM
6th	Wayne McKillop (250)	Aero/Yamaha

125 NATIONAL/210 — 12 laps

1st	Dave Ellis	Zip/Rotax
2nd	Steve Bell	Anderson/Rotax
3rd	Neil Dixon	Zip/Rotax
4th	Dave Hopgood	Anderson/Minerelli
5th	Miles Kirby	Zip/Rotax
6th	Keith Wilson	Zip/Rotax
	David von Gerard (210)	Barlotti/Villiers

125 NATIONAL

Winners of the first heat were Gale, Hopgood and Hersey and the second went to Bell from Gale and Gilbert. The wet weather seemed to take its toll of the 125s and although 13 started their heats, there were only three runners who crossed the line to finish the final. Dennis Gale (Anderson Minerelli) took pole and then took the race as well with a comfortable win over Dave Hopgood (Anderson Minerelli) who held second throughout.

100 RESTRICTED

The Britains and Nationals ran together in one race but there were separate trophies for each class. The first heat was won by Collins from D'Orgee and Janice Gumbley. In the second heat, the winner was D'Orgee with Collins second and Mann third. In the final, Theo D'Orgee (Hutless Rotax) made the best start with Ian Collins (Gillard PCR) second and John Brown (Hutless Rotax) third. Unfortunately Janice Gumbley (Allkart Parilla) did not make it to the start as her engine seemed to oil up on the rolling lap. Ian Collins was not giving up despite the fact that he was driving a Britain class kart against the leader's Rotax powered National and at half distance he got ahead. The order then was Collins, D'Orgee and Brown, then Mann, Bond and Briscall. The order of the first five did not change in the second half but Briscall dropped out and David Lows (Colt Parilla) squeezed onto the leaderboard.

100 NATIONAL

There were two unusual starters in the National race. One was Craig Booth, so dominant here in the past and now back on a Superdart and the other was Damon Cousins just up from the junior class and jumping in at the deep end with the Nationals. However, he was running his Britain kart with Britain tyres although he did have a National spec Parilla, Craig Booth was soon back into the Blackbushe groove and he won both heats. The order in the first was Booth,

Crawford and Taylor and in the second it was Booth from Baker and Chris Stansbury. So Craig Booth (Superdart Rotax) was on pole and led throughout to score a comfortable victory in the gathering gloom. In the early stages, Chris Stansbury (Superdart Rotax) ran second, with Stuart Crawford (Sprint Rotax) third and Mike O'Neill (Gillard DAP) in fourth. Next through was the remarkable Damon Cousins (Barlotti Parilla) with Nigel Metcalfe (Sprint Rotax) chasing him and William Hewland (Gillard Rotax) making up for his back of grid start after two poor heats. On the second lap William passed both Cousins and Metcalfe for fifth. On the third, Crawford passed Stansbury and O'Neill fell to the back of the field. Another lap and William Hewland passed Chris Stansbury into third and the overall order at half distance was Booth, then Crawford, Hewland and Stansbury close together then Cousins still holding on in front of Metcalfe. Soon after this Damon Cousins dropped out but not before he had shown impressive form against strong opposition. William Hewland was looking for a way past Stuart Crawford but in the slippery unpredictable conditions it looked as though they both might go off. However, on the last lap going through the last corner, the chicane, they came up behind on a kart which was a lap behind and as Crawford went to one side Hewland went for the other and he crossed the finishing line a fraction ahead of Crawford in second place. But Booth was safe home in first place, resuming where he left off at Blackbushe.

Roger Abbey-Taylor

JUNIOR BRITAIN — 8 laps

1st	Alex Abbey-Taylor	Gillard/Parilla
2nd	Steve Dutton	Gillard/Parilla
3rd	Stuart Wood	Allkart/Parilla
4th	Sven Gibson	Superdart/Parilla
5th	Matthew Bettley	Gillard/Parilla
6th	Nathan Cousins	Barlotti/Parilla

100 BRITAIN — 8 laps

1st	David Robinson	Wright/Parilla
2nd	Simon Moulton	Wright/Parilla
3rd	Tim Murphy	Superdart/Parilla
4th	Malcolm Green	Gillard/Parilla
5th	Barry Tickner	Knight/Parilla
6th	Anthony Geraty	Allkart/Parilla

250/125 OPEN — 8 Laps

1st	Tony Holditch (125)	Anderson/Rotax
2nd	Dave Saunders (125)	Zip/Rotax
3rd	Brin Wright (125)	Zip/Rotax
4th	Keith Bridges (250)	Dino/Rotax
5th	Paul Flinders (250)	Zip/KTM
6th	David von Gerard (250)	Barlotti/Villiers

125 NATIONAL — 7 laps

1st	Dennis Gale	Anderson/Minerelli
2nd	Dave Hopgood	Anderson/Minerelli
3rd	Steve Bird	Stratos/Rotax

100 RESTRICTED — 8 laps

1st	Ian Collins (Brit)	Gillard/PCR
2nd	Theo D'Orgee (Nat)	Hutless/Rotax
3rd	John Brown (Nat)	Hutless/Rotax
4th	Dene Mann (Brit)	Gillard/TKM
5th	Jamie Bond (Brit)	Superdart/Parilla
6th	David Low (Brit)	Colt/Parilla

100 NATIONAL — 8 laps

1st	Craig Booth	Superdart/Rotax
2nd	William Hewland	Gillard/Rotax
3rd	Stuart Crawford	Sprint/Parilla
4th	Chris Stansbury	Superdart/Rotax

CONTINUED...PAGE 34

210 CHALLENGE (1989)

ROUND 7 SHENNINGTON

An overcast, fresh but dry day greeted the 32 drivers to Shennington on the 15th October for the 7th and final round of the 1989 210 Challenge. With such a large entry each driver competed in two out of the three scheduled heats with the prospect of a 'B' final to the unfortunate ones.

Heat 1 saw Alan Poole take the lead followed by Graham Payne, Martin James, Shaun Gibbs, Brian Johnson and the pack. Lap 2 and Brian Johnson moved into 4th place in front of Shaun Gibbs and started to close on Martin James. Lap 4 and the leaders came round this time with Brian Johnson passing Martin James and taking 3rd place followed by Shaun Gibbs, Simon Bateman, Glen Clarke, Rob Rawden and the rest. Lap 6, and Martin James stopped with mechanical problems, while behind, Glen Clarke passed Simon Bateman for 6th place only to slow quickly also through mechanical failure. The flag dropped on Alan Poole followed by Graham Payne, Brian Johnson, Simon Bateman, Shaun Gibbs, Rob Rawden and the rest.

Heat 2 the lights flicked to green, and Stuart Warsop took the lead. Lap 1 and Stuart Warsop was followed by Glen Clarke, Brian Holloway, Nigel Puddiphatt, Pete Deyner, Chris Flitney and the rest. Lap 5 and Nigel Puddiphatt had worked his way through the field to take the lead from Stuart Warsop with Glen Clarke disappearing with mechanical failure. Lap 6 and the order was Nigel Puddiphatt, Stuart Warsop, Brian Holloway, Pete Deyner, Chris Flitney, Chris Wright and the rest. Over the final few laps Chris Wright passed Chris Flitney for 5th with Keith Edwards, Ray Shirley and Peter Higgins completing the

result as the race came to an end.

Heat 3 and Shaun Gibbs took the lead, and by lap 3 Shaun Gibbs was still leading followed by Nigel Puddiphatt, Graham Payne, Brian Holloway, Ernie Winn, Martin James and the rest. Lap 4 and Nigel Puddiphatt took the lead with the pack still in the same order. Lap 6 and Martin James retired together with Brian Johnson on lap 7. The flag dropped on Nigel Puddiphatt with Graham Payne taking 2nd place from Shaun Gibbs on the last corner followed by Simon Bateman in 4th, Ernie Winn in 5th Brian Holloway in 6th, Chris Flitney in 7th, and Chris Wright in 8th.

The promise of a 'B' final was abandoned after several drivers who had had mechanical problems decided to call it a day, promoting the remainder into the 'A' final.

The final and the grid lined, the lights changed from red to green and Graham Payne led the field away, followed by Nigel Puddiphatt, Simon Bateman, Stuart Warsop, Chris Flitney, Alan Poole and the pack. Lap 2 and Alan Poole moved into 5th in front of Chris Flitney and on lap 4 Nigel Puddiphatt squeezed past Graham Payne at the top Hairpin for the lead. Lap 5, and the leading order remained the same with Brian Johnson 6th, Keith Edwards 7th, Brian Holloway 8th, Ray Shirley 9th, Rob Rawden 10th followed by the rest. Lap 7 and Stuart Warsop disappeared and Brian Johnson moved ahead of Alan Poole. Lap 8 and Graham Payne disappeared, leaving Nigel Puddiphatt with a big and uncatchable lead at the flag. Behind on the last lap Alan Poole passed both Brian Johnson and Simon Bateman for 2nd in an excellent three way duel with Keith

Edwards coming in 5th, Brian Holloway 6th, Pete Deyner 7th, Ernie Winn 8th, Chris Wright 9th, Peter Higgins 10th, Martin James 11th, and Chris Flitney 12th.

So the series came to a close attracting 48 members from around the country, racing over seven rounds at six different circuits between April and October. A total of 153 entered all the rounds, an average grid of nearly 22 at each round, demonstrating the competitiveness of the 210 Challenge. I hope you all enjoyed the series and will support me next year by being a member and a competitor of the 1990 210 Challenge.

OFFICIAL RESULT

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

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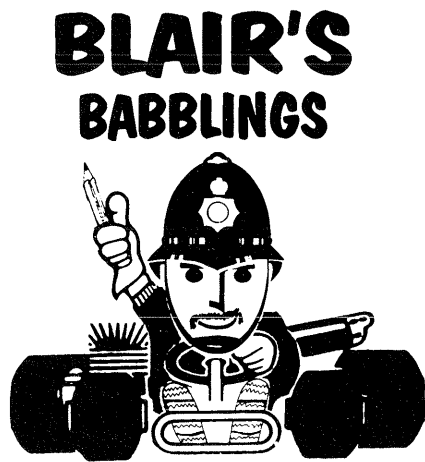


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**This month,
Looking back at the 80's
Onwards into the 90's
1989 100cc Top Ten**

In a way, I'm glad to see the back of the eighties, a decade of mismanagement by our governing body (and the CIK, witness the "sparkling" success of 135cc Formula K). Hopefully the next ten years will see improvements in the way the sport is run. I won't be holding my breath.

For a brief recap, the eighties saw such startling cock-ups as the 1981 100 National British Champs (set to be repeated in the last three rounds of the RAC/Super One Qualifiers), 1982 tyre lists, the "cure to the noise problem" ie lean on the Clubs and noise will come down. Garbage! The amended cure at the end of the eighties is merely a more accurate way of measuring the noise we have now. For REAL progress, the RAC has to join forces with the CIK to properly research noise sources and their control. The 1989 paper on the subject was a farce, the best statistic being the number of man hours spent on the project. The conclusion: karts are noisy. We can and must do better than this.

High points were the televising of the Kart GP in 1986/7, two meetings which were simply brilliant. Getting the cameras back should be a major priority for the PR people at Motorsports House (nee Belgrave Square). The other real high was the persistence of a number of drivers to get the 125 P&R class recognised, something which a couple of years ago was regarded as unlikely by the present hierarchy. 1990 sees this class at long last gain RAC recognition thus meaning that it will swiftly fall apart in disarray.

The year ahead brings us new challenges and the prospect of the RAC Non-Gearbox Champs returning to a multi round formula. When discussed at the Open Day there was rightly opposition to the idea and the warning that the RAC should not alienate the Club drivers who provide the bulk of its income. In time honoured fashion, the RAC has gone with the attitude "Bugger you lot, we'll do what we want" and amalgamated their Championships with the Super One. This Championship is one of the best things to happen to 100cc karting in recent years but the idea that it should form the basis for the British Championship I, personally, find hard to reconcile. The British should be open to all competitors regardless of budget or ability. For this ideal, the single day Championship is the great leveller. The Super One finds out the consistently best driver over the year, the RAC Champion is the best on the day. It's good enough for the CIK World 135 Championships, why should we be different?

