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- ★ Marshall Arts
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The Series will be for the following Classes only; CADETS, JUNIOR BRITAIN, SENIOR BRITAIN and 100 NATIONAL.

The Championship will be held over 6 rounds with a driver's best 5 rounds to count in deciding Overall series Winners. All Cadet drivers are eligible with the exception of those who were classified as being the first nine (9) in the 1989 RAC Cadet Championship.

For Junior Britain, Senior Britain and 100 National the Series is open only to those drivers who are NOT COMPETING in the 1990 RAC/Super One Championship.

The dates and venues for the Series are as follows:

<i>Round 1</i>	<i>Langbaurgh</i>	<i>May 20th</i>
<i>Round 2</i>	<i>Clay Pigeon</i>	<i>June 24th</i>
<i>Round 3</i>	<i>Blackbushe</i>	<i>July 22nd</i>
<i>Round 4</i>	<i>Rowrah</i>	<i>Aug 12th</i>
<i>Round 5</i>	<i>Larkhall</i>	<i>Aug 26th</i>
<i>Round 6</i>	<i>Kimbolton</i>	<i>Sep 23rd</i>

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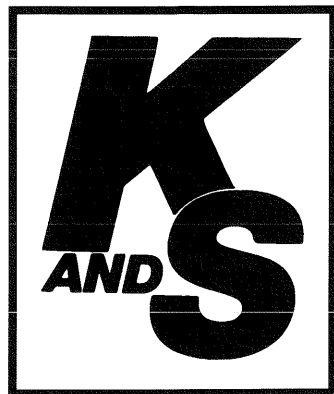
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FRONT COVER:

Morning News sponsored Roger Goff (85) in action at Felton's Gearbox RAC round. Not a successful day, unfortunately.

Inset: The new Bandit 2, just one of the many 'goodies' on display at this year's NEC Kart Show.

(Pic: Iain Blair)

MONTHLY

No. 132

Mike, Says....

The 1990 racing season is now well under way with rounds of the RAC Championships having been completed on both Short and Long Circuits whilst the RAC/Super One Series is into its qualifying stages. The Cadet/100 UK Series was scheduled to kick off this weekend at Blackbushe and elsewhere within these pages you will find full details of our own Kart and Superkart Clubmans Championship. The response to the re-introduction of the K & S Series has been very encouraging and we look forward to an excellent Championship.

On a more personal note I am now firmly established in the new Editorial Office in Bolton and callers... by phone... or in person will always be assured of a welcome. It might even stretch to a cup of tea!

The year got off to a good start with the International Kart Show at the NEC and that proved to be a resounding success with traders reporting a gratifying interest in their products and karting generally. With the increase in Competition Licence holders it is in the interests of everyone involved to really make an effort and ensure that both established karters and newcomers are well catered for in the best way possible.

You may have read the excellent piece from the Show written by Marcus Pye of Autosport in which he praised karting and the way it was presented at the NEC. Let us all resolve to continue that trend and really put the Sport on the map as we go into the Nineties.

Mike Smith

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STRICTLY CLASSIFIED

Next month's features include:- Snetterton British Championships round 1; Silverstone BRDC invite; Blackbushe Cadet and 100 UK; Shenington 100cc RAC Qualifier. (These items correct at time of going to press).

Publication date: Thursday 3rd May 1990.

Strictly Classified!

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ZIP 125 ROTAX complete outfit, Short Circuit trim, Long Circuit bodywork, new clutch, slicks, wets, spare wheels, quiet pipe. Ready to race:- £800. Telephone:- (0754) 610610.

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 — £400; one £250. Telephone:- Phil on (0734) 861008.

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

WANTED 250 NATIONAL outfit, prefer Anderson A.K with K.T.M. and results + spares. Also wanted a box trailer, anything considered. Telephone:- (0539) 727822 (eve).

SPYDA 125 MINARELLI 25 National, full body rev counter. 2 sets slicks, 1 set wets, well maintained outfit, very fast trophy winner, must sell, driver is retiring — £1,350 ono. Telephone:- (0692) 404553.

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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. Brian Harvey. Telephone:- (0303) 278833.

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WRIGHT 100 NATIONAL 1988

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ZIP BANDIT, 1989 chassis two meetings old. As brand new with tuned 125 A/C Rotax engine. Long and short circuit body work. All in perfect condition and ready to race — £1550. Phone:- Steve Makin on Billinge 0744 894237.

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CR 125 HONDA, with P.M.P. exhaust and a few spares — £150 ono. Four Goodyear slicks on rims — £50 ono. Telephone:- Wisbech (084075) 2272.

100 NATIONAL EQUIPMENT FOR SALE DUE TO RETIREMENT

Championship winning equipment

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1- Parilla 31	£200
1- Spring 87 Kart	£100
2- Slide Carbs	£30
	Each

or

£600 The Lot and to include lots of bits helmet, overalls, boots, stand, tools, sets of tyres on mono rims, etc.

Telephone:- (0734) 694605

Strictly Classified!

CLUB SCENE

after showing his usual rapid pace in the heats.

With Kennings out front, upsetting the tailenders with his pace, there was little change amongst his pursuers, as they circulated in his wake. As Bob took the chequered flag having lapped over half the grid, Graham crossed the line in second place, ahead of Barnard, first 250 novice Williamson, Kay and Sharman. Next in seventh and the last unlapped driver was first 125 John Bonser, who had gone past Norman two laps from home, as the latter dropped several places in those closing laps.

100 UK

Heat 1: 1st Neil Richardson, 2nd John Aldred, 3rd Bob Tagg.

Heat 2: 1st Ian Bell, 2nd John Aldred, 3rd Charles Housley.

A strong entry of UK drivers, headed by Aldred on pole, with the numbered talents of Richardson and Guest in close attendance to make life difficult.

The hectic opener was led by Aldred, from Richardson, Cooper, Guest, Bell and Corbert. This was how it stayed until lap four, when both Cooper and Guest dropped out of contention, Guest recovering in ninth and Cooper way back in last and fifteenth place.

Any thoughts that this would be Aldred's Winter Series double, were dashed on the fifth lap as Richardson forged ahead. Bell was now third, but had Corbert pressing hard, as just behind these two, Housley got the jump on Tagg to claim fifth. One lap later and it was Bell's turn to lose a place as Corbert nipped into third, which he kept to the flag.

A satisfying win for Richardson, chased across the line by Aldred, Corbert, Bell, Housley and Tagg.

100 NATIONAL

Heat 1: 1st David Robinson, 2nd Alan Mackay, 3rd Graeme Melville.

Heat 2: 1st Martin Moor, 2nd Matthew Payne, 3rd Graeme Melville.

Entry down on last month, probably to Shenington's gain, but nevertheless still quite good for a National Club meeting.

An excellent start from Mackay gave him the early lead, Payne and Powell were next, ahead of Redfearn, Robinson and Burslem, a mixture of four different chassis' in the top six, led by a Gillard. However, Redfearn's Mondial was looking quick as he nailed Powell for third on lap three, to watch Payne's pursuit of Mackay. Melville was also now up to sixth on his Mondial, this chassis clearly working well in the conditions.

On lap six Powell slipped out of the frame, allowing Melville forward a place to set about Robinson, whom he demoted to fifth within a couple of laps.

With two laps to go Redfearn came round in first, with Melville up into second, from Robinson and Burslem. Payne's fifth place and Mackay's seventh suggested a possible contact between the two leaders, both now split by Moor. This was how it stayed to the flag, with neither of the two novices running at the finish.

100 SUPER

Heat 1: 1st Bobby Game, 2nd Stephen Day, 3rd Steve Brogan.

Heat 2: 1st Paul Evans, 2nd Andrew O'Hara, 3rd Steve Brogan.

An open race, the most likely winner expected to come from Day, Evans or Brogan. Thirteen drivers out for the final, the same as last month, although David Cuff who won the last meeting, was curiously off the pace.

Brogan made the better start, from race rivals Day and Evans, No.1 O'Hara, Game, Spence and Cuff. Over the next couple of laps Evans and O'Hara traded places, Evans eventually getting the upper hand.

Race leader Brogan led until half distance when both Day and Evans slammed past, dropping Brogan to third. O'Hara and Game followed through, chased by Cuff and the Fletchers Bakeries driver Paul Ibbotson, who had suffered "one of those days" in the heats, but was showing much better in the final. His pursuit of Cuff would net him a top six place at Cuff's expense on the last lap.

The race winner was therefore Day on his Sprint/Rotax, with the PCR/Atomikart of Evans next. Brogan had to settle for third on his Wright, from O'Hara (Sprint), Game (Allkart) and Ibbotson (Swiss Hutless). Variety sure is the spice of karting life.

CLUB SCENE NEEDS
YOUR PHOTOGRAPHS,
ETC...



CIK NEWS

HOMOLOGATED TYRES

Further to the CIK Homologated Tyre List, published last month, the following have also been added:-

Period 1990-1992

CHENG SHIN

HOLLAND BV

EXPERT 10 x 4.50-5	1.3.90
EXPERT 11 x 7.10-5	1.3.90

RAIN-TYRE 10 x 4.50-5	1.3.90
RAIN-TYRE 11 x 6.00-5	1.3.90

BRITISH WOMEN RACING DRIVERS CLUB

Each year the British Women Racing Drivers' Club hold their Annual General Meeting combined with a social day. In the past it has been held at such venues at the Brookwood Museum and combined with an Autotest. For the 1989 AGM it was decided to stage it at Trak 1, Uxbridge on the 11th February, 1990. As the Kart Secretary it was my duty to organise the event. This proved to be of no trouble as the owners of Trak 1 ran the meeting very slickly indeed.

Twenty five people signed on. A selection of both men and women associated with the club, from a variety of formulas. Four heats would decide the finals. Husband Alan and I were somewhat reluctant to enter this meeting. We obviously were expected to do well but felt that whilst the karts were indeed karts to the untrained eye they were by no means what we were used to! As it turned out we did rather well and were able to hold our heads high amongst the other racing drivers.

After the heats and semi finals the final grid line up was as follows:-

1. Alan Dell/125 National. 2. John Lacey/Group K Sports. 3. Maggie Dell/125 National. 4. Roy Drew/Historic Single Seater. 5. Viv Ayres/Historic Single Seater. 6. Mark Knight/1/2 Scale Rally Cross IC. 7. Lex Jackson/ex 125 national. 8. Ian McBain/Kitcar.

With only one other lady to make it through to the final the onus was on me to make a showing. After all it was the BWRDC Day. As the lights changed to green Alan went into the lead with myself close behind. After several laps I saw the chance to pass and with the minimum of wheel banging went into the lead which I held for the remainder of the 20 laps. Behind me things were hotting up. Lex tried to pass Alan, misjudged it slightly and spun him round, dropping Alan to 4th place. The officials decided contact was not unavoidable and black flagged Lex. Roy Drew, now in 2nd place made no mistakes and crossed the line well clear of Alan in 3rd place.

"Champagne" and trophies were provided by the organisers which were presented to the first three: 1st Maggie Dell, 2nd Roy Drew, 3rd Alan Dell.

The day proved a great success with everyone involved asking for another day. It was

interesting that quite a few of the "racing drivers" approached us enquiring how to overtake, racing lines and was it permitted to move over in front of another driver after passing. They obviously were not used to such close, competitive racing.

The Club has sections for karts, racing, rally, sprint and hillclimb and supporters for both men and women. For more information on the club and its championships contact the Membership Secretary: Mrs Linda Drew, 3 Dugdales, Croxley Green, Rickmansworth, Herts WD3 3JW, or myself at 5 Weir Place, Staines, Middlesex. Tel: (0784) 451592.

Playscape on Telethon

Playscape has joined forces with London Weekend Television, to promote a 27-hour karting team challenge at Clapham Bus Garage, in an effort to bolster the funds for the annual Telethon fund-raising marathon on Sunday/Monday 27/28.

The idea is another first for indoor karting, and will be the longest kart race on record, the length of the event coinciding with the running of the Telethon programme. To that end, Playscape will be endeavouring to enter the 'kartathon' into the Guinness Book of Records. There will be a certain amount of LWT involvement during the 27 hours when the cameras will pay visits to the South West London circuit, and at the time of going to press, LWT plans to launch the Telethon with the start of the kart event at Clapham.

Ten teams of ten drivers will compete over the May Bank Holiday weekend and Playscape is inviting teams to enter on a first come first served basis. Ultimately, it is hoped to raise as close a figure to £100,000 for Telethon as possible, and to set the ball rolling, Playscape is looking for a £5,000 donation per team to guarantee an entry. Companies wishing to enter a team can also, for an extra £1,000 donation, have their drivers kitted out in supplied company team overalls, and their brand new Zip kart will also be decked out in the corporate livery.

There will be many other promotional opportunities during the May Bank Holiday Weekend and any company or person interested in entering a team, taking trackside banner space, helping out in any way or advertising at the event, should speak to Linda Keen on 0689 25099 during office hours.

REWARD

STOLEN from the Plough and Harrow, Aldridge, between 9.15 and 11.15pm on Sunday March 25th.

Black 'Britain Gillard '89', red nose cone and side pods. Red Tillett. Number 10. Kartsport tuned TT 27 Parilla. Chassis No. B286.

Number of spares, tools, wheels and tyres also stolen together with Ford Escort van.

A reward is offered for information leading to recovery. Contact Simon Shanahan 0922 57104.

STOP PRESS!

RAC/Super One Qualifier Round 1

The following drivers qualified at Shenington on Sunday March 18th;

Junior Britain: Neil Walker, Damion Tigwell, Darren Malkin, Johnny Eastwood, Alistair Weston.

Senior Britain: Andy Cox, Nick Lamb, Dene Roberts, Gary Matthews, David Turnbull, Mark Smith.

100 National: Stuart Freegard, Graeme Melville, Peter Stephens, Andy Cox, Philip Askari.

Scottish Champion Andrew Kirkcaldy made the front row for the final on his first visit to Shenington but was unfortunately slightly injured in a fifth lap accident forcing his retirement.

Andy Cox qualified in both 100 National and Senior Britain but immediately gave up his Senior Britain place allowing Mark Smith to qualify.

FULL REPORT NEXT MONTH

BOOK REVIEW

Cadet Kart Racing A Guide for Beginners By John Oakley

With the present surge in interest at Cadet level John Oakley has penned an excellent little book which takes the reader through all stages of Cadet racing... from selecting and buying an outfit to a youngster's first win.

Written in a very easy to understand style... Dad shouldn't have too many problems!... the 72 pages give an excellent account of what Cadet racing is all about and offer some invaluable advice to both newcomers and those who may have already had a season on the circuits.

The Appendix includes a pre race check list... petrol/oilmix ratios... an exploded diagram of the Comer engine... flag signals and a list of Kart Traders.

I think John is on a winner with this and you can get your copy from Zip Kart priced at £6.95. M.S.

CHASEWATER WHEELS KART CLUB

Please note change of date... the meeting scheduled for Sunday 29th July has now been changed to Sunday 23rd September 1990.