Also for this year the RAC Short Circuit Champs go further afield to Nutts Corner in the Emerald Isle. A subsidised travel package is probably out of the question, if the RAC cannot organise a set fee for the Medical (which you must have, remember) don't hold out too much on a cheap way over the water.

And now, some praise for the most sensible decision of 1989, the decision not to adopt the Rotax into the Britain classes for 1990. I know the Cotterills will be disappointed but in the long run, I feel the decision is correct and proper for the continued health of the class.

The future class structure of the sport is one which we should be giving serious thought to. Cadet, Britain and 100 UK to be left as now with National and Super amalgamated into Inercontinental A (if you can afford either of these, you can surely afford the Euro class). 125 P&R forms the basis of the gearbox class with 125 aircooled gradually being replaced by the current 125 Open. 210 will probably soldier on although how much longer it can survive on long circuit remains to be seen. The two 250 classes can really stay as they are although adoption of 250 Monocylinder CIK engines would help in promotion of a full European Championship.

I was intrigued to read Mike Smith's Long Circuit top ten so I decided to have a bash at my own 100cc top ten based on Super One and British Champs performances. All Lists are purely personal and I will give reasons for my placings depending on what I've seen.

Junior Britain

1. Graeme Melville

Although only 12th in the Super One series and 8th at the British, I gave top place to Graeme for his attitude and commitment to the sport. He never gave less than 100% and this makes the British Champs aberration all the more puzzling. Perhaps the burden of carrying the number one plate took its toll but I doubt it, anyone at Rowrah in June saw complete domination from a driver with complete faith in his ability. When you consider he tuned his own motors too, it's some achievement.

2. Stuart Capstick

Runner up in the Super One but only 5th in the British, 1989 saw a season of considerable change for Stuart which he did his best to gain from. Starting off with Dave Boyce and Zip, Stuart finished the year under the Fullerton wing and racing Gillard karts. He was quick in them both, although perhaps lacked the edge he sought over lighter rivals.

3. James Matthews

Winner of the Super One series, James impressed with his determination and uncanny turn of

speed, carrying him to more than a few race wins over the year. Continuation in this manner can only enhance his already great reputation.

4. Guy Smith

Although small in stature, Guy showed well in 1988 and continued that form well in 1989. Runner-up in the British due to a controversial passing move, he was also 6th in the Super One series racing under the wing of the Gillard brothers, including a convincing win at the last round despite two grid bunching restarts. Will do well in 1990.

5. Steve Warburton

Started the season with Kartsport as Matthews' team mate, but split in mid season after taking a breathtaking win at the Wigan International meeting. Thereafter, he struggled in the heats but his final performances were always first class.

6. Nick Fleming

Started off the year as a qualifier for the Super One series, and finished up as the number 4 driver at the British. Staggeringly quick when the mood takes him, Nick rarely looks ragged and took a finely controlled win at the Kartbeat TV meeting in September. A future Super one winner, a win was cruelly taken away at Langbaurgh due to a deflating tyre.

7. Jamie Davies

One of a long line of quick Clay-based drivers, Jamie emerged from Wombwell with the coveted 1 plate and also annexed the Super One 4th overall. His Super One performances were very consistent but Wombwell was surely the jewel in the crown. Watch him this year.

8. Alan Mackay

One of "Oggies Mob", backed by Steve Ogden who does a remarkable job on what has to be a limited budget. Alan drives sensibly and with great speed but his drives tend not to catch the eye too much. This is due to his relaxed but effective driving style in my view which can prove to be deceptive.

9. Richard Westbrook

A slow start to the Super One season led to greater success and more impressive drives in the latter rounds. He also came away from Wombwell with third in his pocket, surely a sign he can be quick "on the day" too.

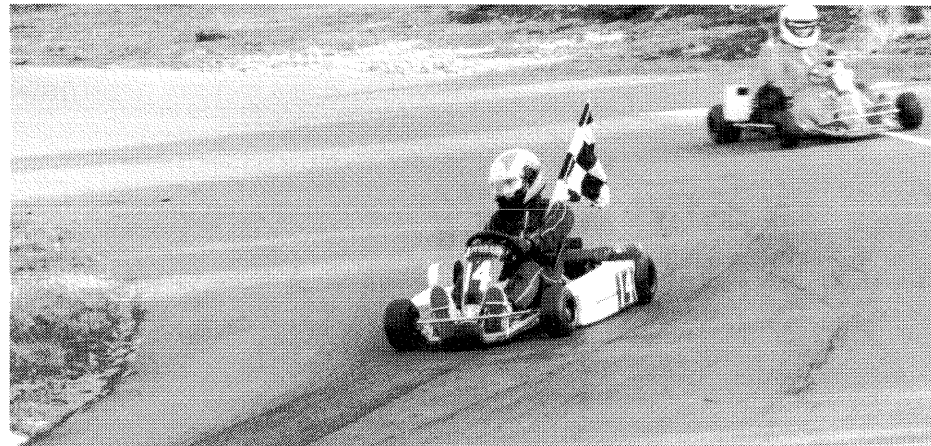
10. Nick Dudfield

Seventh at the British and 8th in Super One competition were the results from a very good year



Rising Junior Britain star Nick Fleming (Pics: Iain Blair).

CLUB SCENE



Stuart Wood Allkart/Parilla, winner Junior Britain Blackbushe 22nd October & 26th November.

250 INTER

1st Paul Darrington	Zip/Rotax
2nd Chris Beavers	Zip/Rotax

250 NATIONAL

1st Mark Allen	Dino/KTM
2nd Ian Wilson	Stratos/Suzuki
3rd Phil Ducker	Zip/Yam

JUNIOR BRITAIN

1st Doug Bell	Wright/Parilla
2nd John Cobb	Colt/Parilla
3rd Damian Tigwell	Wright/Parilla
4th Alex Abbey-Taylor	Gillard/Parilla

Restricted

Phillip Ledger	Wright/Parilla
----------------	----------------

210 NATIONAL

1st Brian Holloway	Lazer/Villiers
2nd Mr X	Dino/KMP Villiers

100 NATIONAL

1st Richard Westbrook	Wright/Rotax
2nd Martin Soothill	Minerelli/Rotax
3rd Oliver Gavin	Wright/Rotax
4th Mark Fothergill	Wright/Rotax

100 NATIONAL RESTRICTED

1st Gary Johnson	Whippet/Sirio
2nd G Hood	

Blackbushe

SUNDAY, NOVEMBER 26th

It was a bright but very cold day for the November meeting at Blackbushe but it stayed dry and the main problem was getting heat into tyres and bodies!

JUNIOR BRITAIN

The first heat went to Wood from Gibson and Dutton. In the second heat it was Wood again, from Weston and Gibson. So pole for the final went to Stuart Wood (Allkart Parilla) having achieved a remarkable double in this closely fought class. Alongside Stuart was Sven Gibson (Superdart Parilla) but at the first corner Sven went off the track and from the second row Alistair Weston (Superdart Sirio) took the lead and at the end of the first lap, he was followed at a distance by Stuart Wood recovering from the first corner incident, Simon Short (DAP Parilla) and Neil Moulton (Wright PCR). Next through were Steve Dutton (Sprint Parilla), Nathan Cousins (Barlotti Parilla) and Alex Abbey-Taylor (Gillard Parilla). Alex had suffered two fraught heats including going off in someone else's accident and push starting himself. No mean feat for a small junior, must have been the adrenalin! All the time Stuart Wood was closing on the fast starting Alistair Weston and at three quarter distance he managed to scrape past and take the lead which he held onto to the chequered flag. You can't do much better than win both heats and the final!

Meanwhile Alex Abbey-Taylor was intent on gaining places and on the second lap Steve Dutton fell out of fifth place and Alex passed Nathan Cousins for fifth. On lap five Alex moved up to fourth at the expense of Simon Short who now had Damon Cousins tracking him with Nathan Cousins dropping behind his brother. One lap later and Alex was up to third having passed Neil Moulton and although Neil stayed with him, they finished in that order. Damon Cousins disappeared towards the end and Simon Short had a quick spin to fall behind Nathan Cousins.

100 BRITAIN

The first heat went to Ferguson from Tim Murphy and Wallington and the second was won by Tim Murphy, Hunt and Clark. This put Tim Murphy (Dart Parilla) on pole for the final with Paul Ferguson (Wright Parilla) alongside him. Tim made a good start but Paul certainly did not and at the end of the first lap, the order was Tim Murphy, Anthony Geraty (Allkart Parilla) and Richard Wallington (Wright Parilla) with Paul Ferguson next through. On the second lap, Paul took third from Richard Wallington and the race settled down into this sequence. Tony Geraty sat behind Tim Murphy but he could not find a way through but unfortunately the end of Tim's exhaust fell off and although he crossed the line first, his kart failed the static noise test at post race scrutineering and he was disqualified.

250/125 OPEN

There was only a small entry for the faster gearbox classes and they were combined in one race. The order of the three 250s was the same in both heats namely, Budd, Ede and McKillop. Similarly there was no variation among the Open 125s who finished Saunders, Wright and Collins. In the final, David Ede (Zip Rotax) made the best start and led from Steve Budd (Dino Rotax) and Dave Saunders (Zip Rotax) in the first of the 125s. After four laps in the lead, David Ede dropped out leaving Steve Budd to come home ahead of a group of 125s.

125 NATIONAL/210

The first heat went to Bell, Ellis and Howse and the second to Bell and Ellis again but this time Bird was third. The two 210s finished in the order Kendrick and von Gerard in both heats. The start was very ragged and at the end of the first lap the sequence was Dave Ellis (Zip Rotax) from a fast starting Gary Finney (Stratos Rotax) with poleman Steve Bell (Anderson Rotax) in third. Next through were Neil Dixon (Zip Rotax) Miles Kirby (Zip Rotax) and Dave Hopgood (Anderson Minerelli). On the next lap Steve Bell took second from Gary Finney and a couple of laps later Gary disappeared. Dave Hopgood got past Miles Kirby but there were no other changes and Dave Ellis won fairly easily from Steve Bell. David von Gerard (Barlotti Villiers) was the only 210 to finish.

100 RESTRICTED

Once again the restricted race included Britains and Nationals but this time there were trophies for both classes. The Britains dominated in numbers and in speed. The first heat went to Colin Youle from Steve Youle and Collins. In the second heat the order was Mann from Youle C

and Collins third again. Among the three Nationals the order in the first heat was Townsend, Reader and Beard and in the second heat the order was Beard from Reader and Townsend. In the final, Rod Townsend (Superdart Sirio) made a good start to lead on the first lap but on the second it all went wrong and he came through at the end of the file. Leading on the second lap was Colin Youle (Dart Parilla) from son Steve Youle (Dart Parilla) and Simon Barber (Wright Arrow). Rod Townsend was moving up through the field and eventually reached third having been as low as ninth on the second. So the Youles, father and son, dominated the final and the Britains put it over the Nationals.

100 NATIONAL

The first heat was won by Taylor from Hewland and Crawford and the order in the second was Crawford, Taylor and Hewland. Tim Taylor (Kali Rotax) was on pole for the final but he made a poor start and leading on the first lap was Stuart Crawford (Sprint Rotax) from Andy Greig (Gillard Rotax) and Nigel Metcalfe with Tim Taylor in fourth. On the second lap Taylor was up to third, William Hewland (Gillard Rotax) was up to fourth and Nigel Metcalfe had dropped to fifth. On lap five, the Talor-Hewland train moved ahead of Andy Greig and the order was Crawford in the lead then Taylor, Hewland and Greig followed by Metcalfe. Spud Murphy (Dart Sirio) was next and he was followed by Mick Elmes (DAP Sirio). Things looked settled but two laps from the end, Stuart Crawford dropped out and Tim Taylor took the chequered flag.

Roger Abbey-Taylor

250/125 OPEN — 12 laps

1st Steve Budd (250)	Dino/Rotax
2nd Dave Saunders (125)	Zip/Rotax
3rd Brin Wright (125)	Zip/Rotax
4th Dave Olive (125)	Zip/Rotax
5th Steve Collins (125)	Lazer/TKM
6th Wayne McKillop (250)	Aero/Yamaha

125 NATIONAL/210 — 12 laps

1st Dave Ellis	Zip/Rotax
2nd Steve Bell	Anderson/Rotax
3rd Neil Dixon	Zip/Rotax
4th Dave Hopgood	Anderson/Minerelli
5th Miles Kirby	Zip/Rotax
6th Keith Wilson	Zip/Rotax
David von Gerard (210)	Barlotti/Villiers

CONTINUED OVERLEAF. . .

CLUB SCENE

heats in the November event. Arthur Thompson, Paul Eaton and Malcolm Green took one win each. During July and August, Arthur actually took five of the six heats in a convincing manner, but had to settle for second behind Kevin in August. Colin Kay was one of the more regular contenders, opening his account with a win in January, followed by two seconds, a third and two fifths, whilst on the 250 International scene, Bob Kennings did show his face on two occasions and went away twice with first place trophies. Just as he always does.

Good luck to everyone, old and new, in 1990.

Larkhall

SUNDAY, NOVEMBER 5th

It was rather a cold day of November 5th, but at least it was dry. As the track had been fully resurfaced, and a slippery race was in prospect. In fact the track turned out to be so smooth that the competitors used their wet tyres to give them the grip they needed.

Junior Britain

Heat 1: 1st L Coulthard, 2nd J Davidson, 3rd S Wilson.

Heat 2: 1st J Nelson, 2nd S. Wilson, 3rd J Davidson.

Heat 3: 1st S Wilson, 2nd J Nelson, 3rd S Laird.

Final: A well deserved pole went to S Wilson with Lindsay Coulthard alongside him. Row two consisted of Laird and Nelson. A superb start by L Coulthard as she stormed into the lead followed by Wilson, Nelson, Laird, Davidson and L Keenan. Nelson went missing on the fourth lap which put Davidson up to third. On the same lap Wilson snatched the lead from Coulthard who was showing no signs of giving up hope. With Wilson still at the front increasing on his comfortable lead, the battle was on for second, Coulthard and Laird racing bumper to bumper, both trying to prove who was the better. The outcome was Laird, but not for long. Wilson snatched victory with Coulthard clinching second on the last lap from Laird. Manson was fourth and Davidson fifth.

Junior A

Racing behind the Junior B's were a few Junior A's. Pole position went to Marino Franchitti with David Nelson and Peter Wilson alongside him. These three youngsters had a great race, and it was Franchitti who came home the winner.

125 Open

Heat 1: 1st G Keenan, 2nd J Brolly, 3rd J Harvie. Heat 2: 1st G Keenan, 2nd Jim Brolly, 3rd F Hynds.

Heat 3: 1st G Keenan, 2nd J Brolly, 3rd Jim Brolly.

Final: Three heat wins gave Gilbert Keenan a well deserved pole with Jerry Harvie alongside him. Keenan flew into the distance at the start leaving Harvie, and Hynds to battle for second. Hynds proved to be the faster one although he didn't seem to be catching Keenan, while in the middle of the field Stoddard and Harvie were involved in a race of their own. Out in front Keenan seemed to be in trouble and unfortunately had to retire with engine trouble. Hynds now looked sure to snatch victory but was plagued two laps later with the same troubles as Keenan. With the best competition now out of the race it was Stoddart who took the flag ahead of Harvie and Duncan.

Senior Britain

Heat 1: 1st J Yeomans, 2nd C McCorquodale, 3rd P Douglas.

Heat 2: 1st C McCorquodale, 2nd A Graham, 3rd D Greig.

Heat 3: 1st J Yeomans, 2nd A Graham, 3rd P Douglas.

Final: Pole position went to J Yeomans with Colin McCorquodale beside him, and row two consisted of A Graham and D Greig. After several rolling laps the lights finally turned to green and they were on their way. Yeomans kept his lead in front of Graham, Greig and Douglas. McCorquodale was back to fifth on the first lap after oiling up at the start. This race was fierce at the front, every man determined to show who was best. Lap 2 it was still Yeomans storming ahead of Graham and Greig with McCorquodale now up with them. On lap 4 McCorquodale flew past Greig at the end of the straight to take third, but Greig was obviously upset at this and for a few moments thought that his kart was a bulldozer and appeared to drive intentionally into McCorquodale who restarted 8th and made his way up the grid to take a well deserved 4th place behind P Dumbreck and A Graham, and Yeomans stormed home to yet another victory.

D Greig was subsequently disqualified from the whole meeting for his standard of driving. Hopefully this will serve to remind drivers that Larkhall is keen to promote good clean racing, and that dangerous driving will be punished accordingly.

FINAL RESULTS

Junior Britain

1st	S Wilson	Gillard/Parilla
2nd	L Coulthard	Zip/PCR
3rd	S Laird	Gillard/Parilla

125 Open

1st	B Stoddart	Zip/Rotax
2nd	J Harvie	Wright/Rotax

Senior Britain

1st	J Yeomans	Zip/Parilla
2nd	A Graham	Gillard/Gme
3rd	P Dumbreck	Gillard/Parilla
4th	C McCorquodale	Wright/Parilla

Kimbolton

SUNDAY, DECEMBER 10th

With all the rounds of the club championships completed it was time once more to race for the Christmas dinner or beverage. Those unlucky ones had the chance to bid for some nice turkeys. The AGM is at the White House, Newtown, Kimbolton on Wednesday 7th February. Don't forget — racing starts on 11th February.

100 BRITAIN

Two excellent heats were won by Gibbs and Kinsey. Gibbs led out the rolling lap at snail's pace causing problems for some drivers. I suppose it made a change from the frantic pace of many rolling laps but a steady speed would have been preferred by some, fortunately no one stalled at the start. Hession was first out of Stow corner shadowed by Gibbs who slipstreamed on the straight and took the lead as they braked for the third time into Stow. Hession, Whaley and Rainbird fought tooth and nail for second and were soon joined by McCarthy who had pro-

gressed rapidly from a poor grid position. By lap six McCarthy was second from Whaley with Hession now under pressure from Kinsey. McCarthy reeled in the leader but ran out of time, Gibbs held the lead by three lengths with no further changes to the leading positions.

125

The awaited battle between 125 Open Champion Ziemelis and previous champion Goff did not happen as Ziemelis ground to a halt on the rolling lap of the first heat. Stevens made a bad start from pole position and Greenhill led Goff and Baston. Stevens recovered and moved into third on lap five. Greenhill spun out at Stow when seemingly untouchable, leaving Goff to come under pressure from Stevens. Goff moved off the dry line and slid into the tyres at the start/finish line. Stevens won the race from Duley, Baston and Vomberg but was excluded from the results after a protest about his tyres was upheld.

210 NATIONAL

The final of this race was run on the back of the 125s due to the failing light. Holloway had easily won the heats and took the final also, overtaking some of the 125s in the process. The final was a nightmare for the lap scorers because some of the race numbers were duplicated in the two classes.

250

On the slippery surface the single cylinder engines performed better and Allen and Wilson won the heats. Allen shot off the line and built on his early lead throughout. Beavers and Wilson started well but on a drying track the power of Darrington eventually paid off and he came through to take second place and win the International class from Beavers.

JUNIOR BRITAIN

Tigwell came through to take pole position. As the red light changed to green, following several rolling laps, Tigwell led from Cobb, Bell and Abbey-Taylor, these four breaking away from the rest of the field. On lap three Stow corner sorted them out as Bell moved up two places whilst the leaders were playing cat and mouse. There were no further changes at the front and Bell took the flag an easy winner.

100 NATIONAL

George and Westbrook won the heats and led out the final. Westbrook led from start to finish with ease. George chased hard in the early stages but spun out and relinquished second place to Soothill, Gavin and Fothergill taking the final places.

Duncan Taylor

100 BRITAIN

1st	Darren Gibbs	Allkart/Parilla
2nd	Tony McCarthy	Whippet/DAP
3rd	Phillip Whaley	Wright/Parilla
4th	Gareth Hession	Wright/Parilla

100 BRITAIN RESTRICTED

1st	Colin Peacock	Wright/Parilla
2nd	Andrew Boss	Jetta/DAP

100 UK

1st	Iain Bell	Wright/TKM
2nd	David Kinsey	Anderson/TKM

125 OPEN

1st	John Duley	Lazer/Rotax
2nd	Cliff Baston	Lazer/TKM

125 NATIONAL

1st	Scott Vomberg	Zip/Rotax
2nd	Adam Keens	Barlotti/Rotax

Kart & Superkart



H. Mike Mills (94) in Senior Britain.



Paul Ibbotson, rated fifth.

for Nick. Ever colourful with green and yellow suit, it is easy to spot him on the track so progress up the grid is easy to note. With luck we'll be spotting him more often.

100 Britain

1. Steve Cook-Martin

After a poor start at Fulbeck to the Super One series, Steve ended up the winner by the margin of one point. His British Championship was an unmitigated disaster with a plethora of seizures but overall, the change from 1988 to 1989 was incredible and a lot of the credit for that should to go Dave and Ricky Grice. Now he knows he can win, expect better things of Steve in 1990.

2. Steve Hazlett

The oh so close runner up to Cook-Martin in the Super One series, he also finished in a high place at the British but opted not to hand his tyres in for scrutineering and was excluded. With the backing of Pat-Ron racing and father Jock, Steve always has the pace to get in the top ranks and the 1989 Fulbeck Champion will continue to do so.

3. Simon Redman

Not registered as a Super One driver, Simon stormed to a decisive victory at the British Champs. Considering he was push starting his kart at the first chicane on lap one, the victory was all the more amazing. True, the race was restarted but that's motor racing.

4. Mike Mills

At times outpaced by the quicker Parillas, Mike still had a good chassis set up which went some

way to recouping lost ground. One of the most colourful drivers around thanks to his rather lurid racewear courtesy of his sponsors, Mike retains one of the most professional approaches on the circuit in any class.

5. Paul Ibbotson

Third in Super One and stunningly quick at most places, Paul did what he did on a family basis and his achievements were all the better for it. He must have been doing something right as my information is that his results have attracted the gaze of one Paul Fletcher who plans to run him in Supers this year.



Craig Caldwell in 100 National.

6. Darron Gibbs

An excellent chassis flattered somewhat indifferent engines as Darron battled all year to regain former glories. On circuits where handling is king, Darron was his usual cussed self and bloody hard to pass. Power tracks saw a different tale with Darron outgunned. A little more oomph under his right boot would soon see the man back at the top.

7. Patrick Walsh

Not a brilliant year for Patrick but his results were generally quite good. The restart at the British spoiled his title hopes but third from the meeting wasn't bad at all. He got 8th from the Super One series despite missing out on the Sherington round. With a bit more luck in the heat, next year will undoubtedly be better.

8. Mark Beddall

Vying for the lead at one stage, Mark had to settle for 4th at the flag at Langbaugh with his Super One series score netting him one place lower. Staying faithful to the TKM marque, Mark is always a well set up driver but could probably do with a bit more speed from the motors he uses. The new TKM might possibly provide it.

9. Andrew Clark

Another Dorset driver who revels in the Britain class, Andrew was just outgunned at the British and was one of four who would have been in the hunt but for the stoppage. Britain's number two is no disgrace and if proof were required of his overall stamina, he took 4th in the Super One. No longer in the first flush of youth, Andrew manages to stay ahead by thinking well ahead and planning accordingly. After a couple of seasons of change, Andrew now seems to have settled into the Wright frame of mind and the results will follow on.