HAPPY APRIL BIRTHDAYS TO THE FOLLOWING

Simon Cullen	4th
Stephen Coward	19th
Bob Clowes	8th
Andy Bratley	23rd
Barrie Pearey	25th
Pete Morgan	16th
Paul Dredge	30th
Alan Collard	1st
John Feeney	26th
John Qualtrough	25th
Dave Peers	30th
Chris Stoney	26th
Peter Hek	21st
Chas Atherton	11th
Barbara Hepworth	19th
Eric Gassin	11th
Graham Spavins	23rd
Andrew Mears	5th
Martin Hines	22nd

WHERE AND WHEN

APRIL

14th April (Saturday)

Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland).

15th April

Nuthampstead — (1½ miles east of Barkway, off B1368 Cambridge-Ware road.)
Craill — (9 miles southeast of St Andrews, Fife.)
Buckmore Park — (Maidstone Road, Chatham, Kent, just off M2, junction 3).
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road.)
Langbaurgh — (South of River Tees, Middlesborough, Cleveland) — 210 Shield & Hesketh Trophy - Round 2.
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads) — Jnr Brit/100 Britain/100 National/100 Super Qualifier — Round 4.

16th April (Easter Monday)

Silverstone — BRDC Invitation Races
Ellough — (2 miles from Beccles, Suffolk).
Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland).

22nd April

Pembry — (Welsh Motorsports Centre, Pembrey, 8 miles from Llanelli on A484, Dyfed, South Wales).
Fulbeck — (8 miles from Newark, off A17 at Brant-Broughton crossroads).
Cadwell Park — (Midway Horncastle and Louth, on A153, Lincs).
Blackbushe — (Via Cricket Hill, off A30 and Vigo Lane, Yateley Surrey).
Summerlee — (Merriton Road, Larkhall, Hamilton, Strathclyde) — Border Championships — Round 2.
Three Sisters — (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs) — Cadet/100 UK RAC Championships — Round 2.

28th April (Saturday)

Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland)

28th-29th April

Shenington — 8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon) — RAC Super One — Round 1.

29th April

Chasewater — (Pleasure Park, approx 1 mile from Brownhills, Staffs).
Dunkeswell — (5 miles from Honiton, Devon).

MAY

5th May (Saturday)

Nutts Corner — (4 miles from Crumlin, Co Antrim, Northern Ireland).

5th-6th May

Valence (F) — Formula K(Divb 1 & 2)/F.A — Gp of France & European Champs.

6th May

Little Rissington — (RAF Station near Stow-on-the-Wold, Glos).
Rye House — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts).
Summerlee — (Merryton Road, Larkhall, Hamilton, Strathclyde) — Ford Trophy, Class IV.
Felton — (7 miles from Morpeth, on A1, Northumberland).

6th-7th May

Pembrey — (Welsh Motorsports Centre, 8 miles from Llanelli on A484, Dyfed, South Wales) — RAC Long Circuit Championships.

7th May (Monday Bank Holiday)

Ellough — (2 miles from Beccles, Suffolk).
Felton — (7 miles from Morpeth, on A1, Northumberland).
Three Sisters — (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs).

ASBAH

The 1990 Funkart Day at Rye House Stadium, Hoddesdon, Hertfordshire is attracting many entrants from both karting enthusiasts and novices from around the country. The entry donation into the event on Saturday the 19th of May is £115 and all proceeds will go to Asbah, the association for Spina Bifida and Hydrocephalus.

It is hoped 100 plus will take the wheel on the 19th to help raise over £10,000 for the charity. The track is RAC approved, and a full sized racing circuit. All safety equipment and karts are being generously loaned to Asbah by Deavinsons — their staff and all their expertise.

Saturday morning will be purely a practice time for all and after lunch there will be a series of fun heats leading up to two semis and a final at about 5.30 with champagne prizes for heat winners and the first 3 in the final and a few side awards for other achievements. It is hoped one or two celebrities (will be taking to the circuit as well), from the world of sport and entertainment. For further information contact Richard Poole at Asbah (22 Upper Woburn Place, London WC1H 0EP) on 01-388-1382 (Telephone) or (01-388-6288) (Fax).

We already have fifty people interested in taking part, we would like twice this number — so come and join us for a super fun day which also helps youngsters with spina bifida and/or hydrocephalus.

MEMORY LANE 1985

Chris Merlin based this Top ten on 1984 results and it looked like this:

Hines
Gange
Styrin
Heerey
Goff
Dean
Kerkhoven
Butterfield
Parrott
Arnold

Derek Rodgers returned to Superkarts with a vengeance as he set a new lap record for the Club Circuit at Cadwell with a time of 58.8s.

Knockhill was back on the kart racing scene.

Drive It! Long Circuit Karting by M.S. and Rodger Calvert was published.

World Cup victories at Donington went to: Martin Hines (250 E), Kurt Luby (125), Alan Cheetham (250 Nat), John Newton (210). Short Circuit Gearbox Titles went to... Roger Goff (250E), Andy Martin (210), Chris Stoney (125), Paul Elmore (250 Nats).

Dane, Poul Petersen took both European and World Titles... adding the British Grand Prix plates for good measure.

Other Grand Prix Titles went to Stephen Coward (125)... Mark Allen (250 Nats)... Andy Martin (210)... whilst Adam Philpotts took the honours in the 250 Non Championship event.

The RAC Green Paper was published outlining

proposals for the following five years.		
	* * *	83/1
RAC Long Circuit Championships were won by John Newton (210)... Stephen Coward (125)... Mark Allen (250 Nats)... and Martin Hines (250 E).		
	* * *	83/2
Non Gearbox Titles went to Ivan Turner (Junior Brit)... Jamie Spence (Booster)... Richard Weatherley (100 Inter)... Dave Duff (100 Nats) and Mark Beddall (100 Brit).		
		83/3
		83/4
		83/5
		83/12

A NEW READER SERVICE

We are often asked for back copies of Kart and Superkart and whilst most issues from the last ten years are available some months have sold out and readers are unable to obtain a copy to make-up a set or to read a particular article. However we do hold a full set of all magazines published since 1979 and listed below you will find the main features from Kart and Superkart, each with a reference number.

Should you require a copy of any of these articles they are available from our BOLTON OFFICE at a cost of 50p per article including postage.

	TECHNICAL	PROFILES
79/1		Lake Speed Steve Styrin
79/2	Tillotson Carbs Motiv Exhausts	Mike Wilson
79/3	The PCR	Alan Lane Steve Elmore
79/4	210 Preparation Peter Haywood	Jackie Brown
79/5		Lennart Bohlin
79/6	210 Preparation Peter Haywood	
79/7	Britain Class engines	
79/9		Robert Langford
79/10	Inside Hewland	
79/11	Dyno Tuning Pt1 Peter Inchley	
79/12	Dyno Tuning Pt2 Peter Inchley	Brian Heerey
80/1	IBEA Carbs	Paul Fletcher
80/2	Dyno Tuning Pt3 Peter Inchley	John Ball Calvin Fish
80/3	Komet K55 TT	Terry Fullerton
80/4	Chassis build up	The Sponsors... Hermetite
80/6	Lockheed brakes	
80/8	Yamaha YZ 250(F)	
80/10	Dino 100cc	
81/1	DAP 125	Dave Buttigieg
81/2	Water cooling Drew Liddle 125A/C Rotax Roy Wooldrige Parilla TT23	Mickey Allen
81/3		Reg Gange
81/4		Mark Tredwell Karting Photography
81/5	PCR 135	
81/12	TKM Engines	The AGRO Kart!
82/1	The Rotax 250	
82/2	The 125cc scene Roy Wooldridge	John Newton
82/3	Down at Uptons Tyres on test DAP Engines	Gary Prior
82/4	Chassis set up Slide carbs	
82/12		Adrian Lumb

			Derek Rodgers
			Nigel Edwards Kurt Luby Stuart Ziemelis Graham Roscoe Giles Butterfield Behind the Scenes Richard Boston Richard Weatherley
			Derek Price Malcom Belbin Mark Allen Sponsorship A look at Team Schemes
84/1	Class of 125		Miles Hall Inside Kart and Superkart! Roger Goff Mike Ballantyne
84/2	Class of 125		
84/3	125 Rotax Roy Wooldridge Class of 125 DAP Engines P & R Honda CR 125 Honda CR 125 (continued)		Deavinsons
			Carolynn Grant Sale
85/1	Wind of change, John Burns Helmets		Mike Doble Trevor Causer Andrew O'Hara
85/2	PCR 100 National		Ricky Grice Tony Holmes Brian Heerey Hines Stateside
85/3	210 Talk... John Burns Class of 125		Peter McCallum Barry Tomlinson Tim Parrott
85/5	Ian Reading on 250 National		
85/6			Grahame Pettit
85/10			RAC Green Paper!
86/1	Stephen Coward The Green Paper, readers views Darron Gibbs Poul Petersen BJK Racing Steve Tillett Dale Spruce Mark Webster Monica Strath Steve Gill EME Engines		
86/2			
86/3			
86/4			
86/5			
86/7			
86/12			
87/2	Andy Martin Karting in Russia		William Batmalle Paul Rees Vicky Starkey
87/3	Carbs		
87/5	Carbs		
87/6			
87/9	250 National by Kevin Priest/Paul Sadotti Villiers belt drive		
87/12			
	TECHNICAL		GENERAL INTEREST
88/1	The Comer Engine		
88/6			Jim Russel Racing Drivers School
89/4	Helmets		Formula Drive... Pembrey

CLUB SCENE

125 NATIONAL		
1st	Kim Marks	Stratos/Sed Minarelli
2nd	Nigel Puddiphatt	Zip/KMP Rotax
3rd	Robert Tindall	Anderson/KMP Rotax
210 NATIONAL		
1st	Simon Bateman	Dino/Villiers
2nd	Bob Bennellick Snr	Barlotti/Villiers
250 NATIONAL		
1st	Keith Bisp	Dino/Cagiva
2nd	Lenny Knox	Anderson/KTM
250 INTERNATIONAL		
1st	Robert Perkins	KMP Dino/KMP Rotax
2nd	Malcolm Green	Anderson/Rotax
SPORTSMAN TROPHY		
Julian Thomas	(125) Anderson/Rotax	

Fulbeck

SUNDAY, FEBRUARY 25th

Mixed weather, open meeting and gales just hours later. We were lucky really!

JUNIOR BRITAIN
Heat 1: 1st Guy Smith, 2nd James Matthews, 3rd Brendan Rawle;
Heat 2: 1st Guy Smith, James Matthews, 3rd Justin Wilson.

With Smith on his customary pole position, it was left to the inspired Super One Champion Matthews to beat him away from the lights, to lead the first lap. Cadet graduate Wilson was a creditable third, but was under pressure from Warburton. Rawle was fifth, from Moseley, Greensmith and novice Brackenburg.

On lap two Warburton was through into third, but Wilson learned a great deal in Cadets and after a three lap chase, was back in third at the halfway mark.

After leading for the first six laps, the Karsport driver was forced to concede the lead to Smith, although James kept the pressure on all the way to the flag to keep Guy on his toes. Wilson was still third, although with three laps to go, it was Greensmith's turn to move up a gear as he dropped Rawle a place to take fifth. On the penultimate lap it was Warburton's turn to suffer as he lost fourth, then on the final lap he out-manoeuvred Wilson to secure third at the flag. Most impressive Jonathan.

So at the flag it read Smith, Matthews, Greensmith, Wilson, Warburton and Manning, with a good drive from Brackenburg netting spot eight and leading novice.

SENIOR BRITAIN
Heat 1: 1st Steve Hazlett, 2nd Dave Hodkin, 3rd Jim Rainbird.
Heat 2: Patrick Walsh, 2nd Gary Broughton, 3rd Dave Hodkin.
Former British Champion and current number three Patrick Walsh, emerged the leader of the first lap sprint, with Hodkin in close attendance, ahead of Hazlett, Lathrope, McHugh, Broughton and West. Before the end of lap two, West had moved ahead of Broughton for fifth place, whilst on the following lap the first main retirement

befell Lathrope, who had been motoring strongly in fourth behind Hazlett, allowing McHugh to move up a place.

By half distance the front pace was hotting up, as Walsh tried to stem Hodkin's advance for a turn up front. With just over two laps to go Hodkin made a decisive move to snatch the lead. Before Walsh could retaliate, the closely following Hazlett saw what he thought was an opportunity, but came to grief as Walsh stuck to his line, which resulted in Steve making a rapid exit from the fight for the lead and rejoining back in tenth place.

Hodkin held it all together for the remaining two laps to take a deserved win, with Walsh having to be content with second after a very competitive meeting. McHugh's third place put another good result on his race record. In fourth was West, with Broughton and David Hind taking the next two places.

COMBINED GEARBOX
Heat 1: 1st Bob Kennings (250), 2nd Peter Geeson, 3rd Ashley Barnard, 1st 125 Alan Hoyle (novice).
Heat 2: 1st Bob Kennings, 2nd A.R. Graham, 3rd Colin Kay, 1st 125 Kevin Norman.
Almost equal numbers of 250's and 125's, with just one 210, that of Ray Shirley, a Fulbeck regular.
As Kennings senior made up for his surprise demise last month, with a lights to flag victory in his Anderson/BKM Rotax, it was left to Graham and Barnard to head the chasing pack for runners-up honours. Kay was fourth, ahead of a dicing group comprising novices Williamson and Sharman, Chapman, Chidlow and 125 hotshoe Norman. Geeson unfortunately was trailing at the rear in yet another miserable final,

Stockists of: **ROTAX — HONDA — VILLIERS — KTM SPARES — DINO KARTS AND ACCESSORIES — SILKOLENE OILS — GATELLIE TEAMWEAR — PROTO TOOLS**

THE LONG AND SHORT OF IT!

FELTON SHORT CIRCUIT CHAMPS ROUND 1
1st MARK ALLEN 250 NAT DINO KMP KTM
1st KEITH BISP 125 P&R DINO KMP TKM
2nd MARK GELLATLY 125 NAT KMP ROTAX

SNETTERTON LONG CIRCUIT CHAMPS ROUND 1
1st MARK ALLEN 250 NAT DINO KMP KTM
2nd KEITH BISP 125 PJR DINO KMP TKM

FOR SALE
MANY S/H OUTFITS IN ALL CLASSES
S/H SPARES INCLUDING WHEELS/TYRES/PIPES
NEW 250 YAMAHA ENGINES £690 INC VAT, ONLY 2 LEFT
GOOD CONDITION S/H OUTFITS BOUGHT

KART HIRE FOR RACE OR PRACTICE AVAILABLE — CORPORATE PROKART DAYS ARRANGED, P.O.A. ENGINES TUNED AND REBUILT P.O.A.