First is a well deserved rating for Ricky Flynn



Dario Franchitti, 100 National.

10. Andrew Cox
Another family run affair, but 8th at the British and 10th equal in Super One aren't to be sneezed at. There is a certain quiet efficiency about his driving which I like to see although being slightly less cautious may reap greater rewards.

100 NATIONAL

1. Ricky Flynn
Although his title aspirations took a knock with a seize at the British, Ricky always seemed well in control of the Super One after what appeared to be a shaky start to the season. There were some criticisms of his driving but I couldn't see any evidence of that as the year progressed. A broken leg has stopped play for the first part of 1990 but I hope it's not too long before we see him back in the saddle.

2 Craig Caldwell
Although most watches gave Flynn as the fastest in practice at Langbaugh, Craig had obviously the best race set up as he was past Ricky before the Wright driver's motor seized. His Super One results didn't always reflect his ability, some degree of inconsistency apparent. However, he carried the number one plate with honour in the latter part of 1989 and only an idiotic ruling prevents him showing it off in major competition in 1990. I wish him well in the Supers but if the rule of thumb set by other graduates to the class holds true, 1990 will be a year of transition for Craig.

3. Dario Franchitti
One of the new young chargers in the National class, I believe Dario has a great future in motor-



Alex Jack.

sport in general. That may include karting but I wouldn't rule out car racing altogether. His British championship was not the best meeting he'll ever attend but with a modicum of luck, there will be other days. Perhaps his best meeting was the Langbaugh Super One which he truly dominated.

4. Paul Evans
I was really impressed by this driver's turn of speed and his commitment to his racing. One of the first to use PCT chassis, Paul stole a bit of a march on the others but somehow the whole package lacked a certain something which denied the team its just desserts. If the team stays as it is, I think another season of using the same gear will provide the results that 1989 lacked.

5. Jeanette Peek
Another driver to slot straight into the class and she celebrated with a win at Larkhall, taking advantage of Flynn's seize and Franchitti's subsequent off. She was also well in the hunt at Felton finishing as runner up to Game, thereby rounding off the season in which the second half was much better than the first. There are all too few females racing karts these days even fewer who are of this class. A winner in the ranks is good to see.

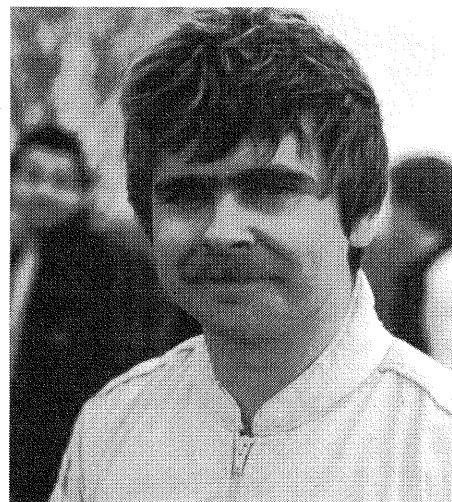
6. Alex Jack
This young Scot started the season well but after an accident to his grand-dad on the way to the Clay British Qualifier, things tailed off until the Langbaugh Champs. Tended by Duncan White, Alex has the ability to reach the top rank in karting, given a bit of sponsorship. 6th at the

British was his lot from the season with the Super One taking a back seat after the accident. He also won the Border Championships but that was more on a regional basis. 1990 should be interesting.

7. Jamie Beasley
Still on the recovery road after his horrific road accident, Jamie was usually well on the pace but consistency was the key missing from the equation. His Super One results tended to be a bit patchy whilst British Championship aspirations were saved by a brilliant drive from a poor grid. With the retirement of himself and brother Darrell, the sport has lost a really professional outfit. Hopefully the break is only temporary.

8. Graham Gannon
Another spectacular but erratic driver who would surely go on to great things with a degree of consistency. He improved his cherished number to 3 from 7 but was less fortunate in Super One, thus reinforcing the consistency argument. The JAG prepared engines always seemed powerful enough and the Wright chassis was as good as any, the package just needs to gel to work more efficiently.

9. Bobby Game
Started the year with his own creation in the chassis department but after a tie in with Bruno

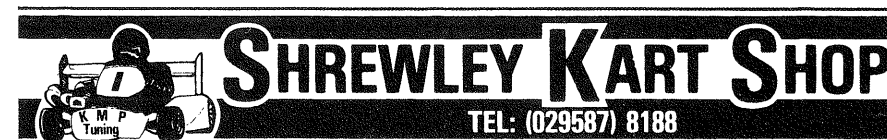


Graham Gannon.

Ferrari, ended up racing a very good handling AllKart. The motors were quick enough but the time lost early in the season was difficult to recoup. This left the final Super One round to show the world his potential which he did in style, taking a good lead from local driver, Chris Armstrong. He is yet another of the new breed of 100 National drivers which means his time is yet to come. 1990 could be his year.

10. Robert Schirle
He was well down the standings this year, a disastrous start to the season with BRK taking its toll from which he never really recovered. His best result was second at the Euro meeting from well down the grid in the wet. He tended to get too tangled up in heat accidents, usually consigning him to the lower echelons of the grid. 1990 can only be an improvement over what happened last year.

100 Super
1. Richard Weatherly
No contest here, Richard was simply in another league. A completely professional attitude to his racing and preparation showed that this driver really is World class. That he failed to win the Super One series is due to an uncharacteristic lack of pace at Langbaugh and his non-entry at



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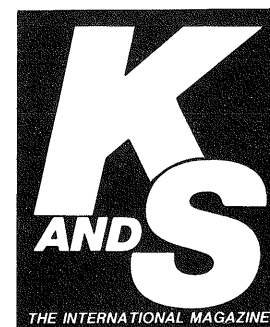
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CLUB SCENE

in a strong second place finish, which he followed over the next three months with a fourth and two dominating victories, in which he also won five out of six heats on the way to top honours. This late charge was sufficient to clinch him the Club Championship and coincided with his decision to change to the Boxer kart, on which he excelled at club level. A very worthwhile mid-season change!

The Crystal Winter Series was taken very easily by Gillard driver, Guy Smith. Three races, three victories, QED. Fortunately for the rest, the other forays he made were rare, but as I have said before, this chap is talented. Round 1 of the Super One Series in April left him with a "disappointing" third place, but in November and December he was back with two whitewashes, winning all the heats to take overall honours. A driver to watch!

There really was little to choose between the rest, for although the top names in the country were represented at some stage, the visits made were sporadic. Although he was not a competitor in the Club Championship, Jamie Spence rewarded himself with a second and a third in the Winter Series at the start of 1989. Following this he produced a gritty drive to win the Super One round in April, albeit by inches from James Matthews. James competed at the same meetings as Jamie, with a heat win on his way to another second place and a seventh in the Winter Series, rounding the year with a second.

Jonathan Greensmith took a second in June (double heat winner) and a fourth in October. Jamie Davies, who would later go on to take the British Championship very convincingly in September, also covered the Winter programme, winning one heat and going home with a fourth and a second. His Fulbeck victory came in the March Qualifier for the Super One which he won comfortably.

Other race wins were taken by Matthew Davies (May), Alistair Weston (June) with a supporting second place in November and Josh Cobb (October).

SENIOR BRITAIN

He started his Fulbeck campaign with two firsts and a fourth (as a result of a first lap shunt), to clinch the Winter Series. He followed this with five more victories, with numerous heat wins, a second and a third to clinch the Club title. The Thompson & Chappell Vehicle Recovery Knight kart of Steve Hazlett was indeed a very potent force, which only failed to win when problems arose. To cap it all, Steve was awarded the Fulbeck sword for having scored the most Club points in a season. He was fourth on the road in the British Championships and missed the Super One after the final round by just one point. A good year Steve?

By far the most likely contender for "most improved driver of the year" would belong to Anthony McHugh. A lack lustre start led to a third and three second places, including a heat win against Hazlett on August. By the year end, his rapid pace was receiving plenty of notice from competitors and spectators alike.

But what of the defending champion, Michael Mills, who was conspicuous by his absence in the latter half of the season. Always looking very striking in his Parklands Textile sponsorship livery, he took his Jeta to a fourth, third and first place in the Winter Series, was third in the highly competitive Super One in April and took two further race wins in May and June. It was with much disappointment that he was unable to compete all year and defend his title.

Paul Ibbotson, the 1988 Junior Club Champion, graduated to the Senior ranks at the end of 1988 and was quickly into the thick of it. His

Winter Series meetings produced a third, a ninth and a second, which meant only Hazlett and Mills were better. He won the Super One Qualifier in March and finished second in Round One of the Super One Series, after a hectic, race long duel with Hazlett. He was again in October and then moved across into the 100 National ranks in November, with his Fletchers Bakeries support, to wipe up by winning both heats and overall first place. True, the National competition is below par of late, but this driver is quick and can prove it.

No other driver captured attention as these four did, although Patrick Walsh made the odd, welcome appearance to secure a sixth in February and a third in November. Simon Court's two finishes gave him a fourth in the Super One and a second (November), whilst Darren Gibbs won a couple of heats and a second place in the first two rounds of the year.

All in all the grid support in this class has been superb, with numbers, even at club level, often into the thirties or higher. The National converts, on the whole, found the going tough. National tyres offer grip whereas the Britain tyres do not by comparison. The experience of the Britain drivers told at the end of the year. Will 1990 be a good year? It should be! especially now that the threat of Rotax participation in this class has been halted.

100 NATIONAL

A shadow of its former self, where even novices have their first races under Rotax power. However, when a full grid can be found, as in the Super One, the sight is still frightening. Granted, there has been an exodus of good talent into other classes, but a hard core of aggressive drivers are still within National ranks, particularly Super National, which can lead to the heavy betting of many a spectating strong heart.

Consistency gave Phil Burton the Club Championship, with his best results a third and three second places late season. Zip mounted, he was a little unlucky not to win in November, since this was the meeting Ibbotson chose to try his hand at National Club. Likewise the previous month, an appearance by Andy George stopped Phil from taking a first place trophy. Still, by the way he is driving, that win cannot be too far away.

Ricky Flynn, however, was the quickest driver of 1989 and the Winter Series title, and the holiday as a reward, helped to prove it. Only tenth in round one, he took two consecutive victories in the next rounds after a display of driving to the highest order. The Super One followed in April which he also won, after another exciting display of racecraft. Ricky used the Wright chassis for his efforts and to good effect.

Defending club champ Matt Payne did not have a good year, although this still did not stop him taking a May victory. A couple of heat wins also went his way during the year, but he admitted the cost of Rotax maintenance detracted from his pleasure. Other single wins went to Roy Dickson in January, Jamie Beasley in the Super One Qualifier, together with two second place finishes, one of which was in the Super One after a strong duel with Flynn, Mark Faulder and Craig Booth in June (Mark in the split Rotax class and Craig in the non-Rotax section) and Marco Vignoli (August).

100 SUPER NATIONAL

This class raced only in the Winter Series and the Super One round. Out of four races, one driver won three and was quite convincing by the manner in which he achieved it, against the cream of the sport. Dominic Connelly took his Fletchers Bakeries Wright/Rotax to all three vic-

tories and secured the Winter Series in the process. It was an excellent performance and simply duplicated his efforts from 1988 during the same period.

Gary Moynihan, also on a Wright, took the other meeting, backed by a second and a fourth place. Very rarely off the pace, Gary is a consistent and reliable performer. So too is Gary Chapman, yet another Wright driver, aboard the XP Express Parcels entry. The former Senior Britain multiple champion produced a steady fifth, sixth and third in the opening three meets of the Winter Series. Shaun Nicholson from Norfolk took his Wright during the same three races to fourth, fifth and seventh, whilst Steve Brogan's best on the Sprint was second (January), Ashley Sinclair (Wright) a second in March, including a heat win and Andrew O'Hara (Sprint) a third in January.