Contact: MARK and LESLEY ALLEN
EDGEHILL GARAGE, EDGEHILL (Only 3 miles from Shenington Circuit)

CLUB SCENE

125		
1st	39 S V Lawson	Lancer/Rotax

NOVICE		
1st	35 Ian Holt	Anderson/Rotax
2nd	53 Chris McFadden	Zip/Rotax

250		
1st	25 Barrie Peary	Anderson/KTM
2nd	34 Steve Pollington	Anderson/Yamaha

SCHOOLS		
1st	1 S&A Fewtrell	
	Chrisleton	Yamaha/YZ
2nd	91 Danny Schofield	
	Breezehill	Yamaha/YZ
3rd	59 Kevin McDonnell	St Wilfrids
		Yamaha/FSIE

Shenington

SUNDAY, FEBRUARY 25th

Thirty years of kart racing! Shenington celebrated its anniversary with the opening of the new Wilkins complex (named after Tony Wilkins who retired from the committee this year — but not from racing) AND the biggest ever entry at 251. Many were practising for the forthcoming British Championship qualifier — 60 Juniors, nearly 90 Seniors and 30 Nationals. Even with all these fathers the furthestmost corners were not being covered by pushers. OK — I know it's three quarters of a mile long now.

Some practised in the dry but once the rain came the scrutineers were busy — confiscating the old out of date 'wet' helmets. It was wet for the rest of the day.

JUNIOR BRITAIN CLUBMAN

Neil Walker (PCR/Parilla) was the first off the front row but by the end of the lap Dillon Battistini (Wright/Parilla) was through into the lead. They were chased by Louis Osborne (Wright), Justin Coe (DAP), Jonathan Phillips (Gillard) and Ian Seffron (Anderson). Suddenly Battistini disappeared from the lead, I think at Wilkins, but had the consolation of a fight back to third and the lap record at 52.88s. Some, including Gordon Isgrove and Stephanie Appadoo, found the exit from Cafe corner rather slippery as they pirouetted in the rain. Neil Walker thus had an untroubled win on his first visit to Shenington.

JUNIOR BRITAIN SUPER

With thirty in each heat it was hard to fight through to the front and hard luck stories abounded. Josh Cobb (Colt/PCR) and Natalie Whaley (Wright/Parilla/PCR) made no mistakes to claim the front row from Damian Tigwell and Henry Stanton. Not so lucky were Nick Dudfield (Wright) on 17, Nick Smith (Dino 090) on 18, Doug Bell (Zip) on 20 and Matthew Davies (Sprint) on 22. Stanton grabbed the lead, followed by Cobb, Whaley and Tigwell with Brad Lintern a half lap behind after trouble on the rolling lap. Whaley briefly took second, only to succumb to Cobb again who in turn demoted Stanton at Wilkins. Darren Malkin, briefly in third, had a few looks up the inside of the leaders but settled for fourth, followed by Nick Fleming and Robert Cullum. Nick Dudfield went straight on at Stratford but Nick Smith, with one-off assistance from Tony Gilbert Cars, fought through to seventh and the last of the trophies.

Cobb had a good lead and took the lap record at 50.98s.

SENIOR BRITAIN NOVICE

Andre Clare (Wright) and Dean Gillatt (had a race long battle for the lead, Clare winning the first corner but Gillatt taking over briefly at Stratford until Clare re-asserted himself. Behind these two some shocking tactics were demonstrated by Donald Flynn and Andrew Cupples deliberately banging wheels for a couple of laps until both lost a few places, leaving M Dearsley and Kevin Smart in the positions, but 17 seconds behind the two leaders.

SENIOR BRITAIN CLUBMAN

Dene Roberts (Wright/PCR) led from flag to flag (the lights had succumbed to the weather) but poleman Marcos Burnett was unlucky to slide wide on the first corner, onto the infield and rejoining last. Jan Davis (Colt/Parilla) held second throughout, followed by John Saunders and Lee Seffron who retired on Park Straight after setting the lap record at 52.86s. Lee Tester, now with Gilsons the Bakers sponsorship, spun at Cafe and couldn't restart whilst Barry Tickner pulled into the pits. So Kelvin Coldicott inherited fourth followed by Matthew Gillard (DAP/DAP).

SENIOR BRITAIN SUPER

Darren Gibbs (Wright/Parilla) had no great difficulty winning this race and setting the record at 50.78s. Gareth Hession, Martin Verity, Philip Whaley and Simon Redman were in pursuit but it didn't take Redman on the Sprint long to work up to second. Fast mover Jan Herbert (ARC/Solo) and Hession settled down into battle, swapping places for third until Hession spun along with Whaley in the chicane. Hession rejoined near the back as Whaley limped round to the pits. Gibbs now enjoyed a six second lead from Redman, Herbert then Paul Ferguson, Carl Willoughby (now getting to grips with his Gillard in the wet) and Fraser Wells. At post race scrutineering Redman found he had put down the wrong chassis number due to unfamiliarity with the Sprint so was excluded.

100 NATIONAL

Richard Westbrook (Wright/Rotax) was another flag to flag winner, setting the wet marker at 49.34s. Christian Horner (Allkart/PCR) soon took second but Mark Cornwell (Whippet/Rotax) closed right up especially at Wilkins, where he made his move on the last lap demoting Horner to third. These three were some nine seconds ahead of the rest, led for a while by Steve Merry until he slipped back to sixth as Mark Fothergill and Nick Clark got past. Charlie Brown, the sole 100 Super, started at the back and worked up to 7th, but it looks like Cheng Sin wets may be better than Vegas.

125 NATIONAL, OPEN AND P&R

In the heats it became clear that the experience of Keith Bisp outweighed any power disadvantage on his Dino/TKM P&R outfit to outride the others. But young Julian Thomas, up from Junior Britain, excelled to take pole in the Nationals, but he made a mistake at the start so did not figure in the results although second on the road to Bisp. This left Kim Marks (Stratos/SED Minarelli) to take the class win after he had passed Nigel Puddiphatt (Zip/KMP Rotax). Novice Robert Tindall (Anderson/KMP Rotax) was another surprise in his first kart race for ten years, following home in third place.

210 NATIONAL

The 210's were run at the same time as the 125s

and was won by Simon Bateman (Dino) after he had passed both Bob Bennellick Snr (Barlotti), and Chris Flitney (Dino/KMP) who had taken a heat but was suffering from some engine troubles in the final.

250 NATIONAL AND INTERNATIONAL

Keith Bisp (Dino/Cagiva) was out again in the 250's but having to fight hard with Pat Tomkinson (Dino/KTM) and thrilling the crowds in the process. Tomkinson held the lead until entering Cafe they just touched resulting in a spin for Tomkinson, Bisp going through to win with Lenny Knox (Anderson/KTM) inheriting second. Michael Sims and Barry Train were in pursuit. Tomkinson had the consolation of the record at 58.42s. The Internationals were faster as Robert Perkins (KMP Dino/KMP Rotax) demonstrated with a time of 55.98, leading Kingsbury Country Club sponsored Malcolm Green home by several seconds.

RESULTS

JUNIOR BRITAIN CLUBMAN

1st	Neil Walker	PCR/Parilla
2nd	Louis Osborne	Wright/Parilla
3rd	Dillon Battistini	Wright/Parilla
4th	Justin Coe	Dap/TKM
5th	Jonathan Phillips	Gillard/Parilla
6th	Ian Seffron	Anderson/Parilla
7th	Ellie Bogan	Colt/Parilla

JUNIOR BRITAIN SUPER

1st	Josh Cobb	Colt/PCR
2nd	Natalie Whaley	Wright/Parilla/PCR
3rd	Henry Stanton	Wright/Redhill
		TKM
4th	Darren Malkin	Wright/Parilla
5th	Nick Fleming	Spring/PCR/Parilla
6th	Robert Cullum	Wright/Parilla
7th	Nick Smith	KMP Dino/BG Parilla

SENIOR BRITAIN NOVICE

1st	Andre Clare	Wright/Parilla
2nd	Dean Gilett	Sprint/Parilla
3rd	M. Dearsley	Wright/Parilla
4th	Kevin Smart	Jeta/DAP
5th	Andrew Cupples	Gillard/Parilla

SENIOR BRITAIN CLUBMAN

1st	Dene Roberts	Wright/PCR
2nd	Jan Davis	Colt/Parilla
3rd	John Saunders	Wright/Parilla
4th	Kelvin Coldicott	Wright/TKM
5th	Matthew Gillard	DAP/DAP
6th	Mark Dore	Sprint/Parilla
7th	Darren Boughton	Dart/Sirio

SENIOR BRITAIN SUPER

1st	Darren Gibbs	Wright/Parilla
2nd	Jan Herbert	ARC/Solo
3rd	Paul Ferguson	Wright/Parilla
4th	Carl Willoughby	Gillard/Parilla
5th	Fraser Wells	DAP/Parilla
6th	Alan Kinch	Wright/Parilla
7th	Stuart Wood	Allkart/Parilla

100 NATIONAL

1st	Richard Westbrook	Wright/Rotax
2nd	Mark Cornwell	Whippet/Rotax
3rd	Christian Horner	Allkart/PCR
4th	Mark Fothergill	Wright/Rotax
5th	Nick Clark	PCR/Rotax
6th	Steve Merry	Sprint/Rotax
7th	Charlie Brown	Kali/Rotax (100 Super)

125 P&R

1st	Keith Bisp	Dino/KMP TKM
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Trade Scene

Fully Synthetic Shell Gemini 'S' for Longer Life

Two years of extensive research has enabled Shell Oils to drastically increase the life of two-stroke racing engines, with the first fully synthetic two-stroke engine oil to surpass the performance of a traditional synthetic and castor mix.

Shell Gemini 'S' brings new life to both the karting and motorcycle racing worlds, since it provides all the lubrication properties of traditional castor oil, without the limitations.

Extended engine life and exceptional endurance at high speed are the winning benefits of Gemini 'S'. As a fully synthetic lubricant it delivers improved protection against piston scuffing and seizure, reduction in gum and lacquer through superior lubrication and the highest standards of engine cleanliness.

Shell Gemini 'S' was developed and tested in 750cc side car engines, 100cc National class kart engines and solos over a two year period. All classes of two stroke motor-cycle engine, and kart engines of up to 250cc, will benefit from increased lubricity and reduced deposits.

Both karting and motor-racing champions

In a word. . .

The opening round of this year's Formula E World Championship, provisionally scheduled for 18th-19th August at the Nurburgring, has been cancelled. The event will now take place at the Dutch circuit of Assen during 14th-15th July and will also incorporate the ADAC Kart Grand Prix with supporting grids for 125cc and 250cc Monocylinder.

News is that Paul Larsen, who worked for the Hermetite Team at one time and with Nigel Smith of Team Schemes among other things, has won the New Zealand 'Driver of Europe' award wiht his FF1600 record of 10 victories from 10 starts. Paul left the UK for home in 1984 but it looks as though we'll be seeing that vibrant personality back here soon. . .

No doubt most of you will have heard about the recent Snetterton noise tests carried out during the first round of the RAC Long Circuit Championships. As a result of the checks a considerable number of drivers, in fact most of the entry, were excluded from the final results! For

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example only 3 Villiers finishers were under the limit whilst *none* of the 250 National competitors' were within the tolerance level permitted!

However, after a protest was lodged by 125 National driver Sean Mellor, a Stewards' Enquiry was convened, the result as follows:-

Protest by Sean Mellor — Snetterton 11.3.90

The Stewards of the Meeting heard evidence from the Protestor and from the Scrutineer and Judge of Fact, John Shaw.

It was noted that there was agreement between them as to the methods employed for the tests.

The Stewards were not satisfied that the tests were consistently conducted in accordance with S1. 11. 2 and the results of all the noise tests were therefore null and void.

Consequently no competitor should be excluded from the results of the Finals on the basis of such test.

The Protest is upheld and the Protest Fee returned.

All parties are reminded of their Right of Appeal.

Decision laid down at 19.15hrs.

Signed by: Chris Drake, Club Steward
John Osborne, Club Steward

your letters..

Dear Mike,

May I use your magazine to put the case for noise control and say how sorry I am to all the drivers at the RAC Round at Snetterton on March 11th. Any reasonable person must think we are all bent on self destruction.

The case to regulate noise is proved and most urgent, as public opinion turns to green issues, our sport is at risk.

I do not believe the RAC has made a wise move

by tinkering with the static noise test regulations. How can it be justice to impose two levels of noise limits at the same meeting? If C.I.K. Formula E regulations are used then they should cover all classes at that meeting.

The Kart Trade must also take most of the blame for not selling exhaust systems that comply with limits. The RAC must take some action and remove offenders from the Trade Register. Kart Clubs must also be responsible and carry out tests at all meetings to enforce the rules, the RAC Steward should report on noise control and Clubs be fined or refused Permits for non enforcement.

In conclusion, it is my intention as a member of the Kart Committee and Chairman of the Technical Committee to use the information collected at Snetterton to have the Regulations make sense and the Trade and Clubs playing the game so we can all enjoy our sport.

JOHN SHAW.

Dear Sir

Through the pages of your magazine, I would like to say a big 'thank you' to my parents for all their support, encouragement and cash during the Winter series at Brands in my first races in Formula First.

May I also wish my brother, Charles, the best of luck in his first season as a junior.

Thank you very much.

Yours faithfully
Vicki Butler-Henderson

“Shell Gemini 'S' — water-wash test

Shell Oils advise us that the new Gemini 'S' can cause delayed separation in a scrutineer's water-wash test. Such an effect does not of itself indicate the presence of illegal additives, which, if present, will be apparent upon later examination of the sample.

1990 RAC MSA BRITISH KART CHAMPIONSHIPS

SPORTING REGULATIONS

1. All RACMSA Regulations for the class will apply. All rounds to count.
2. A noise meter must be operated through the entire meeting by a Judge of Fact.
3. At least the first four in each race and the first ten in the Finals must be weighed. Any competitor found under-weight by any amount will be excluded from that race.
4. At least four (or 10% of the maximum permitted grid) competitors will be repechaged from the lower Finals.
5. For Short Circuit events, the Championship Final will be approximately 15 miles, 10 miles for Juniors), other qualifying Finals approximately 8 miles and ideally, each competitor should run in three heats of minimum four miles each. All competitors must have the opportunity of a qualifying Final.
6. **CADET**
Championships will be over four rounds. Each round will consist of practice and four races. Each event will allow each competitor to race against all other competitors as fairly as possible. Points being gained in all four races. (Maximum points per event 100).
7. **ENGINES**
Engine numbers must be registered at Scrutineering (2 engines Nat or 3 Formula E) and used at each event. Only registered engines to be used. Any engine at any time may be inspected by scrutineers or returned to the RACMSA in a sealed condition.
8. **SPONSORSHIP STICKERS**
Competitors will be supplied at several rounds with a Sponsorship sticker to be mounted — 1 Front and 1 Rear on the racing number plate above the racing number. Any competitor not carrying the sticker may be subject to loss of points gained in that event.
9. **REGISTERED CONTENDERS**
Only registered contenders may take part in the British Championships.
10. **MANUFACTURERS' TROPHIES**
There will be manufacturers' trophies for every class.
11. For Long Circuit events, Finals should be of a minimum of eight laps, pre-finals or repechage, six laps and heats of five laps. For Formula E at Long Circuit Championships, time-trials must be run and groups established as a result of these trials. Each group will then race against each other in the heats.
12. **HEATS**
In all Championships where finals take place the points will be scored as follows for grid position for Finals.

1st	—	0 points
2nd	—	2 points
3rd	—	3 points

etc.

Non-starters in heats will receive points equal to the official maximum number of starters permitted on the grid plus 1. The Championship points for Final results will be:

1st	—	25	6th	—	18	11th	—	13	16th	—	8
2nd	—	23	7th	—	17	12th	—	12	17th	—	7
3rd	—	21	8th	—	16	13th	—	11	18th	—	6
4th	—	20	9th	—	15	14th	—	10	19th	—	5
5th	—	19	10th	—	14	15th	—	9	20th	—	4
13. To resolve ties, for grid information for Finals, the results of the first heat will be used, then the second and then the third. After this, the number of starters beaten in the first, second and third heats respectively will be used. If this still results in a tie, a coin will be tossed. Dead heats in a Final will be decided on the heat point score and then by the heats procedure.
14. **MULTI ROUND CHAMPIONSHIPS**
To resolve ties the following criteria will be used:
 - a) Most 1sts/2nds/3rds etc.
 - b) Highest points gained in Final Round.
 - c) Highest points gained in all other rounds in reverse order.

CLUB SCENE

JUNIOR BRITAIN

Three heats and three different winners in the shape of Josh Cobb, Mark Blair and Super One Champion James Matthews. The only other first three finish went to Justin Wilson — just up from Cadets as the winning trio shared the other top spots. The 'B' final saw the front pair in such a hurry that at the end of 4 "rolling" laps the poor novices hadn't been able to catch up the back of the grid so the unlucky speedsters, Michael Simpson and Darren Wandless, joined the back of the grid. Despite this Simpson won comfortably with Adrian McDade second, Wandless third and Neil Walker taking the last spot on the 'A' final grid. However McDade was underweight and Chris Green took his spot. By the time the 'A' final went out it was well wet as Matthews grabbed the lead only to be passed by Blair in the top bend and along with Cobb the leaders left the field well behind. For this race there were no pushers after Clerk of Course Steve Clayton's pleas for pushers in the 'B' final went unheeded so the numbers went down rapidly.

The order throughout had hardly altered until the last bend of the last lap when Matthews tried an impossible manoeuvre up the inside of Blair ploughing the pair of them into the pit fence and leaving a delighted Cobb to win from Simpson (from the 'B' final), Michael Knaggs, Mark Nadolski and Nicholas Hemmingbrough.

SENIOR BRITAIN

Heat wins for Steve Hazlett (2) and Steve Cook Martin with Michael Hair, Antony McHugh, Michael West and Solo mounted Gary Broughton in the frame. Cook Martin squeezed through on the first bend of the final but Hazlett had the top

end and led them off the wall leaving Cook Martin to fend off the very determined McHugh. Lap four changed the whole situation as Hazlett tangled with a back marker and McHugh finally got the better of Cook Martin whilst John Meer's kart entertained the crowd as it shot, riderless, across the grass before burying itself in the pit fence without interfering with the race, no doubt the red faced driver was somewhat further behind!! The order then remained unchanged until the die for the line where Hazlett took advantage of Broughton and Hair being baulked by a tailender to snatch back 4th.

100 UK

Great to see enough UK's now to warrant their own grid, and thanks must go to the club's treasurer Richard Guest for his unstinting efforts to get the class off the ground at Wombwell.

The heats had gone to Neil Richardson and Richard Hind with Iain Bell, Kieran McCollough, Darrent Tagg and Richard himself figuring in the frame. The final saw Hind lead them up the straight but Richardson was in front as they returned to sight. The leading four soon pulled away but Guest spun out at the old pits to leave a procession of Richardson, John Aldred and Hind to chase each other to the flag. There was a massive gap back to Tagg, Bell and McCullough with none of the field being lapped.

GEARBOX

At long last we found someone to take on Barry Peary as one heat went to local driver Dave Scott with Peary taking the other. Martin Hallons produced two thirds whilst Steve Beckett led the 125's. The final took place in the middle of the biggest downpour of the day with the rain

lashing the lap scoring hut windows making the ladies job almost impossible. Through the gloom Peary led them away but after a poor start Scott reeled him in for fun but just as the rather wet crowd hoped for a first class scrap the repair flag sent the luckless Scott to the pits and Peary on to another easy win. By the flag they were well spaced out with Ian Holt (125 Open) comfortable in second and Steve Pollington, Martin Hallums equally spaced behind.

JUNIOR BRITAIN

1st	66 Josh Cobb	Colt/PCR
2nd	29 Michael Simpson	Wright/Parilla
3rd	18 Michael Knaggs	Zip/Parilla

NOVICE

1st	67 Daniel Midgeley	Gillard/Parilla
2nd	37 Robert Gell	Superdart/EME

SENIOR BRITAIN

1st	83 Antony McHugh	Boxer/Parilla
2nd	Steve Cook Martin	Colt/Parilla
3rd	50 Gary Broughton	Gillard/Solo

NOVICE

1st	66 Jon Shepherd	Boxer/TKM
2nd	18 Julian Waller	Boxer/Parilla

100 UK

1st	5 Neil Richardson	Knight/TKM
2nd	27 John Aldred	Dart/TKM

NOVICE

1st	20 M.R. Walton	Wright/TKM
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CLUB SCENE

again today after having two 2nd's and a win he failed to finish the final. Martin Wall who had the two other wins in the heats was therefore the winner.

Final results: 1st Martin Wall.

CHASEDRIPS

*Mr Ron Brassey will be at the next meeting to present the trophies for the Cadet Winter Series. *There are now Junior representatives for the Drivers. The purpose is that if any of the Juniors have any ideas or grievances they can tell their representative who will relay the information back to the Committee. CADET REP: Dean Haddon JUNIOR REP: Wesley Jones. *The Grand Prix Meeting at Chasewater has had to be altered from July to 30th September, 1990.

Kimbolton

SUNDAY, FEBRUARY 11th

The commencement of racing in February was obviously a popular decision with 120 entries and a well populated Saturday practice. The wisdom of such a decision had to be questioned at times, mainly when racing continued in a howling gale on a very damp track. However most drivers stuck it out to the end, including several in their first ever meeting. Don't worry it gets better, I HOPE! Looking back with clothes now dried out it was a very successful start to the new decade. A decision taken at the recent AGM means that Senior Britain drivers will be split for the rest of the season into Clubman and Premier, please ensure you show which group you require on your entry form.

100 BRITAIN

For this meeting this race was split into two groups and a B final was run. Winners of the heats were Gibbs (2), Hession and Piercy. Gibbs immediately moved into the lead with Hession second pursued by Skelton, Reeks, Kelly, Wilde and Petts. Hession moved clear in second and began to close in on Gibbs. With the rest of the field strung out behind these two produced a tremendous dice in difficult conditions. As they approached Kim Hession got the inside line and completed the lap first; gradually Hession inched away from his pursuer until on lap six he made a slight error and Gibbs was back on his tail. Gibbs recovered the lead at Stow but on the next lap Hession dived inside through the Willows and came out first. With two laps left Gibbs again took the lead at Stow only to relinquish it again at the Willows. Hession drove a tight line from there and won the enthralling battle by two kart lengths.

250's

Both heats were won by restricted driver Chris Beecroft on his National outfit against a small but quality field. At the start Darrington powered off the line in determined style to lead from Turvey, Beecroft and Chidlaw. On lap two Beecroft outmanoeuvred Turvey to take second but Turvey recovered and used his local knowledge to return to second as the race reached the halfway stage. Beecroft spun with two laps left and was pushed back to fourth by Allan. With no further changes Darrington ran out a comfortable winner.

100 NATIONAL

After some discussion on tyres it was agreed that

the blue book rule of Cheng Shin would be applied as these tyres were available for sale on the day. A very modest group of 100 Nats were dominated in the heats by Vincent Martin. It was he who pulled out an early lead while Horner and Ascari led the rest. Jarman moved through the field like a scythe and was soon third as Ascari spun out and restarted in tenth spot. with Ascari missing Horner reeled in the leader and by lap six was looking for a way past. This appeared when Martin did not defend adequately at Kim leaving room up the inside for a passing move to succeed. With Horner moving well clear at the front to take the win Jarman closed up on Martin but in the end had to be content with third.

125

With two No. 8's in the line up, Stewart with yellow and Whitehead with green this was a problem for the lap scorers, fortunately the field was not too large in this instant. However the problem needs to be resolved as it seems likely that the Nats and Open classes will race together often. whitehead took pole position but was only in second place to Greenhill as they completed the first lap. Whitehead hung on to second in very poor driving conditions until the last lap when he was outfoxed by Reynolds who took second overall and second in Open class behind Greenhill; Whitehead winning the National trophy.

JUNIOR BRITAIN

Malkin had good heats to take pole position and Warburton also won a heat. Malkin led the final from Whitney and No 57 but these two span out leaving Bell to give chase from Warburton and Club champ Jest. Butler-Henderson in his first race up from cadets was moving through the field and gained a creditable fifth at the end. Malkin meanwhile was fending off Bell and took the flag in a race where overtaking was difficult in such poor visibility.

210 NATIONAL

Winners of the heats were T.E. Lewis and Martin Riley sporting a smart new red Aero frame. A small group of Villiers set off in the rain with Lewis on pole, misfortune sidelined Lewis on the first lap and Riley took up the lead which he held throughout. Von Gerard, a newcomer to Kim took second spot with a consistent drive in difficult conditions.

100 UK

The two UK entries ran all day with the 100 restricted drivers, Bill Tully sporting the No 1 plate won both heats. Andre Clare was first in the Britain class while Paul Watts and Darren Coe took one each in the Nationals. The two UK's of Tully and Smith dominated the race from start to finish. Clare held third but was overtaken by the faster National outfit of Watts who took third overall and first in his class. Clare took the Britain trophy from Andrews.

250 INTERNATIONAL

1st Paul Darrington Zip/Goff Rotax

250 NATIONAL

1st Steve Turvey Dino/KTM

100 NATIONAL

1st Christian Horner Wright/Rotax
2nd Vincent Martin Sprint/Rotax
3rd Phil Jarman Wright/Rotax
4th G. Hood —

100 NATIONAL RESTRICTED

1st Paul Watts Gillard/Rotax

100 BRITAIN

1st Gareth Hession Allkart/PCR
2nd Darren Gibbs Wright/Parilla
3rd Lee Skelton Gillard/Parilla
4th Simon Reeks Gillard/Parilla
5th Nick Kelly Wright/Parilla
6th Paul Wilde Wright/TKM

100 BRITAIN RESTRICTED

1st Andre Clare Wright/Parilla
2nd Simon Andrews Wright/PCR

CADETS (RESTRICTED)

Westley Barber Zip

125 OPEN

1st Tim Greenhill —/TKM
2nd M. Reynolds —/TKM

125 NATIONAL

1st Nick Whitehead Anderson/Goff Rotax
2nd Nils Farestvedt Zip/Rotax

JUNIOR BRITAIN

1st Darren Malkin Wright/Parilla
2nd Doug Bell Wright/Parilla
3rd Steven Warburton Wright/Parilla
4th Nick Jest Allkart/PCR
5th C. Butler-Henderson Wright/Parilla

RESTRICTED

S. Wilson Wright/Parilla

210 NATIONAL

1st Martin Riley Aero/MSPV
2nd David Von Gerard Barlotti/Villiers

100 UK

1st Bill Tully TKM/TKM

Wombwell

SUNDAY, FEBRUARY 11th

They forecast gale force winds and heavy snow but it didn't deter 135 competitors turning up for the 2nd round of the Wombwell Winter Series. However, as usual, we had the last laugh on the weather men because after a sunny but cool early part to the day it only **ssed down for the rest of the meeting so we all went home soaked and happy!!

SCHOOLS' GEARBOX

After a disappointing January entry it was good to see the schools back with one of the largest entries of the day and some excellent dicing at the front and no lack of enthusiasm at the rear. The heats went to Breezichills Val Fernandez and Chrisletons Fewtrell brothers with two seconds for Danny Schofield, standing in for out of the country, Valerie Lord, with the thirds each time to St Wilfrids Kevin McDonnell. With the four top contenders heading the final grid we looked to have the makings of a super scrap but Fernandez was soon in trouble leaving Schofield way out in front chased by Fewtrell and McDonnell but a careless spin pushed him back to mid grid leaving Fewtrell to steam away to win and lead the series. Schofield clawed his way back up to second and the unlucky Fernandez, having cleared his early gremlins disappeared with a broken steering column after climbing back into contention. The remaining placings went to McDonnell, All Hallows, Queen Elizabeth and Foxwood teams.

Marshall Arts!



Bill Lancaster(r) with colleagues during a quieter interlude at Cadwell (Pic: Doug Rees).

The British Motor Racing Marshalls Club is held in very high regard in Motor Racing circles both at home and abroad. How many times have you heard Murray Walker refer to their excellent work whenever an incident occurs on the track?

To many people marshalls are just another part of the circuit scene and few really take more than a passing interest in their presence. It is a fact though that without the services of the BMRMC Clubs and circuits would not be able to function as they do.

During the past eighteen months karting has been fortunate in having BMRMC members present at Cadwell, Snetterton and indeed some short circuits, so it is worth having a look at how the Club works and what its objectives are.

I recently spoke to Bill Lancaster, a familiar figure at Cadwell in his role as Chief Marshall in recent months and he was able to give me an insight into Marshalling.

The BMRMC was founded in 1957 and for both Social and Administrative purposes is divided into five regions... Southern... South Midlands... Midlands... North and North East. The Regional Chairman of each region, together with the National Chairman, Secretary and Treasurer form the National Council.

The objectives of the Club are clearly defined and apart from bringing together enthusiasts in an organised way they provide social activities for members and give some financial security to members in the event of injury whilst on duty.

Their primary aim through the above objectives is to make the maximum contribution to the safety of drivers and spectators, thereby helping in no small way to improve Motor Sport.

So, what makes a marshal? What qualities are necessary in a person who is prepared to stand out in all weathers so that spectators and drivers can enjoy their racing in safety? Dedication is a must... without it one just wouldn't tolerate the early... often cold... mornings followed by a long day in pouring rain when lesser mortals would probably still be tucked up in bed or enjoying a hearty breakfast. The

BMRMC asks for loyalty... indeed demands it... since its reputation depends on the ongoing absolute reliability of its members. Drivers and spectators lives can be at risk so marshalls have to be responsible people and take their job seriously. It is stressed to members that they are not spectators, therefore 100% concentration is required throughout the day's activities. And of course to put up with all those requirements the individual needs to have endless patience and the tact of a Diplomat.