COMBINED GEARBOX (125, 210, 250 Nat and 250 Int)

Starting with the lower capacity guys first, Andy Brattley made it two wins out of three races to secure the Winter Series, but did little more by way of serious competition for the remainder of the season. The club laurels were taken up in convincing style by novice Andrew Bishop from Grantham, who took his Phoenix to three consecutive victories mid-season, supported by a fourth place in November after starting 18th on the grid. A superb performance which will stand him well for the new season.

Next up was Nick Costins and Jamie Robinson who took two race wins, ahead of Martin Povett and Andy Fairless with one each. Robinson was able to back up his win with a brace of strong second place finishes and a fifth. Philip Eaves produced two heat wins and an overall second behind Bishop in June.

Andy Hunt took the 210 Winter title with a first, second and third and gave a very good account of himself throughout the year with six heat wins, which resulted in one win, two thirds and a sixth after some misfortune. Nevertheless it was a good effort and Andy I would think was reasonably happy with his lot. Two firsts presented Nick Scrimshaw with the Club Championship after two back to back wins late in the year. Nick's villiers was mounted on a Barlotti chassis.

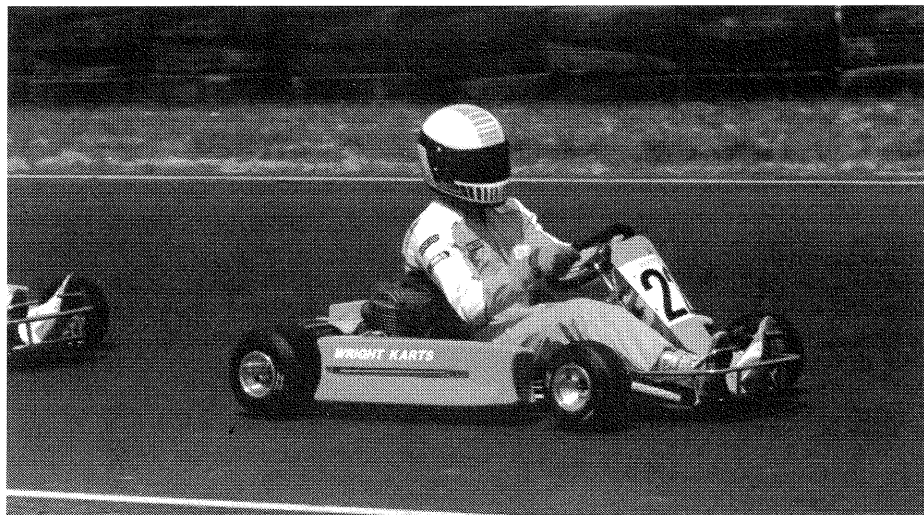
As always, Ray Shirley put up an impressive string of results, as he piloted his Barlotti to three heat wins, an overall victory in March, no less than five second places and a third. Well done Ray, 1990 could be your year. David Bailey opened his account in January with a win, whilst yet another novice, Roger Gregory popped in two outright wins, two seconds and a fourth, as a start to what seems to be a most promising career. The only other winner was John Haigh who took his Anderson to top spot in July.

Defending 250 Club Champion Tony Keele, made it two years in succession, with two wins, two thirds and two sixths, which included five heat wins. Could next year be three?

The Winter Series for the 250 Nationals fell to yet another promising novice, Peter Geeson, who took a heat win in February, screamed on I recall by two ladies from the fences. Peter seems to have had some ups and downs in the club meetings, showing better in the heats than the finals. He thoroughly deserved his second place finishes in November and December.

Barry Sherriff was quick in 1988 and he was just as quick in '89, with three outright wins in May, November and December, winning both

CONTINUED... PAGE 30



Gary Moynihan

Shenington. He did win two meetings, and two thirds and the disaster that was Langbaurch, but perhaps his biggest disappointment was the British Champs at the same venue.

The first heat started badly due to a gross error by the startline officials but recovered well to be leading the final quite comfortably when the motor let go. Sadly, due to his CIK superlicence, Richard can only race 135cc abroad, a shame as I'd love to see him race 100s on the world stage in the only *real* international non gearbox class.

2. Steve Brogan

Number two in the British, Steve showed after so many years at the top that he could still mix it with the newcomers. Second was also his in the Super One series although an outright win was denied him. Question marks over the legality of the PCR used at Langbaurch were cleared up in time for him to take an oh so close second from Paul Henderson at the final round of the Super One. Rumour has it that we are to lose him to car racing in 1990. If that is the case, I wish him well and the loss to Karting is car racing's gain.

3. Gary Chapman

The first season in the Super Class provided no great problems for the triple Britain Champion. Apart, that is, from his exclusion for an illegal motor at Larkhall. He had to do a quickly sort out a deal for the British but lack of testing saw his efforts come to nought. The team secured valued backing from XP Parcels and their livery was seen throughout the UK to great effect. They also appeared on the Tyrrell F1 cars in mid season. For 1990 there are rumours of a possible



Stephen Day (120), pictured at Three Sisters.

February 1990

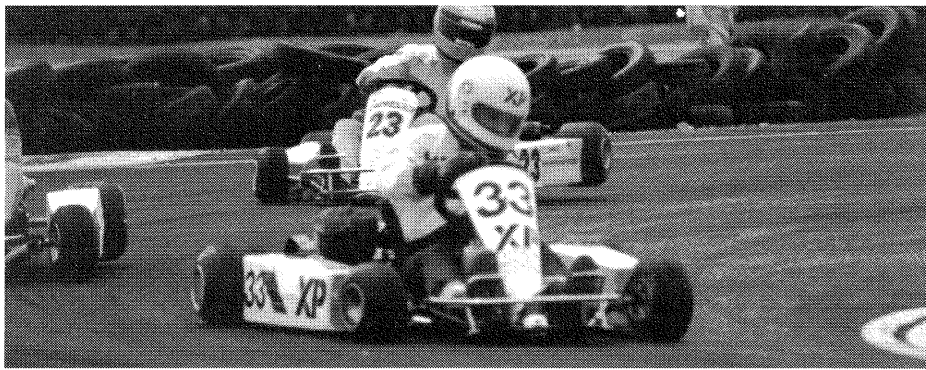
his only reward from days of intensive testing. Gary seems to have been around the British karting scene for ages but his enthusiasm never waned and I believe that he may be another driver to be looking toward cars for the future.

7. Paul Henderson

This may come as a surprise to many but I've watched Paul for many years and rate him as a very good race driver. His testing abilities may be very good also but where he tends to fall down is his lack of ability in putting together a couple of banzai qualifying laps so essential in today's karting. Lack of opposition saw him take an unopposed win in the Border Champs but he had a good time dicing with the Nats while he did it. If he can just conquer the qualifying "yips" then we'll see Paul consistently nearer the front.

8. Dominic Connelly

A very convincing win at the Super One opener soon became history as Dominic failed to make much sense out of his season. There were many changes of equipment and suppliers which can hardly be conducive to a settled year. Backing from the evergreen Paul Fletcher helped enormously but Dominic's European season was spoilt by a strange decision on the part of the CIK when he defended himself against someone who was punching and kicking him. Combine that with some of FISA's decisions and it's not been a good year for officialdom. We are set to lose Dominic from



Gary Chapman.

adage: To finish first, first you have to finish. He had, for me the drive of the day at Larkhall coming from the back of the grid to an eventual second. It was terrific to watch and each lap was better than the last.

6. Gary Moynihan

Winner of the Super One series with a pair of wins and two 2nds, Gary's early form deserted him to an extent at the Champs with 4th being

the sport if rumour is correct.

9. Stephen Day

Missed only the Larkhall meeting in Super One and generally acquitted himself quite well although without a great deal of success. That all changed at the Intercontinental A meeting at Wigan where he took a well deserved win against the very quick Wim Eyckmans. His over-taking manoeuvre in the wet was breathtaking in its execution and the flying Dutchman had no answer.

10. Jeremy Cotterill

Taking in only the British Champs, Jeremy's UK season was limited to say the least. He was generally on the pace but appeared to nip in the final and was thus right out of contention. In terms of the attitude of his outfit, Europa 100, and himself, there can be no complaint. Those who have purchased Rotax from him will be well impressed with their motors. Certainly I've heard few, if any, complaints.

Well that's the top 100c ten, you may not agree, but I'm not bothered. Ed would no doubt appreciate your nominations.

Before I finish, I would like to touch on Ron's Xmas message as printed in January's "Karting" (strange he never sent one to K&S). He ends with the comment about his CV being on the back of a stamp. He'd better not forget his address, there should be plenty of room!

OBITUARY...CHRIS DOBLE

Many of you will already have heard of the tragic death of Chris Doble and his wife Pat, in a car accident in France in January of this year, and will have been deeply shocked by the suddenness with which two such well loved people could be taken from us.

They had been familiar faces at most of the major Kart Meetings up and down the country for nearly 25 years and it is hard to imagine the Silverstone Grand Prix meetings without them.

Chris was born near Taunton in Devon at a time when part of the family had been evacuated from the London area during the War. He was educated in Purley and went on to apprentice in engineering and toolmaking, with a local firm. When the company moved to Wokingham Chris moved with them. Here he met and married Pat in 1967 and set up home.

He had already been fairly heavily involved in motorcycle racing, riding Ducatis and Bultacos and landing a works ride on a Greaves production racer. He still holds the class lap record at Crystal Palace for his performance on a Bultaco and this will stand forever, since the circuit has now closed.

In Wokingham he met up with Kart enthusiasts Ian Shepherd and chassis builder Jack Barlow and joined the Camberley Kart Club. In the early 1970s he became a regular winner in the 197cc Villiers class and took the club championship driving Barlotti and Deavinson Sprint karts.

His engineering training had given him a passion for attention to detail and this clearly showed through in the preparation of his own machinery and the engine tuning he undertook for others.

As opportunities for Long Circuit Racing grew during the 1970's, Chris was quick to take up the challenge and travelled the country, where he was always found amongst the front runners in any of the fields. One of these exploits ended with the Sprint stuffed unceremoniously into the bottom of a 7ft National Hunt fence alongside the Aintree Circuit.

But the real breakthrough came in 1974 when Chris's engineering knowledge seized on the potential of twin cylinder engines and, together with brother Michael, they approached Mike Baldwin, a Kent motorcycle dealer who had sponsored



Chris in his bike racing days. He agreed to back them in their quest to win the RAC British Championship. Many hours work with Dutchman Carol Segers, an international motorcycle engine tuner, produced a pair of twin Suzuki engines mounted on a Barlotti Monza for Chris and a Zip Espada for Michael that took the karting world by storm, winning every round of the 1974 championship series at Cadwell Park, Lydden and Oulton Park as well as the King of Brands Trophy in the Baldwin Series. Within a year nearly everyone in 250 Internationals had switched to twin Suzukis or Yamahas. During the year there were epic battles between the Doble brothers machines and the Bultacos and Montesas of top drivers such as Reg Gange, Brian Appleby, Graham Liddle, Derek Rodgers and Martin Hines. Chris's effortless driving style was very distinctive and like so many top performers in other sports, he made the job appear easy.

Winning the Championship had been one of Chris's greatest ambitions, but life held other priorities. He wanted to spend more time with Pat and son Paul and at the same time decided to go into business partnership with his brother and start a Honda motorcycle dealership in Coulsdon.

Within four years they became No.1 dealers for the South of England and it became a title they attained subsequently, including 1989. In fact Honda held the business in such high regard that they completely re-fitted the shop and filmed a promotional video at the premises as an example to all other British outlets.

Despite the fact that Chris achieved the top echelons in his chosen sport and business, he always had time for beginners and competitors alike. There can be no-one who would claim to have received anything other than help, encouragement and enthusiasm when approached for advice. His behind the scenes work contributed in no small part to Grand Prix wins for brother Michael and multiple 210 champion John Newton. His warmth and good humour overcame many difficult situations and his opinions on technical matters were always held in the highest regard within Karting Circles.