You are probably by now asking yourself... Why do they do it? That is not an easy question to answer... ask any marshal and I doubt if you will get a clearly defined response. They obviously do it because they enjoy it... they get a certain degree of satisfaction from a job well done and enjoy the friendship which comes from working together in a group as they do. Contrary to some peoples belief, marshalls are not paid for the task they carry out, their services are given freely, a fact

which often makes it even more difficult to understand just why they do it.

However, thankfully they are present at motor racing venues around the Country and through their Training and Grading schemes there is the opportunity for men and women to take on a variety of tasks.

Each of the five Regions has at least one Training Officer and throughout the year both theoretical and practical sessions are held. On the spot advice is also available at meetings and Training Days are held at several circuits with a National training Day usually held at Silverstone in February.

The Club has a national grading scheme for all circuit duties and this is based on an individuals experience in carrying out his duties to the satisfaction of the Examining Observer.

As with a drivers competition licence marshalls grading starts with the Novice category... a white badge... and goes through the various stages taking in Course Marshall... Fire Marshall... Incident Officer... Flag Marshall... Flag and Fire Marshall... Flag Marshall and Incident Officer... Observer and Examining Observer. There are further Specialist Grades and Rally Marshalling grades. The chart shows the path to follow.

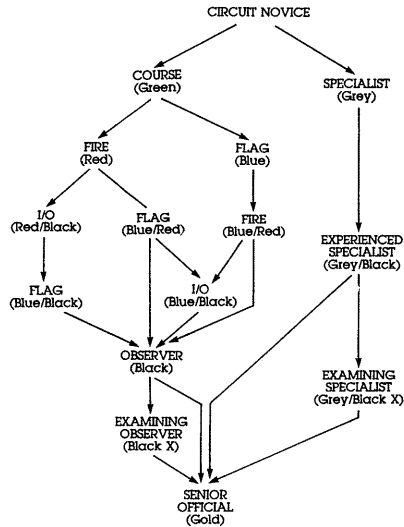
Each member is issued with a grading record card which is marked to indicate the grade for which he or she is training. Sufficient meetings must be attended in order to get the required number of signatures and once they are obtained the whole process is followed again in order to move on to the next grade.

All training schemes are designed to ensure that all members get the correct amount of experience and reach the required standard before being issued with that grade of badge.

That then is just a very brief look at how the BMRMC operates and if any of you out there fancy having a go then I'm sure the Club would be interested in hearing from you.

Remember though you won't be able to go home early if it rains!

RACE MARSHALLING THE PATHS THROUGH THE GRADING SCHEME



The Incident Officers grade is an optional one. It is essential that an Observer has held course, fire and flag grades but need not have held an incident officers grade.

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of the Winter Series for Cadets, attracting 29 entrants. All the other classes were well represented particularly for this time of year. It is in these conditions that a special thank-you should be made to all those Officials who stand braving the elements in order that racing goes ahead. I know several drivers passed on their thanks to those concerned.

JUNIOR BRITAIN

A good quality grid of Junior drivers gave rise to some exciting racing with Neil Moulton and Jonathan Downer being very closely matched and consequently taking up the front row for the Final with Jaime Garcia and Peter Budd behind them. There were no novice drivers entered.

HEAT RESULTS

Heat 1: 1st Wesley Jones, 2nd Jaime Garcia, 3rd Jonathan Downer.

Heat 2: 1st Neil Moulton, 2nd J. Smith, 3rd Jonathan Downer.

Heat 3: 1st Neil Moulton, 2nd Jonathan Downer, 3rd Ryan Hensman.

FINAL

The initial lead was taken by Neil and a good start by Jaime took him up into 2nd place with Jonathan in 3rd and J. Smith in 4th. These positions were held for the first two laps but both Peter Budd and Ryan Hensman lying 5th and 6th were out of the race by the 3rd lap. This allowed Wesley Jones, Jonathan Philips and Paul Reynolds to improve on their positions. A few laps on and Wesley managed to get through for 4th place. Paul lost his place ending up well down the field as did Jonathan Roden. Richard Brunning was making steady progress from the back and by the final stages was up into 6th spot. However back with the leaders, Neil was secure in the lead and Jaime was unable to dislodge him and they crossed the line in that order.
Final results: 1st Neil Moulton, 2nd Jaime Garcia, 3rd Jonathan Downer, 4th Wesley Jones.

SENIOR BRITAIN PREMIER AND 100 UK

Although Lee Brookes took two of the wins a no finish gave him the second front row position for the final and it was the consistent Branson Poyner on pole. It was also a nice welcome back to Ian Dolman, who, after only one race as a senior last year, had a motorcycle accident, which grounded him for the rest of the season. Michael Houghton sported the number 6 plate and showed exactly how he had earned it, by taking three clear wins. Of the other five only Stewart Tye finished all three heats.

SENIOR BRITAIN HEAT RESULTS

Heat 1: 1st Lee Brookes, 2nd Branson Poyner, 3rd Michael Goodacre.

Heat 2: 1st Lee Brookes, 2nd Simon Shanahan, 3rd Branson Poyner.

Heat 3: 1st Peter Clare, 2nd Simon Rose, 3rd Ian Dolman.

100 UK HEAT RESULTS

Heat 1: 1st Michael Houghton, 2nd Stewart Tye, 3rd J. Lomax.

Heat 2: 1st Michael Houghton, 2nd Ian King, 3rd Stewart Tye.

Heat 3: 1st Michael Houghton, 2nd Stewart Tye, 3rd James Workman.

SENIOR BRITAIN AND 100 UK FINAL

The UK's went off the back and despite the fact they are supposedly not as quick as the Britain, they were soon holding the front places. At the off it was Lee who had the better start and took

the initial lead ahead of Simon Shanahan who was out of the race on the next lap. Terry Elvins and Branson were then in 2nd and 3rd places. Michael Houghton (UK) was quickly into 4th place by the 2nd lap and Ian Dolman was in 5th. Over the next two laps positions remained stable. Just over the halfway point Michael went into the lead. Branson was going well and then unluckily found himself way down at the back. Both Simon Rose and Chris Winter unusually found themselves at the rear of the field apparently encountering certain problems. Terry Elvins was also out of the race and both Ian King and Stewart Tye in their UK's were well up in 3rd and 4th. The only Britain in with the UK's was Lee Brookes who was the class leader and going very well. The next best placed Britain was Jim Morris fronting Ian Dolman and Craig Dollery. With the finish line in sight, it was Michael first to cross with Lee and Ian King making up the top three.

FINAL RESULTS

BRITAIN

1st Lee Brookes, 2nd Jim Morris, 3rd Ian Dolman.

UK

1st Michael Houghton, 2nd Ian King, 3rd Stewart Tye.

SENIOR BRITAIN RESTRICTED

The heats produced three different winners, Andy Hartwell, Bill White and Chris Coppock and it was these three drivers who took up the first three places on the final grid with Roger Meyers taking up the other 2nd row place.

HEAT RESULTS

Heat 1: 1st Andy Hartwell, 2nd Bill White, 3rd Paul Bell.

Heat 2: 1st Chris Coppock, 2nd Roger Meyers, 3rd Andy Hartwell.

Heat 3: 1st Bill White, 2nd Andy Cupples. 3rd Don Flynn.

FINAL

This final produced quite a few casualties, perhaps due to inexperience of wet racing and only about half managed to finish.

It was Bill White who took the initial lead with Chris Coppock, R. Scetch and Roger Meyers making up the top four. By the third lap Chris and Scetch were relegated, and Andrew Cupples overtaking Don Flynn moved up to 2nd and 3rd places. By the mid point Royston Oakley had steadily worked his way through the field and was in 3rd place behind Andrew R. Scetch had recovered well and was back into 4th ahead of Chris Coppock. Back in the lead Bill was comfortable and was really unchallenged in this race looking quite at home in the wet conditions and subsequently crossed the finish line the winner.

Final results: 1st Bill White, 2nd Royston Oakley, 3rd Andrew Cupples.

100 NATIONAL

These conditions brought down the power of the Rotax engine, giving two wins to Mark Bird on his TKM and the other win went to Paul Hensman with a PCR. Paul had Pole for the Final with Adrian Smyth, just off novice plates alongside and Terry Haddon and Mark Bird on the second row.

HEAT RESULTS

Heat 1: 1st Mark Bird, 2nd Frank Hallworth, 3rd Paul Hensman.

Heat 2: 1st Mark Bird, 2nd Paul Hensman, 3rd Terry Haddon.

CLUB SCENE

Heat 3: 1st Paul Hensman, 2nd Steve Golder, 3rd Terry Haddon.

FINAL

A good start by Sean Power gave him the early lead ahead of Paul, Adrian and Mark. By the 2nd lap Paul was out putting Adrian in 2nd Steve overtaking Mark for 3rd. Sean had a good lead and Steve lost space down to 6th and two laps later his race was over. Also out went Mark, spinning on the 2nd bend and unable to regain momentum. The next two laps were negotiated safely but two from home and the leader Sean was out leaving Adrian to take up the lead and a patient Frank Hallworth was up into 2nd and K. Smith on novice plates was in 3rd. These three were a lap in front of the only other remaining driver Terry Haddon. This was how they crossed the line which must have been pleasing for Adrian in his first race on green plates, in such horrible conditions.
Final results: 1st Adrian Smyth, 2nd Frank Hallworth, 3rd K. Smith.

GEARBOX

125's and 210's ran together and the 250 National and International ran together. From the results it certainly appeared that the rain had quite an effect in either drivers failing to stay on the circuit or water in the mechanics being a severe problem. Either way there were a lot of no finishes.

125 OPEN

V. Adams finished two of the heats only and that was the best result of the Open. Still they tried which is what racing is about.

125 NATIONAL

In the heats there were good races from M. Haswell and Julian Thomas both finishing well. Ernie Booth was the best novice taking a 3rd and a 4th in the first two heats but then the rain beat him into submission. When it came to the Final only Haswell managed a finish.
Final results: 1st M. Haswell.

125 P&R

S. Kendrick finished all three heats but left the final three laps from home. D. Chadwick who finished two of the heats held on in the final gaining an overall 3rd, quite an achievement today.

Final results: 1st D. Chadwick.
Driver of the Day award went to Simon Newby in Cadets.

210 NATIONAL

Home Boy David Bailey was well on song taking three straight wins over another Club favourite Stuart Warsop who couldn't quite match Dave and had to settle for seconds. David Flude took two good 3rds and poor John Whitehouse didn't finish a heat.

In the final, Stuart was absent on the first lap. David was again the eventual winner with John Whitehouse the only other finisher.

Final results: 1st David Bailey, 2nd John Whitehouse.

250 NATIONAL

Same problem again but Norman Pollock managed to shine with three class wins. Rod Robson on novice plates had 2nd and two 3rd's. In the final only three finished, Norman taking the honours again.

Final results: 1st Norman Pollock, 2nd Tim Grigsby, 3rd Rod Robson.

250 INTERNATIONAL

Richard (I'm not very lucky) Budd had problems

Chasewater

CHASEWATER WHEELS DINNER DANCE AND ANNUAL PRESENTATION 1989.

Well judging by the majority of comments this must rank as one of the best 'Do's' on record. The venue was at Moor Hall Hotel in Sutton Coldfield. Tickets were sold out well in advance and a good time was had by all. Prizes were awarded to the first three in virtually all of the classes and comprised photographs of the drivers in action either at the Chasewater Circuit or the Wheels Circuit framed with descriptive plaques. The class winners had enlarged photographs and also received T-Shirts depicting the Club emblem as designed by Bev Peters with their appropriate Class and Driver of the Year printed on.

All the male Club Officials and race helpers each received a bottle of Brandy and the ladies received fine gold bracelets as a thank you for the time given up by each individual in order that meetings could be run. Pat Atkinson our Membership Secretary and one who does a lot of ground work besides was given nice accessories to go with her favourite perfume. Hilary and Liz the Competition Secretaries were also given their favourite perfume.

DRIVER OF THE YEAR AWARDS

JUNIOR BRITAIN

In the mid season this was also a tightly contested class but the consistency and determination of Paul Kennings won him the final honours. This was a well deserved and popular win with fellow competitors. In second place was Nik Berriman who showed much maturity in his driving throughout the season making him a name to watch in the future. Third place went to Peter Budd, whose talent was not too evident at the beginning of the season but from the early spring certainly made his presence felt and pushed hard at the end of the year.

1st Paul Kennings. 2nd Nik Berriman. 3rd Peter Budd.

SENIOR BRITAIN

This was probably the hardest fought group with at least the top ten drivers exhibiting excellent technique. However the class Champion was Chris Winter who was so consistent and rarely out of the top three. Runner up was Roger Davies. Roger started the season by entering both this class and the 100 National and did remarkably well in both. Mid season he turned his attentions to the Britain class only and although he missed the last race through quite traumatic injury held on to 2nd place by one lone point. Third place was won by Lee Brookes who at the beginning of the year was still on novice plates. He seems to have taken to the sport like a duck to water and surely must be one to watch in 1990.

1st Chris Winter. 2nd Roger Davies. 3rd Lee Brookes.

100 UK

This new group to Karting produced some good drivers who competed on equal terms. The overall class winner was Richard Johnson, a novice at the beginning of the season, following a break in racing after competing as a Junior a few years back. In second place was another



Whilst Hilary Stratford presents 100 National driver Terry Haddon with prizes at the Chasewater Wheels Dinner Dance, Liz Peters looks on and Dave Atkinson tries not to look too conspicuous (Pic: Matthew Purkis).

driver who started the year as a novice Kevin Corbett. Kevin has steadily gained confidence as a driver and both he and Richard did well in the UK series. John King, father of Tom in the Cadets was the third placed driver who often suffered in the heats but got it right for the finals and was always able to laugh off the day's catastrophes.

1st Richard Johnson. 2nd Kevin Corbett. 3rd John King.

100 NATIONAL

Again throughout the season this class had only points separating the top drivers. At the end of the day the perseverance and enthusiasm of Terry Haddon won him the Top honours making it a double for him and son Dean in the Cadets. In second place was Mark Bird who only started racing in March and showed great promise. Third place was that young geriatric of Karting Alexis Peake, doing especially well in all of the prestigious events of the year.

1st Terry Haddon. 2nd Mark Bird. 3rd Alexis Peake.

125 NATIONAL

Although not the best represented class the driver who accrued the most points was Tony Pegg. Consistency and reliability made it a successful year for him.

1st Tony Pegg.

125 OPEN

Again only a small representation but winner David Spriggs attended the majority of the meetings and fared very well when racing in mixed grids.

1st David Spriggs.

125 P&R

This class produced some wonderful characters who all enjoyed attending the majority of the meetings. Winner Andrew Holmes always gave 100% and was a worthy winner. Second place was last years winner Alan Ford who had some bad luck but always had a smile at the end of the day. Third place Warren Harvey started mid season and soon found his way winning the Grand Prix in the summer.

1st Andrew Holmes. 2nd Alan Ford. 3rd Warren Harvey.

210 NATIONAL

This, the best represented gearbox class showed well during the season with appearances from some high calibre drivers. However, the class Champion was Rob Peters (Who?). Rob and

brother/mechanic Alan went way over the top with the celebrations and subsequently suffered the following week. In second place was 'Mr Reliable' Bill Hilton whose record for consistency must be nearing 100%. In third place was a Chasewater favourite David Bailey, a man as at home on the dance floor as he is on the track.

1st Rob Peters. 2nd Bill Hilton. 3rd David Bailey.

250 NATIONAL

Well represented for the majority of the year Winner Kevin 'Kamakazee' Mason held off some strong competition. In second place Robin Hildick showed a great improvement in the late summer, at times giving the Internationals a run for their money. Third was Mark Tanner who began the season on novice plates and crept into the top three just in the final stages.

1st Kevin Mason. 2nd Robin Hildick. 3rd Mark Tanner.

250 INTERNATIONAL

This years winner was again Bob Kennings whom the club is very proud to have as a member. Bob participates in 99% of the racing and has surely got to be one of the Sport's most enthusiastic drivers. Second place went to Richard Budd who got close to Bob on several occasions, something few drivers can claim. Third was the quiet man of the class Rob Lowe (no not the actor). Rob had a couple of high placings in this difficult class.

1st Bob Kennings. 2nd Richard Budd. 3rd Rob Lowe.

Other awards were as follows: Overall Driver of the Year: Bob Kennings (250 I). Near Miss: Ben Purkis (Cadet). Archie Budd Award: John King nominated by his son Tom of the Cadet Class. Ray Smith Award: Liz Peters. Chairman's Award: Liz Peters.

After the presentations dancing and entertainment for the younger members got under way. A good time was confirmed by all as the ladies sported exasperated expressions whilst the males slid down the wall! We look forward to next seasons bash on 30th November, 1990, same time, same place.

SUNDAY, FEBRUARY 10th

It was definitely a case of 'Wishing I was Lucky' in the Wet Wet Wet. Torrents of rain fell early in the day and didn't let up for one minute. The meeting was the second round

FOCUS ON SHENINGTON

THE EVEN LONGER SHORT CIRCUIT!

Shenington Kart Club this year celebrates 30 years of racing and is looking forward to many more years of karting in addition to being able to look back at some exciting times. The circuit is situated off the Banbury to Stratford road... the A 122... and is just eight miles from Banbury.

On entering the circuit you immediately get the feel of a 'racing' circuit. The paddock area is large... hard standing all round... and on the day of my visit... a Super One Qualifier... allowing for the very large entry it still had a feel of spaciousness about it.

A good sized scrutineering bay has been erected including offices... first aid room etc with electronic scales on hand for accurate weighing.

It was here that I first met and spoke to John Browning, Chief Scrutineer, former Chairman of the Club and now a very keen and active Committee member.

John is, like all Shenington members... justifiably proud of the facilities the Club provides and is looking forward with some relish to further improvements being made.

As John pointed out much of the impetus needed to improve the circuit came from

a former Chairman, Simon Pain of Lightning Windows. He did apparently ruffle a few feathers during his time in the chair but his sound business knowledge was invaluable in forging ahead with plans and the result is there for all to see.

The straw bales have gone... replaced by neatly arranged tyres... there are good run off areas all round... the kerbs are painted and white lining is evident. New fencing has been erected around a large part of the circuit close to the pit area giving spectators a comfortable and safe area from which to view.

Recent extensions to the track back up the Clubs claim that it is the EVEN longer Short Circuit with Class One drivers competing over 1018 metres whilst the gearbox lads have 1211 metres.

Spectator car parking is extensive and no one need fear finding a spot to park their transport.

Current Chairman of the Club is Steve Chapman and like John he spoke of future developments which include the provision of a permanent cafe together with a new toilet block and showers. Steve would like to see the fencing extended all round the circuit thereby giving spectators a greater choice of viewing areas and regarding

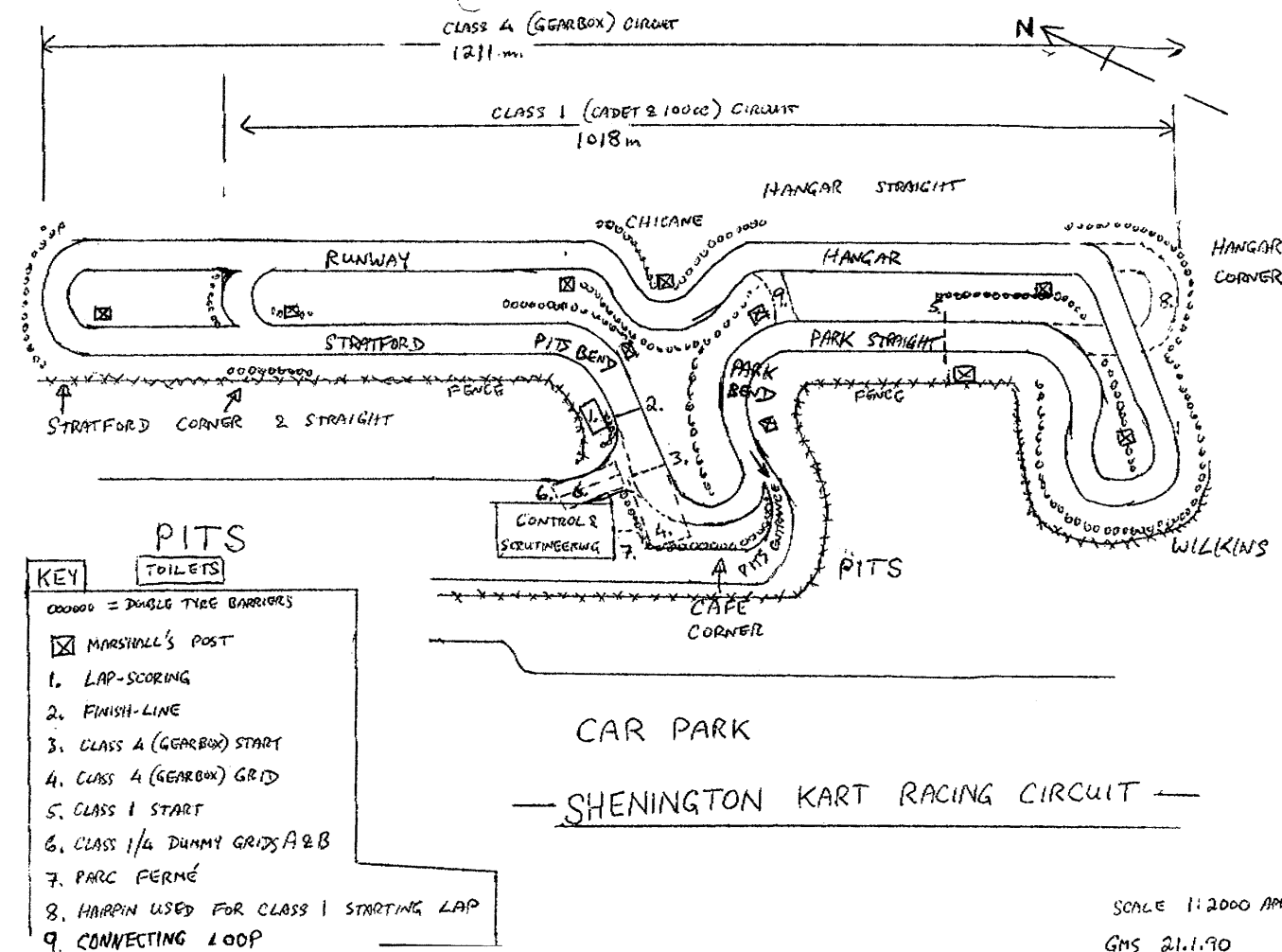
the track itself would like to see the chicane moved 'in' to give it more of a European style. Hopefully that would mean the Club being able to enter the International karting arena and further back their claim to be the best short circuit around.

After four years as Chairman Steve feels that it may well be time to hand over to someone else... for no other reason than he believes that others should have the chance to stamp their mark on the Club.

Like most motor racing venues Shenington is very much aware of the nuisance and noise factors and in that direction it does all it can to foster good relations with the local villagers. So much so that the village of Shenington is totally out of bounds to all karting traffic and should anyone not comply then they risk exclusion from meetings.

The Club holds its Committee meetings in the local pub... where else!... helps the school in any way it feels able to... indeed the football pitch at the circuit is used by the children and raffles are held to help school funds. The Club could, under the terms of its lease and planning permission hold meetings on 365 days each year!

A number of well known names have



featured at the Club over the years perhaps the best known of those being Nigel Mansell. Club Committee member and former British Champion Mark Allen recalls racing against Nigel and can also recall the now Formula One driver giving away very few, if any, secrets! Chris Hodgetts from the World of car racing is a past Chairman, the Kerkhoven family have been closely connected with the Club and at one stage the Mayor of Warwick, Jim Walgrave raced at Shenington.

Newcomers to the Club are well catered for with plenty of help and advice available whilst test sessions are held regularly each month with racing taking place on the third Sunday of each month.

For the more technically minded and of course for those who do actually race I spoke to one or two people with regard to the gearing for various classes at Shenington.

The general consensus of opinion

produced the following; non gear-box... between 79 and 84; Cadets 80; 210 National... 15/28; 250 National 24/36; 125 20/26 with 250 Formula E being around 9 or ten different.

Don't take those figures as hard and fast, they are purely a guide and again I'm sure any Shenington regular would help if there are any doubts.

So, there you have it... a brief, but I hope helpful look at just one of our circuits... with any luck I intend to continue the theme and put the spotlight

on other venues as time and space permits.

From the North I found the M6... M42... new M40 then the A429 to the roundabout where you join the A422 a comfortable journey. From the South head for Banbury then follow the B4035 or A422 to the circuit.

In conclusion I would like to thank John Browning in particular for the time he spent with me on the day of my visit but also my thanks to all those at Shenington for the help afforded me.

MIKE SMITH



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10th June, 23rd June, 30th June, 7th July, 21st July, 28th July, 4th August,
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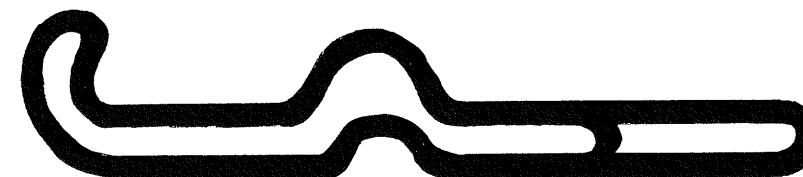
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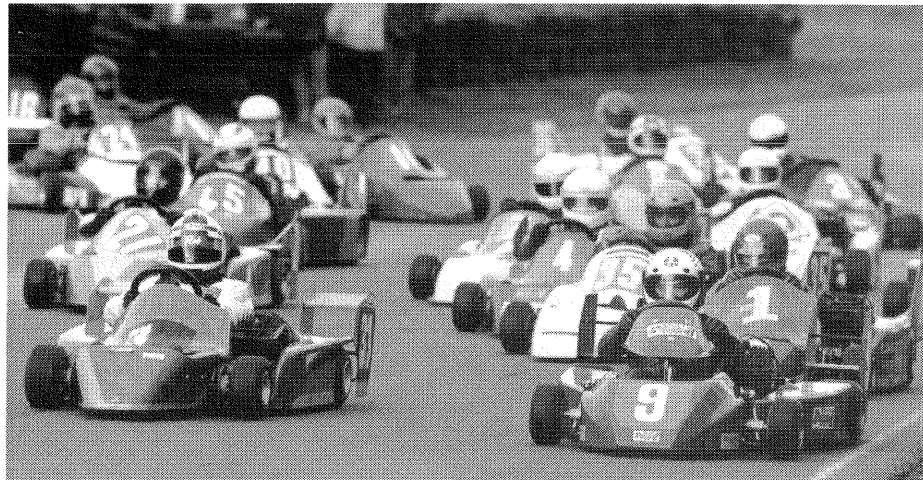
For all events and Test Days write for Shenington 1990 Calendar.

Next club meetings — Sundays April 15th and May 20th.

CADETS — 80T SPROCKET

Cadwell's Spring Trophy

Sunday February 25th



The 125 National final and the horde piles into the hairpin for the first time.

Ian Shaw starts the new season in style with a fine win in the Superkart Class; Andy Martin pilots his F1 90 to a 250 National victory; local hero Graham Barker scoops the top prize in 125 open; John Brennan takes the 210 National honours and Boyd Barrington collects the 125 National, top prize. The 125 P & R Category is dominated by Gary Needham.

REPORT: MIKE SMITH

PIC: DOUG REES

That is the bare bones of the opening long circuit meeting of 1990 on the Club Circuit at Cadwell but of course there was more to it than that.

John Shaw had received a fairly good entry for the start of 1990 with around 140 drivers listed in the programme. The Superkart class showed a nice increase in numbers with 18 names listed; 250 National had the best turn out with 37; 125 National produced 34; 125 open had 29; 210 National... 20 and the P & R category had just four names. Additionally the Formula 500 cars put in an appearance... just six were listed in the programme... all from the Restricted class... but a little more of that later.

The weather was not too good with a fairly strong wind and some rather heavy showers during the afternoon. That didn't spoil the racing though and some good performances were seen during the day.

Brennan No 1

As usual the 210 brigade started the racing and after two heats two different names appeared at the top of the result sheets Scot George Bett was back to winning ways in the first heat taking the win from Simon Quance and Igor Ashwell with Richard Stylin, Kevin Bonarski and Gary Adnit making up the top half dozen. Adnit and Ashwell improved on that second time out taking second and third places behind winner Quance. Short Circuit specialist John Haigh showed his capabilities at the longer venue with fourth place ahead of Brian Borwell and Bonarski. So the finalists lined up in rather wet and windy conditions and it was Simon Quance who made the best of it to lead them off into ten laps of the Club Circuit. George Bett also started well and after one lap he was second to Quance with Adnit holding third. One more lap completed

hard and Borwell had taken third spot on the road after the demise of Ashwell. Adnit was next up from Andrew Ayres. Out of Mansfield for the last time and Gary Needham on his P & R had got the better of John Brennan to take a fine overall win. British Champ Brennan duly took the 210 honours from Borwell Adnit, Ayres, Quance and Kendrick.

1st John Brennan Invader/210
Invader 13m 59.2s
63.33 mph
2nd Brian Borwell Aero/BBR 210
3rd Gary Adnit Anderson/Invader
4th Andrew Ayres Kobra/Villiers
5th Simon Quance Zip GPN/Longtun
6th Martin Kendrick Zip GP/Invader
Fastest lap of the final... John Brennan 1m 21.6 65.13 mph

125 P & R RESULT

1st Gary Needham Stratos/TM 13m
40.3 s 64.79 mph
2nd Gary Isherwood Fastrak/TM
Fastest lap to Gary Needham 1m 20.4 66.10 mph

Barrington by a Whisker!