The loss of such talent is compounded by the loss of a most genuine and sincere person and of his sweet and loving wife Pat. To his son Paul we can only try and share in his grief and offer him and his family our deepest sympathy and best wishes.

Fulbeck

SUNDAY, DECEMBER 17th

Christmas meeting. Drought! What drought? A torrential downpour greeted the brave souls this month, with dark skies and a cold strong wind. Still, with around 90 drivers signing on for the end of season bash, the grids were healthy. Even 100 National had 10 drivers which cannot be bad!

JUNIOR BRITAIN

Heat 1: 1st Guy Smith, 2nd Josh Cobb, 3rd Steve Warburton.

Heat 2: 1st Guy Smith, 2nd Josh Cobb, 3rd Steve Warburton.

Plenty of winning on the warm-up lap as the front row lads led them round, 17 in all. No. 6 Mark Blair was smoking badly on the approach to the lights and was left spluttering on the green, as Smith rocketed away from Cobb, Matthews, Warburton, Davies and Cooper.

Out of the Complex Smith and Matthews, now second, were already pulling away from the rest, who were led by Cobb from a long train of 10 karts.

By mid race distance Smith had a one second lead as Matthews fought to stay in touch. Cobb, Warburton and Davies were nose to tail in pursuit, having opened a gap on Cooper. Into the backmarkers Smith was very decisive, emerging with a two second lead ahead of the Kartsport Boxer driver.

But what about Blair, who had cleared his motor after the start and was well over a lap in arrears? He had hauled his way through the pack and was quickly catching Cobb and Warburton as they fought for third. Cobb was looking decidedly ragged under braking, Warburton visibly more stable, but who now had the lap down Blair hunting for a gap. Into the penultimate lap and Cobb went off at the second chicane. This gave Blair his opportunity to go past Warburton quite easily and contemplate what might have been as he finished thirteenth.

Smith was the winner once again, just short of four seconds ahead of Matthews. Warburton survived for third, from O'hara, the re-started Cobb and Davies.

SENIOR BRITAIN

Heat 1: 1st Steve Hazlett, 2nd Chris O'Hara, 3rd Dave Hodkin

Heat 2: Steve Hazlett, 2nd Dave Hodkin, 3rd Gary Broughton

No prizes offered for guessing who was on pole, whilst Hodkin had driven very smoothly to secure the other front row berth. Twenty-one drivers out for the final, in which Hazlett saw the green light, everyone else blinked and the leader simply disappeared into the distance. Hodkin was second although already ten lengths down by the time the field had reached the main straight. Hession was third, which became second a lap later. O'Hara was next, ahead of McHugh and Hind.

Hession was out of the running by lap five, as Broughton came into the picture, climbing up the order to take over in third, Hodkin having moved back into second following Hession's retirement.

It was a shame that the largest grid produced such an uneventful race, with all the leading runners well spaced out by the closing laps. Hazlett had a lead of more than the entire length of the main straight and romped home to probably his

easiest victory of 1989 on the Thompson & Chappell Knight kart. Hodkin deserved his second place and was comfortably ahead of O'Hara. Lee Brooks was fourth, from Neil Richardson and Jonathan Sedgewick.

100 NATIONAL

Heat 1: 1st Jamie Spence, 2nd Paul Ibbotson, 3rd Nigel Gibson

Heat 2: 1st Jamie Spence, 2nd Paul Ibbotson, 3rd Matt Payne

Spence was too eager in this one, surging ahead of Ibbotson by half a dozen lengths, ensuring the start lights stayed red. As they came round again Ibbotson was ready, powering the Fletchers Bakeries Swiss Hutless into an early lead. Spence pursued in second, from Payne, new club champion Burton, Jarman and Gibson, who was slowly losing touch.

It quickly became clear that Spence was unable to match Ibbotson's pace and was not showing as quick as he had done in the heats. Payne then went off at the end of the main straight, Burton and Jarman almost stopping in avoidance, allowing Gibson back into the frame.

By the halfway point Ibbotson was a distant memory. Spence was still in second, whilst a really good scrap was underway between Burton and Jarman, with Jarman giving Burton a hard time. That was until Jarman spun on the left hander after the finish line to restart well down. Burton then quickly hauled in Spence who was misfiring around the circuit. Spence conceded second without a fight on the penultimate lap, as he tried to coax his mount to the finish, only to seize up on the final lap.

Ibbotson took the flag 27 seconds ahead of Burton, with Gibson the last unlapped runner in third, a further 10 seconds later.

COMBINED GEARBOX (All Classes)

Heat 1: 1st Peter Geeson (250), 2nd Barry Sherriff (250), 3rd Andy Scott (250)

Heat 2: Barry Sherriff (250), 2nd J K Smith (250), 3rd Philip Ducker (N) (250)

1st 125 Andy Bishop (N), 1st 210 Darren Hennell (N)

A strong front row comprising Sherriff and Geeson, with novices Pollington and Ducker starrng to occupy row three. Robinson held grid 7 (125) and Hennell on grid 15 (210).

All away on the green except Scott, but since it was Christmas I was on hand to push-start him — once he had finished playing with the gearbox! Sherriff and Geeson were in first class shape as they edged away from novice Pollington, Smith, novice Ducker and Kay, who was well clear of Robinson and Hudson. Pollington and Ducker were displaying incredible speed as they circulated in third and fourth, although it got a little too tight at the top hairpin when they drove into each other. Ducker recovered the faster and took over in third, hotly pursued by Pollington.

As Sherriff caught the backmarkers with four laps to go, Geeson narrowed the ten length gap Sherriff had opened out to nothing, when the leader was baulked. These two then circulated nose to tail, with Geeson applying the pressure. The next four were separated by less than two seconds, Ducker leading Pollington, Kay and Smith. That was until they lapped Scott, who held up the unfortunate Kay to let Smith by into fifth place. Try as he might, Kay was unable to fight back in the few remaining laps.

At the flag Sherriff took a narrow victory from Geeson. Philip Ducker took third, just ahead of Pollington, Smith and the unfortunate Kay. The ever quick Jamie Robinson led the 125s in seventh, whilst Andy Hunt was the first 210 in

thirteenth after starting from the back of the grid.

JUNIOR BRITAIN

1st Guy Smith Gillard/Parilla
2nd James Matthews Boxer/KS Parilla
3rd Steve Warburton —/—

SENIOR BRITAIN

1st Steve Hazlett Knight/Parilla
2nd Dave Hodkin Gillard/Parilla
3rd Chris O'Hara Boxer/Parilla

100 NATIONAL

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

250 GEARBOX

1st Barry Sherriff Lazer/JKS Yamaha
2nd Peter Geeson Zip/Suzuki
3rd Philip Ducker (N) Zip/Yamaha

125 GEARBOX

1st Jamie Robinson Zip/Rotax

210 GEARBOX

1st Andy Hunt Barlotti/Villiers

BITS 'N PIECES

Special thanks to the Ambulance and medical personnel for their seasonal support, and to the professionals from the BMRMC and Cadwell Park marshals, whose experience on the track adds that extra touch. A very friendly bunch of guys. See you all next year.

CLUB CHAMPIONS

Cadet James Mills
Junior Britain Verney Wood
Senior Britain Steve Hazlett
100 National Phil Burton
125 National Andy Bishop
210 National Nick Scrimshaw
250 National Tony Keele
250 International Bob Kennings

Mike Hayden

1989 FULBECK SEASONAL REVIEW

Once again it's review time, as yet another season seems to have passed very quickly. 1989 was certainly a year of change in Class 1, with 100 National at Club level suffering badly, mainly to the benefit of the Senior Britain ranks. To be competitive in National requires a Rotax engine and it needs to be a good Rotax too! Whilst the Super One Series was well supported, the extra costs involved here simply decimated club meetings, with National struggling to make double figure grids. The other Class 1 ranks however have flourished, with the season having produced some exceptional performances. The gearbox grids have also seen greater support this year, with a greater variety of drivers taking victories, coupled with the emergence of some exceptional novice talent, more of which later.

So onto the season past, and as I did last year, those drivers who were Fulbeck regulars and provided consistent worthy performances will hog the limelight of this review. The top contenders of the year were:

JUNIOR BRITAIN

It was not until May that Verney Wood rattled

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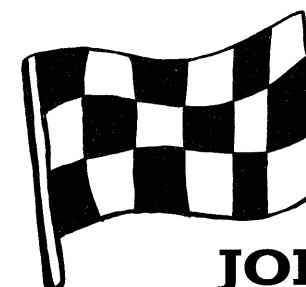
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125 Open	— Simon Cullen	— CSK Rotax
250 Formula E	— Chris Stoney	— CSK Rotax

1989 GRAND PRIX WINNERS

125 National	— Boyd Barrington	— CSK Rotax
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1989 SCOTTISH CHAMPIONS

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COMER



CADET COLUMN

SHENINGTON 19th NOVEMBER

Heat 1: Nelson Rowe, James Walters, Jeremy Gumbley.

Heat 2: Chris Eaton, Jeremy Gumbley, Nelson Rowe.

Gumbley, Rowe and Walters made this a thrilling race, the three setting off nose to tail, swapping the lead with Walters getting the upper hand by lap 5. Gumbley dropped back into the large gap between the three leaders and Chris Eaton pulled away from Oliver Wood, David Hinds and Lars Sexton, the chasers. Just as was proved last year the Cadet Wright chassis goes well at Shenington as James Walters showed winning the race and the Club Championship.

Graham Payne

1st	James Walters	Wright
2nd	Nelson Rowe	Allkart
3rd	Jeremy Gumbley	Allkart
4th	Chris Eaton	Allkart
5th	Oliver Wood	Allkart
6th	Lars Sexton	Zip

Novice Award: James Soden

KIMBOLTON 10th DECEMBER

Daniel Wheldon took pole position by winning both heats. Jenson Button joined him on the front row for the final. Kevin Hall had looked quick in the first heat and tucked in behind Wheldon in the early stages. Wheldon gradually built up a lead as Hall, Panrucker, Davidson and Button swapped places consistently. As the race entered its second half Button emerged as the main threat to the lead but was unable to make any impression. At the flag Wheldon won again followed home by Button, Davidson and Panrucker with Hall off the pace this time, just out of the prizes.

Duncan Taylor

1st	Daniel Wheldon	Allkart
2nd	Jenson Button	Wright
3rd	Anthony Davidson	Allkart
4th	Dean Panrucker	Allkart

Restricted

1st	Steven Kirk	Zip
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FULBECK SEASONAL REVIEW

The Club Championship fell to young James Mills after a steady performance throughout the year. No victories came James' way on his Parklands 'Textiles Jeta, but he came close several times. Two heat wins, a second, two thirds and a fourth were his best Club results and with that solid third place in the RAC British Championships, should mean the Mills' family are looking forward to 1990.

As usual the winningest driver was the British Champion himself aboard his Allkart, courtesy of Bruno Ferrari. Daniel Wheldon's year was undoubtedly a good one, with five overall first place finishes on the victory rostrum, together with no less than eight heat wins. With victory in the All England Cadet Championship in August (again) on top of his other successes, shows just why Daniel will sport the treasured number one plate in the New Year.

The Crystal Winter Series at the start of the year went Charles Butler-Henderson's way, with a second, third and fifth places, proving consistency counts. His only other appearance in



Anthony Davidson finished fifth in the 'All England Championship' at Fulbeck. (Pic: Mike Hayden)

the results was in July when he had to settle for fourth. Wright kart mounted Charles is usually there or thereabouts in the results and needs just that little extra push for major honours.

The Allkart of little Anthony Davidson is always a force to be reckoned with. One victory in May, was backed with four seconds, a third and a fourth. He was well pleased with his sixth place finish in the British Championships and a fifth in the All England. Wheldon continues to be a thorn in his side though, which always seems to leave Anthony in serious deep thought.

With two club victories Jenson Button has shown very strong all year, and is a deserving number two for 1990. It could so easily have been as number one though, when he shadowed Wheldon across the line in both the British and All England races. A second, two thirds, fourth and sixth, including five heat wins, proves just how strong a Club competitor he was at Fulbeck.

The only other driver to win two club races was Kevin Hall in the latter half of the year. Not a regular but quick enough when he turned up. A slow start to the year with a fifth and an eighth in the Winter Series, he clearly became quicker as the season progressed.

From mid-season onward Matthew Shaw looked impressive, taking two runners up spots, behind Wheldon on both occasions and ahead of Mills, not forgetting that stunning performance in the British Championships, when his Jeta set the track alight on his recovery to fifth place. If he starts the New Year as he finished 1989 with victory in the December Christmas meeting, then watch out!

Lastly we have Justin Wilson and Tom Coupland. Wilson was another who often showed well, taking spot seven in the British and fourth in the All England. Other club results in third and fourths on the days he finished, suggested he really has the ability to run with the best in Class. And Coupland? Starting the year as a novice, he finished 27th in January and 26th in February. Character building it's called because from that point on he improved beyond measure, with finishes in third, fourth and sixth places and a ninth in the All England. With his first learning year behind him, it will be interesting to watch his progress in 1990.

Mike Hayden

FULBECK 17th DECEMBER

Heat 1: 1st Daniel Wheldon, 2nd Lee Hamond, 3rd Anthony Davidson.

Heat 2: 1st Gavin Pell, 2nd Matthew Shaw, 3rd Daniel Wheldon.

A cracking race was on the cards, with Wheldon and Shaw off the front, ahead of

Hamond and Pell. However, Davidson had stormed to a second heat win before disqualification for being a deep breath underweight. Tenth on the grid was expected to become much better very quickly.

For Wheldon the opening lap was fraught, as we had the unusual sight of him spinning after the lap scorer's hut. He restarted only to go off again entering the main straight. It later transpired that someone had assisted him from behind with a strong enough tap to finish his race. As to who was not completely certain as this report was written.

Shaw meanwhile was away, opening up a nice lead, as first Hamond gave chase until Button went ahead before the Complex on lap two. Pell was fourth, from Wilson, Davidson and Stow. Davidson though was really on the move, slamming past Hamond, Wilson and Pell in the space of one lap, to take up station in third to harass Button. This leading group were well clear of Stow and Tucker fighting for seventh place.

By halfway Button was under intense pressure, as Davidson tried first into the first chicane, then kept it tight until the top hairpin when he slipped down the inside into second place. Shaw was four seconds in front with five laps remaining, but his lead was down to less than three with three laps to go. Davidson, however, was now under attack from a revitalised Button, who was pressing hard to regain his last second place. Pell had lost out to Wilson, as Hamond started to lose touch in sixth.

At the flag Shaw was the winner after a good year's racing, as Davidson clung on to second after a last chicane effort down the outside from Button. Wilson was fourth, from Pell fifth and Hamond sixth.

1st	Matthew Shaw	Zip
2nd	Anthony Davidson	Allkart
3rd	Jenson Button	Wright

BLACKBUSHE 26th NOVEMBER

With fourteen entries, the grids for the Cadet races are looking more substantial and there are battles throughout the races now compared to the rather processional events earlier in the year.

The first heat was won by Jackson from White and Sexton. In the second heat the winner was Gumbley from Elliot and Jackson. So Richard Jackson (Superdart Comer) was on pole and as the lights changed, he took the lead from Jeremy Gumbley (Allkart Comer). Richard was really fly-

CONTINUED...PAGE 18

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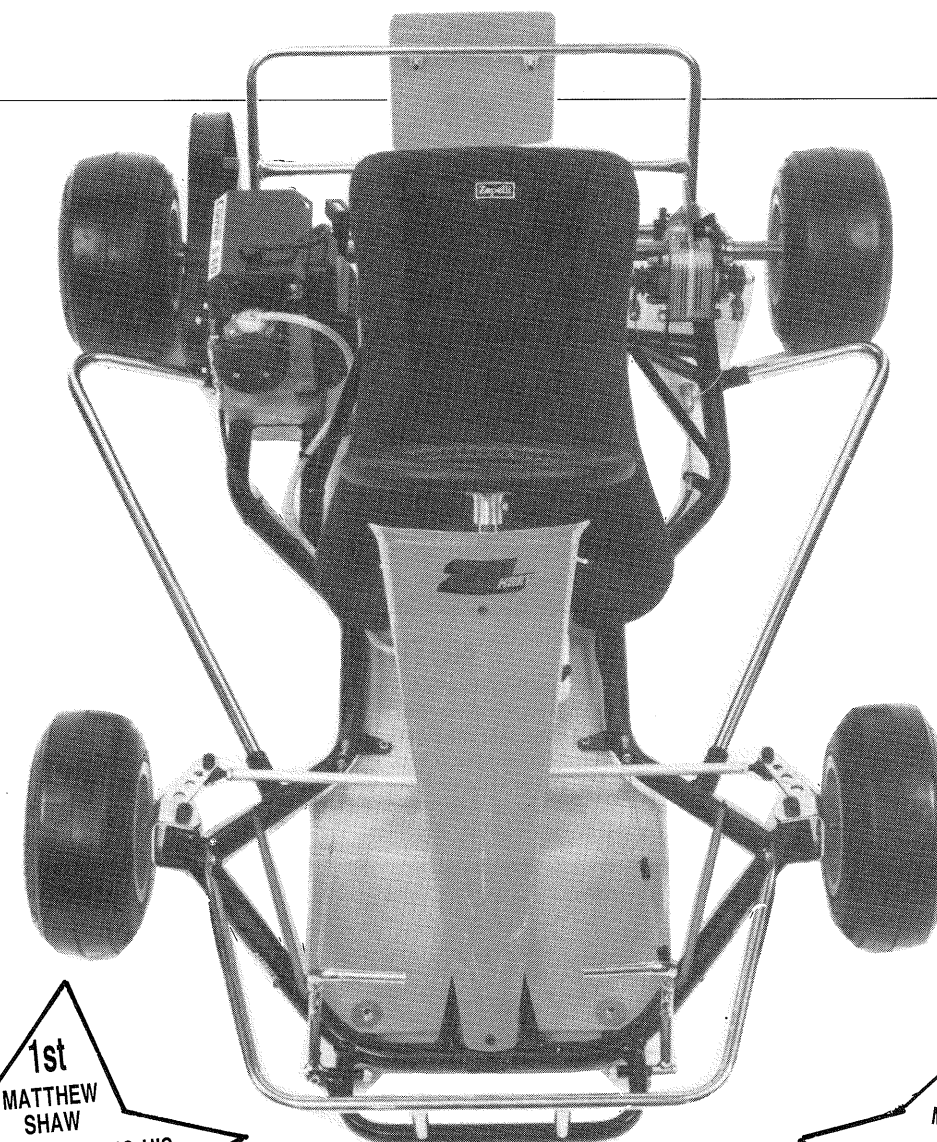
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CADET COLUMN

ing and Jeremy did not look like passing him during the opening laps. In third place throughout was Paul Rivett (Allkart Comer) followed by Ricky Elliot (Allkart Comer), Mark Aplin (Allkart Comer) and Scott White (DAP Comer). Behind these were Lars Sexton (Zip Comer) and Ross Stoner (Superdart Comer) both of whom had poor second heats and were set on getting to the front of the pack. At the front Jeremy Gumbley dived past Richard Jackson to take the lead but Richard stayed close to him for the rest of the race. By lap four, Ross Stoner was up to fourth behind Paul Rivett, with Ricky Elliot in fifth and Lars Sexton up to sixth. Lars continued to make progress and eventually passed Ross Stoner into fourth place.

1st Jeremy Gumbley	Allkart/Comer
2nd Richard Jackson	Superdart/Comer
3rd Paul Rivett	Allkart/Comer
4th Lars Sexton	Zip/Comer
5th Ross Stoner	Superdart/Comer
6th Ricky Elliot	Allkart/Comer



Paul Rivett's December victory at Blackbushe rounded off his year quite nicely.

BLACKBUSHE 17th DECEMBER

The first heat went to Sexton from Rivett and Jackson and the second heat was won by Sexton again from Rivett and Stoner.

On pole for the final was Lars Sexton (Zip Comer) but he went off and at the end of the first lap he was last. Paul Rivett (Allkart Comer) grabbed his chance and led from Jeremy Gumbley (Allkart Comer) and Ross Stoner (Gillard Comer). Gumbley who has been so dominant at Blackbushe this year, seemed to be struggling in the wet conditions and also seemed a bit down on power too. However, despite difficulty starting his engine for the final, he was now getting into the groove and on the third lap he passed Paul Rivett to take the lead.

Unfortunately, as Jeremy pressed on to consolidate his lead, he slid wide at the paddock entrance bend and disappeared up to his armpits in the mud waiting for unsuspecting karters. So Paul Rivett was back in the lead and he held on to take the chequered flag. Scott White (DAP Comer) had moved up through the field to take a good second and Richard Jackson (Superdart Comer) ran out third. And what of Lars Sexton, last on the first lap? He gained a place on each lap and by the fifth he was up to second but another indiscretion dropped him to fourth behind Jackson but he had passed under a yellow flag and was disqualified.

1st Paul Rivett	Allkart/Comer
-----------------	---------------

2nd Scott White	DAP/Comer
3rd Richard Jackson	Superdart/Comer
4th Steven Pratt	Dart/Comer
5th Ross Stoner	Gillard/Comer
6th Adam Barton	DAP/Comer

CAMBERLEY KART CLUB 1989 CHAMPIONSHIPS

1st Jeremy Gumbley
2nd Paul Rivett
3rd Richard Jackson

LARKHALL CLUB CHAMPIONSHIP

The final round on November 5th saw the drivers using wets on a fresh resurfaced track to increase



NUTHAMPSTEAD CADETS

Marc Bell, No 34 aged nine seen here with 1989 Club Champion Chaz Parfett, has only had 11 races to date. He has raced three times at Nuthampstead, the first time there winning the Restricted class. The second time still on Restricted plates and off the back of the grid he won outright. He also won his third meeting outright, then on yellow plates.

Chaz is having a year off but Marc will be contending all meetings, starting this month. Nuthampstead has now been totally resurfaced and the grid numbers are increasing. Why not come along to a warm and friendly meeting.



Dear Ed

Now that I am leaving the Cadet class I would like to thank all the other Cadets I have raced against at Hoddesdon, Tilbury and Buckmore over the last two years. I have had lots of fun racing with you, so thank you all. I will be seeing you again this season when I have worked out how to drive a Britain kart!

Also my dad would like to thank all the other Cadet dads for their help and for being good mates. Look out for my little brother Edward who will be with the Cadets in 1990.

Yours sincerely
Richard Bishop

grip. Although it was dry it was rather on the cold side.

Heat 1: 1st D Aspin, 2nd P MacLaren, 3rd J Fyda.


Heat 2: 1st H Christofferson, 2nd P MacLaren, 3rd J Billington.

Heat 3: 1st J Billington, 2nd P MacLaren, 3rd H Christofferson.

Final: Pole position went to Hans Christofferson with Peter MacLaren alongside. Row two consisted of J Billington on three and S Bruce on four. On the lights Hans held his lead well, closely pursued by MacLaren, Billington and Fyda. While the front two battled for the lead, D Aspin was comfortably up to third place with Bruce, Aspin and Fyda fighting for fourth, Fyda coming out best. The positions at the front remaining the same. Christofferson stormed home to victory with Billington settling for second, MacLaren comfortably in third spot and Aspin fourth.

MATTHEW SHAW AND CSK

Have received an apology from the scrutineering officials of the Lincs Kart Club regarding the meeting held at Fulbeck on 28th January from which Matthew was excluded pending a decision from the RAC. After further examination the engine was deemed to be legal, the misunderstanding cleared up and Matthew reinstated in the results.