The No 1 plates of Boyd Barrington headed the result sheets from both heats and he occupied pole for the ten lap final. Derek Wilson claimed second spot from the first six lapper with Steve Pridmore in third. Graham Stephens, Colin Mason and Peter Wilson completed the top six. Wayne Bray grabbed second in the next heat with Colin Mason third from Kenton Owen, Eamon Talbot and Mark Gellatly.

The weather was a little bit better as they approached the lights with the track drying and tyre choice still optional. On the green it was Talbot who made the best of it to lead the pack into the hairpin for the first time. One Jap completed and the first surprise of the afternoon, for leading out of Mansfield was No 31 on Novice plates... Rob Rickards. In only his second long circuit outing after a season on short tracks the Exmouth driver was well in control and showing the likes of Barrington the way round. Mark Birkett was in third spot as they went into lap two with Gellatly ahead of Michael Stephenson. For the next four laps Barrington had to be content with third as Birkett moved ahead of the No 1 driver to take second.

Novice plated Rob Rickards (31) a little sideways exiting the Club Hairpin finished an excellent second to Boyd Barrington.



Fordster close on the heels of hurrying hack. The leading duo had half a lap over Geoff Stevens, the order finishing thus as Arron crossed the line and took up his position at the top of the heavyweight charts.

Whilst the heavies managed to complete their final before the downpour, the lighter lads and lass sat on the grid amidst a deluge. It didn't help polesitter Richard Dean, who lost the lead on the first bend to Paul Dennis, but under braking, Richard ran up the back of Paul's kart, the pair becoming entwined, all this left Oliver — donning a whirly visor on his helmet which successfully deflected the rain — well ahead and as the laps ran out, he was half a lap clear of Alan Robinson. Dean, suffering handling problems, still managed to overcome Harvey Small and Heather Baillie, the latter duo constantly coming back on terms with Dean and creating some interesting dicing throughout. The drivers raced through hailstones and then light rain, Oliver taking the flag as a rainbow gleamed through!

Weather wins the day

Buckmore Park - February 11 Report by Simon Arron

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Playscape's Winter Warmer

Oliver and Arron share top spot.

Report by Dave Claughton and Linda Keen

Andy Oliver took his second final victory in Playscape's Winter Pro-Kart Series at a blustery Nuthampstead circuit on Sunday, January 28 to put him firmly at the top of the lightweight table. In the 11-stone plus class, Fast Lane journalist Simon Arron had a magnificent run to establish himself in the number one spot after two rounds. Sixty one competitors took up the challenge at the fast and testing circuit, where the wind dried the track throughout the day until a downpour during the lightweight 'A' Finals.

Arron — in the heavyweight class — improved dramatically on his first time fourth place outing two weeks previously at Buckmore Park. However, with fewer drivers of note, his job was made all the more simple, giving him a relatively trouble-free run.

In stark contrast to the first round at Buckmore Park, Nuthampstead's opening event finished in bright sunshine — after the two minute downpour — having been run in slick style throughout. The finals were run alternately for the two classes, thus giving final winners a chance to prepare for their next race.

The 'D' Final for the heavyweights was the first away with Tony Armstrong on pole giving him the advantage he needed to lead throughout the 15 lapper. He had things very much his own way, while behind him his fellow racers had

mixed fortunes, with few lasting the distance, although Guinness Marketing Manager Steve Innes covered himself in glory by taking second place. The equivalent race for the lighter lads and lasses saw Darren Best leading to the first bend but losing out to Terry Agombar, who in turn lost the lead to John Aylott, the latter two swapping the premier spot as Aylott was dumped in the tyres. Agombar was a clear winner at the flag from Craig Austin.

The 11 stone plus contestants filed out for the 'C' Final, headed by Michael Brown, although the lead was soon taken up by Gary Day from John Watters and Graham Butterworth, the latter from Slick 50. While the leading duo pulled away from Butterworth, Motoring News' Sporting Scene Editor, Stewart Williams, was holding a steady fourth position upon which he failed to improve as the flag came down on Day from Watters and Butterworth.

In the counterpart 'C' Final, Formula 3 driver Scott Stringfellow had an uncontested victory from Grant Robinson while poor Amanda Runnacles crashed out. Adam King finished third despite a spin or two. In the heavy brigade, the 'B' Final turned into a race which was hotly disputed, with all concerned vying for a place on the back of the Grand Final grid. BARC rescue marshal Mark Oldreive charged off into the lead

from Richard Clegg-Smith and Nigel Mihell, the front-running duo clashing wheels by lap two and sending Richard into the tyres. Mark's damaged kart made his race more difficult until he too was temporarily sidelined by the fifth lap. 'C' Final winner Gary Day was now in command from Mihell and a recovered Oldreive, the shortened race — due to several hefty shunts — finishing in that order.

The lightweight 'B' Final was a little more orderly apart from Stringfellow collecting Duncan McCallum and thereby losing his front wheel on the first bend. The lead was taken up by John Barlow, the runner-up at Buckmore two weeks previously, but not having quite so good a time of it when he spun off at the hairpin, leaving Andy Laid up front from Steve Cohen, Alan Morris and Colin Brown. Despite a brief challenge from Brown, Laid held on to the chequered flag and a well-deserved position in the 'A' Final.

There was rain in the air as the drivers formed up for the heavyweight 'A' Final which saw Arron on pole. However, he dropped back to third at the start before coming back a fighting second behind Dean Gillatt, the latter losing control along with the lead by the fourth lap. Arron took up the running, just giving the occasional backward glance at David Baines, the Formula



Kevin Booth took the honours in the second 250 National heat but failed to pull anything out of the bag in the Final.

Into the second half of the race and Rickards still hold top spot. . . . Barrington had reclaimed second from Birkett with Stephenson ahead of Colin Mason. It stayed that way until the completion of lap nine when Barrington appeared out of Mansfield in the lead. . . . Rickards was second from Birkett and there was just one lap to go. With all eyes on Mansfield for the appearance of the leaders it was Barrington who emerged first to take the win from Rickards and Birkett. Stephenson, Gellatly and Bray completed the top half dozen but surely the race belonged to 20 year old Rob Rickards, who put in a tremendous display against the best of the 125 Nationals. It promises well for the rest of the season.

1st	Boyd Barrington	Zip Bandit 2/CSK Rotax 12m 49.7 s 69.09 mph
2nd	Rob Rickards	Anderson/Rotax
3rd	Mark Birkett	Anderson/Minarelli
4th	Michael Stephen-son	Stratos/Minarelli
5th	Mark Gellatly	Lazer/HRS Rotax
6th	Wayne Bray	Stratos/Minarelli
Fastest lap of the final. . . . Colin Mason 1m 14.9s 70.96 mph		

Handy Andy

A healthy grid of single cylinder exponents produced two names at the top of the heat result sheets. Mark Allen took the win from heat one with Kevin Routh taking the top slot in heat two. Barry Sherriff, Pete Morgan, Richard Dean, Ian Wilson and Paul Goodison filling the next five places first time out. Pete Morgan grabbed second place from the second qualifier with Andy Martin taking third. Barry Sherriff was in there again with fourt spot ahead of Adrian Wilcox and Simon Babington. The circuit was still dry as they lined up on the red but the clouds were on the increase and rain was threatening. However on the change of lights it was Andy Martin who got away well to lead them into the first of ten laps. Simon Babington held second place as they completed that opening lap and that was how it stayed for the first four tours. Pete Morgan was up there as was Mark Allen with Adrian Wilcox looking for a way through to challenge the leader.

Half distance and the order was. . . . Martin. . . Wilcox. . . Babington. . . Allen. . . Morgan and Sherriff. Ex Superkarter, Richard Dean was in the top ten ahead of Ron Ridley.

By the close of lap six Andy Martin and his F1 90 had taken the first of the backmarkers. . . Babington had slipped to fourth and was about to come under threat from

Morgan. Lap eight brought the retirement of Mark Allen. . . backmarkers were still evident. . but Martin still had the upper hand. Wilcox was running second. . . Morgan third and Babington fourth. Tony Draper had come on the leader board taking fifth place as they went into the last lap. Nothing changed over the last tour and it was Andy Martin who crossed the line to take a fine victory. . . his race time being 5.2 seconds quicker than second placed Wilcox. Pete Morgan held on the third spot from Simon Babington and Tony Draper with Paul Eaton completing the top six.

1st	Andy Martin	F1 90/CKC Honda 12m25.3 s 71.31 mph
2nd	Adrian Wilcox	Anderson/Orson KTM
3rd	Pete Morgan	Anderson/MWR KTM
4th	Simon Babington	Zip GPN/YZ Yamaha
5th	Tony Draper	Anderson/Wood Yamaha
6th	Paul Eaton	Lazer/Yamaha
Fastest lap of the final. . . Wilcox. . . 1m 11s 74.85 mph.		

Barker Best

Two heats for the 125 Open class and at the end of these two qualifiers Simon Cullen and Stuart Ziemelis had each recorded a win. Graham Barker, Alex Pettigrew, Stuart Mead, Ziemelis and Paul Umney took the remaining places in the first

heat whilst Pettigrew, Mead, Jelfs, Gage and Hewitt completed the top six in the second heat.

By the time they lined up for the ten lap final it was wet. . windy and dull! Not best of weather to race in nor indeed to watch but then it's all part of the fun isn't it?

On the green they all got away quite well and at the end of one lap Stuart Ziemelis led them through Mansfield and into lap two. Barker and Mead were next up ahead of Pettigrew whilst Multiple Champ Cullen was down in eighth place.

For two laps Ziemelis held sway before Local Hero Graham Barker moved through to take over the front running spot. Pettigrew had also moved up relegating Ziemelis to third after three laps. Half distance and the order was. . . . Barker. . . Mead. . . Ziemelis. . . Pettigrew. . . Gage and Fleming.

The next couple of laps gave Pettigrew the chance to once again move ahead of Ziemelis but by the close of lap eight the former British Champ and Current Short Circuit Title Holder had slipped to fifth behind Fleming. Gage was next up with Tuckwell and Jessop following. Cullen had left the fray as early as lap three.

More place swapping occurred over the next couple of laps but it was Graham Barker who exited Mansfield first to take an excellent victory. Ziemelis had finally succumbed on lap nine and that gave a finishing order as follows. . . Mead. . second; Fleming. . third; Gage. . fourth; Tuckwell. . fifth and Machin moving up to take sixth place.

1st	Graham Barker	Anderson/Anderson Rotax 13m 00.2 s 68.12 mph
2nd	Stuart Mead	Anderson/Anderson Rotax
3rd	Andrew Fleming	Lazer/Rotax
4th	Lee Gage	Spyda/Rotax
5th	Mark Tuckwell	Stratos/Rotax
6th	Paul Machin	Anderson/CDPT Rotax
Fastest lap of the final. . . . Graham Barker 1m 16.6 s 69.38 mph.		

Surely Shaw

A slightly better turn out of Superkarts had 18 names in the programme including one or two new ones and a couple of returnees Mark Webster had moved up from the National Class and was aboard a Zip Eagle. . . Duncan White had joined Phil Glencross on an Anderson outfit with former 125 pilot Les Cooper also turning out on an Anderson. World Champion Tim Parrott was listed in the programme but was in a spectating role only.

The timed session proved that Phil Glencross



Louth driver Rob Johnson (16) in 125 Open, here ahead of Alan Naul (12) and Paul Machin.



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Ian Shaw opened his 1990 account with a fine formula E win.

will quickly be back at his best as he rattled in a lap of 59.6 seconds to top the list. He did admit afterwards to being a bit 'ring rusty' after his enforced lay off but no doubt that will soon pass. Having only got his outfit back from South Africa just prior to the meeting Ian Shaw had little time to settle into things but his timed laps suggested he perhaps didn't need much settling in anyway. He posted second quickest time with a 59.9. Chris Stoney. . . . back on a Zip. . . . was next up with a best lap of 1m 00.3 whilst Alan Pritchard shared a 1m 1.3 with Mark Webster. Duncan White recorded the next best time on 1m 1.4 with Chris Topham being 3.8 seconds adrift of that time in seventh place.

With two heats to sort out final grid positions Ian Shaw wasted no time in throwing down a challenge, taking two fine wins. Almost ten seconds separated him and second placed Mark

Webster in the first heat whilst Phil Glencross took second spot next time out and the gap narrowed to less than four seconds. Chris Stoney, John Denton, Mike Wilkinson and Paul Darrington made up the top half dozen in the first heat with just Stoney dropping out of the frame second time round.

So to the ten lap final and on the green Ian Shaw got his customary 'flier' to lead the screaming pack into the hairpin for the first time. At the close of lap one Shaw led from Webster. . . Glencross. . . Stoney and Darrington with Wilkinson next up.

Shaw was quickly into his stride and began to open up a gap at the front. . . Glencross took over second place from Webster and Stoney quickly followed through to relegate the Ormskirk driver to fourth. As half distance approached Shaw had a comfortable lead over Glencross with the latter about to give way to Stoney and drop to third.

Backmarkers were being encountered on lap seven as Shaw motored on in style seemingly without problems. Little changed during the second half of the race and Ian Shaw opened his 1990 account in a dominant fashion. Chris Stoney was second on the road after ten laps but was then called before the Stewards for a misdemeanour in one of the heats. More of that in a moment. Phil Glencross crossed the line next from Mark Webster, Mike Wilkinson, John Denton and Paul Darrington.

So Chris Stoney had to make an appearance before the Meeting Stewards and the result of that was his removal from the results together with a licence endorsement. A charge of careless driving had been made after Chris disobeyed a Marshall's signal and rejoined the circuit at the Hairpin. The whole business ended in an amicable way really. . . . Chris admitting to the charge and leaving the meeting with no hard feelings.

So at the end of all that the official results looked like this;

1st	Ian Shaw	Zip Eagle/Zip Rotax 11m 29.8s 77.05 mph.
2nd	Phil Glencross	Anderson Mirage/Rotax Zip Eagle/Rotax
3rd	Mark Webster	Anderson
4th	Mike Wilkinson	Mirage/CJF Rotax
5th	John Denton	Anderson
		Mirage/Rotax
6th	Paul Darrington	Zip/Rotax
Fastest lap of the final. . . . Ian Shaw 1m 7.8 s 78.39 mph.		

Formula 500

Just six of the Formula 500 cars turned up for the first meeting of the season and it was not a particularly auspicious occasion.

The timed session produced a best lap of 1m 13.9 s by John Barlow with Andy Murdoch turning in a lap of 1m 17.6.

The race, for want of a better word, proved to be a bit of a let down. . . . three cars turned up on the grid. . . . two having failed to start due to battery problems.

Into the hairpin for the first time and disaster struck. . . . yellow flags were everywhere as all three cars tangled!

John Barlow and Andy Murdoch managed to get going again and the two car race ended with a victory for Barlow in a time of 13m 18.4 s a speed of 59.91 mph. Best lap went to Barlow at 1m 22.6 a speed of 64.34 mph.

John Shaw has offered the car lads another chance provided some decent numbers can be mustered and they are likely to run at the June meeting.



I was unable to take in the Cadwell Opener due to too much month being left at the end of the money but as predicted, it was wet, windy and above all, freezing cold.