ANDERSON

COMPETITION EQUIPMENT

1 SHENFIELD COURT, PERRY ROAD, STAPLE TYE, HARLOW, ESSEX CM18 7NS

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89-90	A G Acc's, No.3 22-24 York Road, Edgbaston, Birmingham B16 9JB
86-87-88	Europa 100, Alpha House, Boatmans Lane, Walsall Wood, West Midlands WS9 9AG
95	D H Autos, 6 Merrial Street, Newcastle-under-Lyme, Staffs ST5 2AD
96-98	Paul Carr Racing, Armscote Fields, Halford Bridge, Shipston-on-Stour, Warks CV6 4NN
97-99	Firstline Motorcycles, 482-4 Bowes Road, Arnos Grove, London N11 1NL
100	WPT, March Road, Friday Bridge, Wisbech, Cambs PE14 0LP
101	Gatellie Teamwear, 14A Glebe Drive, Brackley, Northants NN15 5BX
105	Sports Promotion Co., 91 Chester Road, Streetley, Staffs B74 2HH
106-107	John Mills, 90A Valley Road, Worksop, Notts S81 7EJ
28	Playscape Racing, The Old Clapton Bus Garage, Bohemia Place, Mare St., London E8
111	Kelgate, Murdock Road, Manton Lane, Bedford, MK41 7PE
112-138	Anderson, 1 Shenfield Court, Perry Road, Staple Tye, Harlow, Essex CM18 7NS
115-116	Legal & General, 10 The Square, 111 Broad Street, Birmingham B15 1AN
119	Worldwide Marketing & Promotions Limited, U Stor Business Centre, 69 Imperial Way, Croydon, Surrey CR0 4RR
132-133	KPS, Unit 13, Cam Centre, Wilbury Way, Hitchen, Herts SG4 0TW
134	Midland Chamois Company, 4 Baslow Drive, Allestree, Derby DE3 1JF
135-137	Ferrari Racing, No 1 Tudor Enterprise Park, Tudor Road, Harrow, Middlesex HA3 5PQ
136	Titan, Brunel Road, Manor Trading Estate, Benfleet, Essex SS7 4PS
	Taylor Promotions, 8 Knife Point Drive, Scarborough, N. Yorks. YO11 3JT
10	A R Dynamics, Street Farm, The Street, Blofield, Norwich, Norfolk NR13 4AA
37	Pro Sport Karting, Unit 18B, Park Rose Industrial Estate, Middlemore Road, Birmingham, West Midlands B66 2DR
43	Cobra Karting, RAF Hendon, East Camp, Aerodrome Road, London NW9
21	Cancer Research,
66	RAC Motoring Services,
29	British Racing Karts, 23 Woodvale, Forest Hill, London SE23 3EE
112	Dunlop U.K.,
35B	The Circuit, Engineers Park, Sandycroft, Deeside, Clwyd.
27	Enterprise Leisure, 11 St Ives Park, Ashley Heath, Ringwood, Hants BH24 2JX
30	Anglo Leisure,
30	Trentham Raceway, Trentham Gardens, S.O.T.
22	Main Events
9	Zion
91-92-93	Deavinsons
94	210 Challenge
109	Farmhouse Fudge
24	N.A.T.S.K.A.
25	RAC M.S.A.
26	Motorsport 91
31	Childrens Karts
80	Birmingham Wheels Kart Centre
120-121	Kart Promotions
124-125	British Racing Marshall Clubs.
10-11	250 Super Challenge

INTERNATIONAL KART SHOW 1990

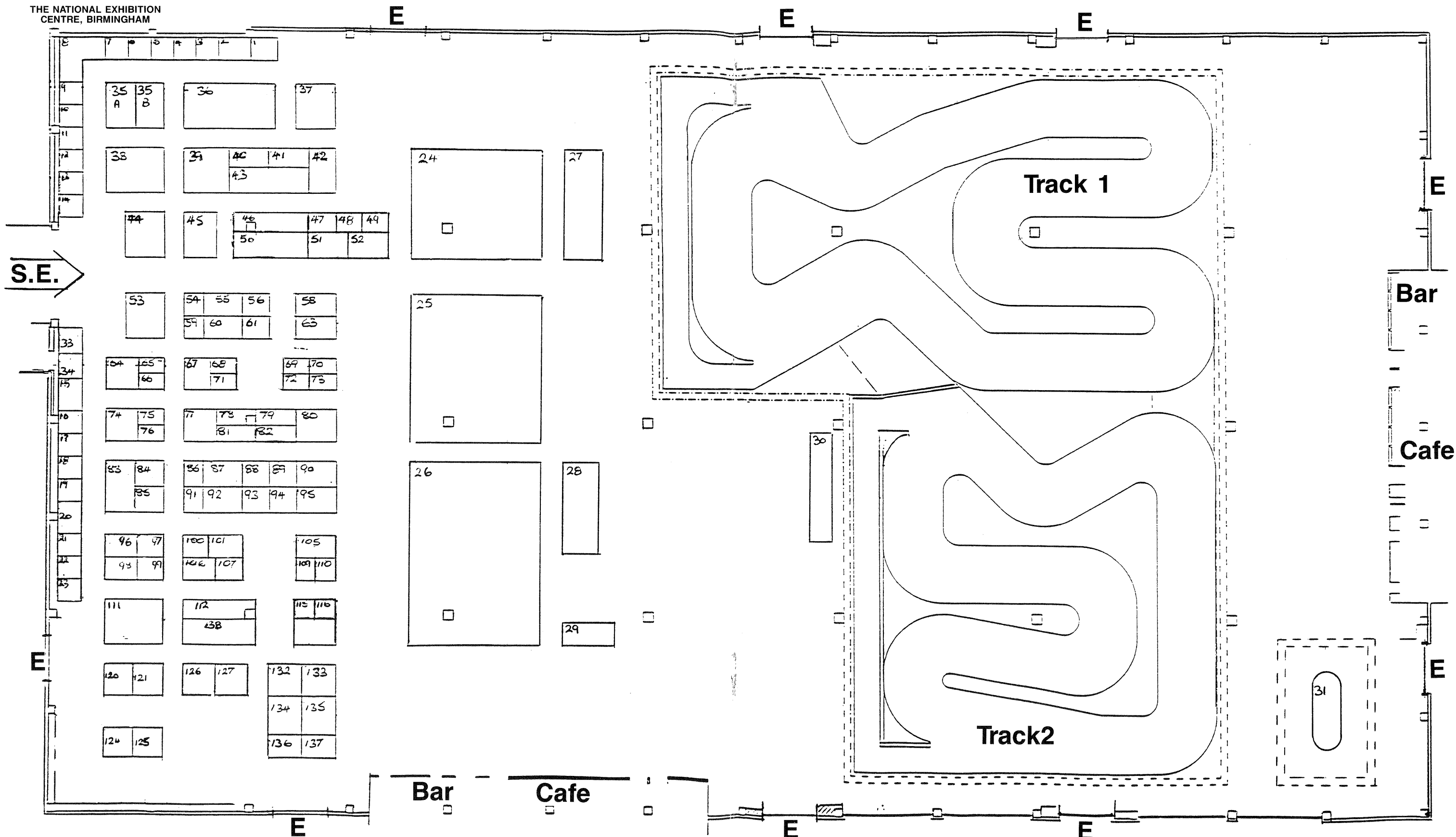
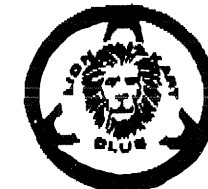
EXHIBITORS LIST

STAND	
1	AI Embroidery Services, Selworthy House, Stafford Road, Aston, Stone, Staffs ST15 0BH.
2	Aero Karts, Canal Terrace, Old Towcester Road, Far Cotton, Northampton NN4 9DG
3-7	Invader Engines, 18 Old Hednesford Road, Cannock, Staffs WS11 2LD
8	R G Racewear, The Old Royal George, Brinkworth, Chippenham, Wilts SN15 5DX
13	Chasewater Kart Club, 4 Park Street, Newhall, Burton-on-Trent DE11 0JJ
14	Kart & Superkart, Pindar Road, Hoddesdon, Herts EN11 0DE
15	Surespeed, 15 Sturminster Close, Clifford Park, Coventry CV2 2JK
16	Carter Karting, 34 Wrexham Road, Brynteg, Wrexham LL11 6HR
17	Bromsgrove Kart Club, The White House, Stock Green, Nr Redditch, Worcs B96 6SX
18-19	Loctite UK, Watchmead, Welwyn Garden City, Herts AL7 1JB
20	N Willetts, 66 Chaucer Drive, Galley Common, Nuneaton CV10 9SB
23	Kart Components, Unit 5, 461 London Road, High Wycombe, Bucks HP11 1LB
33	Karting, Bank House, Summerhill, Chislehurst, Kent BR7 5RD
34	Old Hall Confectionery, Charnes Old Hall, Eccleshall, Stafford ST21 6NP
35	Southern Kart Services, 17 Andover Down, Andover, Hants SP11 61J
36	Supersprox, Station Works, Knucklas, Knighton, Powys LD7 1PN
45	Isle of Man Karting Association, c/o 6-8 Michael Street, Peel, Isle of Man
38	Knockhill, Knockhill Racing Circuit, Dufermline, Fife KY12 9TF
39	Red Dragon, 90 Colonel Road, Betws, Ammanford, Dyfed SA18 2HP
40	Goff Racing, Unit 1, Cauldwell Walk, Bedford
41	Invicta, 2 Lodge Road, Tonbridge, Kent TN9 1JA
42	C.K.C., Front Street, High Pit, Cramlington
44-53	Langcourt, 12 Knightcott Industrial Estate, Banwell, Avon BS24 6JN
46-50	CSK, Castleford Hire Centre, Methley Road, Castleford, W. Yorks. WF10 1NS
47-48-	
49-51-52	Zip Kart, Pindar Road, Hoddesdon, Herts EN11 0DE
54-59	Ripspeed, 54 Upper Fore Street, Edmonton, London N18 2SS
55	Wigan Racing, The Racing Circuit, Three Sisters, Bryn Road, Ashton-in-Makerfield, Wigan WN4 5DA
56	SRS, 23 The Green, Great Staughton, Huntingdon, Cambs. PE19 4DQ
58	L4 Leather, 21 Weston Lane, Bridgetown, Totnes TQ9 5UN
60	Fastrak, The Racing Circuit, Three Sisters, Bryn Road, Ashton-in-Makerfield, Wigan WN4 5DA
61	Trakgalss, The Racing Circuit, Three Sisters, Bryn Road, Ashton-in-Makerfield, Wigan WN4 5DA
126-127	Tabor, 125 Lanehouse, Rocks Road, Weymouth, Dorset DT4 9HY
64	K M Glassfibre, Midtown Farm, Mawbray, Maryport, Cumbria CA15 6QT
65	BRK Limited, Unit 1 Manor Farm Court, Manor Lane, Hawarden, Deeside, Chester CH5 3PL
67-68-71	R Grice, 57 WInnifred Road, Pitsea, Basildon, Essex SS13 3JQ
69	TK,Beeby's Yard, Burton Street, Melton Mowbray, Leic
110	Axe Home.
70	Kartell, 7 Swanland Road, North Mimms, Hatfield, Herts AL9 7IG
74-75-76	Shrewley Kart Shop, Edgehill Garage, Edgehill, Nr Banbury OX15 6DJ
77	Trenchex, Dovefields, Uttoxeter, Staffs
78	2-Spec, 142 Birchfield Road, Widnes, Cheshire WA8 9ED
79-80-82	DMA, 4 Park Street, Newhall, Burton-on-Trent DE11 0JJ
81	Tools Unlimited, Folly Cottage, Fore Street, Kentisbeare, Collomton, Devon EX15 2AA
83	Mikro Trike, Penlow Cross Inn, Llanon, Aberystwyth, Dyfed SY23 5NA



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