Wins went to Ian Shaw, John Brennan (giving the new Invader 90 kart a good win), Andy Martin despite the chain trying to part company with the sprocket, Boyd Barrington and Graham Barker with Gary Needham coming through all the 210's to win on the road.

The following weekend saw the opening round of the Short Circuit Gearbox Champs at Felton with an entry of around 150 over the six classes. The weather again played an important part in the proceedings especially on Saturday night when Chris Stoney had a visit from an awning originally stationed quite a bit further up the pits. The wind was pretty fierce all weekend although I missed the worst of it by not attending on the Saturday. The meeting itself went off very well. Short Circuit co-ordinators, Keith Schofield and John Morrish had a computer print out from the RAC giving the "definitive" list of those registered for the Championship. This amounted to only half the entry so a mass licence checking session ensued. All but about two of the gearbox entry possessed the required Championship endorsement on the official document. Obviously the comprehensive list was lacking somewhat. . . .

The only gripe about the meeting was the 100cc support having their finals first. In the event of a race stoppage, which actually happened, the gearbox boys ran the risk of finishing late in diminishing light. As it happened, this was avoided but the danger was very real nevertheless.

The last RAC bulletin posed the question from the "governing body" about the possibility of a Junior UK racing class. This idea has both merits and demerits. On the plus side, it will be a cheaper way of racing for financially beleaguered parents which will still give the kids oodles of fun for a smaller outlay and all the competitors will be able to compete on an equal basis. The potential will be there for the child to either graduate to 100 UK senior racing or move into the realms of rotary racing as his experience and financial status permits.

The downside of the argument is that we have two Junior Classes already and another one might constitute squeezing the orange dry. Whilst I agree that the class would appeal to a different market, we should really be looking to reduce the numbers of classes actually racing. Motor racing itself is beginning to recognise that there are possibly too many formulae chasing too few sponsors. This is why FF2000 has now become defunct, being replaced initially by Vauxhall Lotus and latterly Renault. Both offer very good promotional packages with FR

possibly giving the better prize fund. Brands Hatch have their own variation on the theme with Formula Forward, another 2 litre racing class. Senior FF1600 has been drastically cut back as drivers find they can do FVL or FR for similar money but with a better package to offer the sponsor. Karting must begin to realise the same applies within our sport. Some classes can and should be merged and rationalised. This would bring us in line with our continental cousins and should make policing the sport a mite easier.

Another suggestion from the RAC bulletin was to make the Cadet class a "purchase class". If this means what I think it does, the RAC control the supply and price of motors in this country. It is doomed to failure because it is already too late. The class has been going for four years and those who wish to "bend" the rules are not going to be fazed by a trifling piece of legislation like this. The time to introduce this policy was at the introduction of the class some four years ago. I would like nothing more than to see the megabuck advantage in Cadet racing disappear but I fear we are stuck with it.

On a brighter note, British club racing is well infested with ex-karters all anxious to prove their worth. National F3000 has former 250 Nat racer, Mark Peters possibly turning out for Nigel Mansell's new project and he will be joined by early 80's 100 International driver Gary Ward. F3 has Derek Higgins (once described as the MacEnroe of karting) switching teams to Paul Stewart's outfit with Richard Dean likely to turn out through the year. Touring cars feature ex-125 multiple champion, Kurt Luby in the Junior BMW team with Tim Sugden whilst the beasts in Class A have Tim Harvey hoping for more success than last year. Vauxhall Lotus have proved a haven for many former karters this year with

one of the best known names being David Coulthard, driving this year for Paul Stewart Racing. Peter Olsson starts his second year in the formula and is joined for the first time by Nicky Hart and Piers Hunnisett. Many good names to cheer on in the coming year.

Formula Renault has Dave Button, Mike Gardiner, Adrian Cottrell, Andrew Colson, Jason Plato, Simon Sutton, Dave Coyne and Tim Sugden all vying for the premier spots. Senior FF1600 has the likes of Michael Vergers but the most interest will be in the Junior FF1600 ranks with Adrian Coles, Jeremy Cotterill and Stuart Zeimelis bidding for championship honours.

The Renault 5 Turbo Cup is one of the best supported saloon categories with one or two familiar names gracing the entry lists. The first one that springs to the eye is Mickey Allen (if it's the ex-100cc star will someone please let me know) but other former karters are Chris Clarke, John Howard and Mike Mills, the JM DAP driver bringing his karting sponsors Parkland Textiles to the larger tracks. Honda CRX racing gained a reputation for fast action in 1989 and with the addition of "Supermouse" Nigel Smith to the ranks, that won't change too much this year.

Nigel Edwards continues his association with the MG Metro Challenge but has another karter to do battle with this year, Gary Till taking up the gauntlet. Best of luck to all those mentioned and if there is anyone I've missed, the very best of fortunes to you all.

Iain Blair.

**HAVE YOU REGISTERED
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CADETS: ARE YOU LEGAL?

BY R. COME

At long last positive steps have been taken to stop the cheats in the Cadet class. How does your engine measure up?

Something unique happened at Wigan on Sunday 25th March. For perhaps the first time since the cadet class was introduced we had a final when only legal engines were being used. The man responsible for this unusual event was John Sweeny chief scrutineer at Wigan who pulled the first six cadets for an engine check at the end of a heat! Combustion volumes were measured and everyone passed! After the final engines were again checked, this time in much more detail; All passed! Quite a surprise, so nobody was cheating! That's right, and what a race the final was; Just how a cadet race should be, with 2secs covering the first five drivers.

You may be wondering just how all engines were found to be legal with the current rumours about illegal engines. The reason for this happened after the Saturday practice when a group of parents were discussing the RAC's new instruction on checking cadet engines. Someone suggested a check of combustion volumes as he had a PIPEtte, and soon a constant stream of engines were being measured. The net result was that of the 20 engines

checked fifteen failed the check, some by a large margin. Some drives had no legal engines for the Sunday but in an excellent display of co-operation engines were lent and every driver got to race.

Most parents were amazed to find just how easy it was to check their engines, and we hope the following information will help others make sure their engines are legal.

The first check is to establish the volume of the combustion chamber. The engine "FICHE" allows the volume to be between 6cc and 7.5cc, so any measurement under 6cc should be considered illegal. The RAC MSA have allowed a further, .05ccs to allow for carbon build up, however it is safer to work to a minimum of 6ccs.

The measurement can be made with a Pipette or Burette. The Pipette is faster to find, cheap (about £1.50), and easy to use.

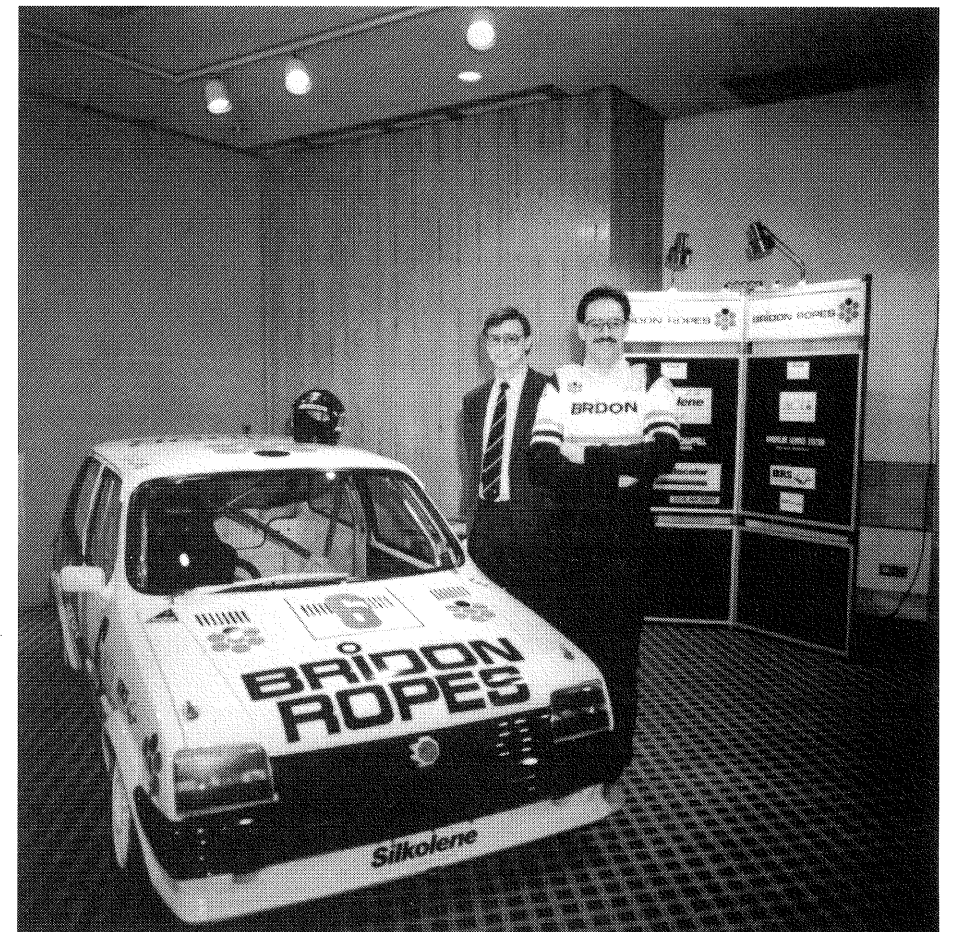
The top cover of the engine and spark plug should be removed. Set the piston to top dead centre and mark the Fan for future reference. Suck REDEX or similar product into the Pipette and the correct level to zero on the scale. (Some measures have the scale reversed in which case set the level at 100ccs). Now level up the plug hole by

tilting the engine forward and let the fluid run in to the plug hole. As the fluid starts to rise in the plug hole gently move the Fan a few millimetres each way to ensure that the piston is still at T.D.C. Continue until the fluid is completely level with the top of the plug hole then read the measurement on your Pipette. Should the measurement be under 6ccs one would be suspicious that someone had altered the base of the barrel or machined the top face of the crankcase, something which is not permitted in the rules.

The inlet port and exhaust port can now be checked using special measures available from Comer importer or Comer specialists. To use these remove the carburettor and exhaust and try to pass the measures through the appropriate ports. If they cannot pass through then everything is OK. If they do pass through then you cannot use the barrel for racing.

Your carburettor should be 166B Model (NOT C), whilst the spark plug should be of the Bantan type eg. Bosch, WSSF, or NGK BPM or equivalent.

Next month we will describe how to measure the base of the barrel and the crankcases, and which illegal piston rings to avoid.



1990 ROVER METRO CHALLENGE — Ortem Racing's 1990 launch. Nigel Edwards and Bridon Ropes sponsored Metro, with Bridon Ropes' Director for UK Sales and Distribution — Hugo Dunkley.

the lead, the motor died on him and that was that. Once Currie was past Hynds, the focus changed to the battle for third which eventually resolved itself in favour of the Scotsman. Fairless finished next up from Bratley and Pettigrew. Colin Poole made the best result of the "B" finalists in 7th from Blight, Richard Connick and Gilbert Keenan completing the top ten.

- | | | |
|-----|----------------|----------------------|
| 1st | Steve Webb | Spyda/Minarelli |
| 2nd | Leslie Currie | Dino/Rotax |
| 3rd | Frank Hynds | Anderson/Rotax |
| 4th | Andy Fairless | Allkart/TM |
| 5th | Andy Bratley | Lazer/SRS TKM |
| 6th | Alex Pettigrew | Zip Bandit/CSK Rotax |

ALLEN MAKES HIS MARK

Heats one and two were won by local hotshoe Andy Martin piloting his creation, the F1/90 kart. Mark Allen was second in the first two heats but success was his in the last heat and he lined up on pole as Andy Martin failed to finish that last heat. Others to show well were Barry Peary and Kevin Maunder.

From the lights Martin sneaked down the inside to snatch the lead away from Allen and that was the signal for a battle royal to commence. Lap after lap, these two fought over the lead before Martin eventually pulled out a gap over his rival. Of the followers, only one thing was certain, Barry Peary had settled for third. After that, the places were anybody's guess as drivers began to get lapped. 2/3 distance saw the race change beyond recognition with the sudden retirement of Martin. Opinions differed as to the reason for this but I am reliably informed that Andy lifted on seeing debris on the track. With his mixture being marginal, the sudden loss of fuel caused the mill to nip. It freed immediately but the damage was done and Andy

pulled off. That left Mark well in the lead and he reeled off the rest of the race with no bothers at all. Second was the everpresent Barry Peary with Ken Thornton winding up 3rd from Alan Hyde, Paul Dredgie and Tom Grigsby.

- | | | |
|-----|--------------|------------------|
| 1st | Mark Allen | Dino/KMP KTM |
| 2nd | Barry Peary | Anderson/KTM |
| 3rd | Ken Thornton | Anderson/ATK (?) |
| 4th | Alan Hyde | Anderson/Honda |
| 5th | Paul Dredgie | Anderson/KTM |
| 6th | Tom Grigsby | Anderson/Yamaha |

SHAW ENOUGH

Heats one and two saw wins for Ian Shaw over Roger Goff but the tables were turned in the last as Roger won that one whilst Ian failed to finish. Also out of luck was Tim Parrott, out on a borrowed outfit whilst the final details are put to his 1990 plans. He let the kart get away from him in the second heat and bent it, causing his demise in the last one too. Much straightening work went on during the interval to get him out for the final.

The lights turned green and from the third row Ian Shaw made a cracker of a start to lead Roger Goff into the corner. Goffie was quickest out of it and these two tore down the straights for a number of laps before the most audacious overtaking move seen at the track in a long time, round the outside into the hairpin. Quite breathtaking! From then on, Roger was always playing catch-up which wasn't helped by a worrying misfire. Third by this time but unlikely to get on terms with the leaders was Tim Parrott, one of only three drivers to really stay on the power at the end of the straights. Strangely enough, the outright top speeds of most outfits was pretty similar, speeds through corners and braking ability seemed more important.

By the last few laps, many drivers had been

lapped and it was looking good for a Shaw victory with Goff and Parrott next along. Fate had a hand to play in all this and with the chequered flag beckoning, Goff was out, the big ends seeming to be the culprits. That promoted Parrott to second from Bob Kennings, Trevor Harvey, Paul Sydenham and Andy Griffiths with the top ten completed by Ian Woodcock, Malcolm Green, Paul Studley and Paul Pedelty.

- | | | |
|-----|----------------|-------------------------|
| 1st | Ian Shaw | Zip Eagle/Zip Rotax |
| 2nd | Tim Parrott | Anderson/Anderson Rotax |
| 3rd | Bob Kennings | Anderson/Rotax |
| 4th | Trevor Harvey | Dino/KMP Rotax |
| 5th | Paul Sydenham | Dino/Rotax |
| 6th | Andy Griffiths | Anderson/Rotax |

REPORT & PICS IAIN BLAIR



Ok, who's the wise guy with the superglue?



Kevin Hall was the winner of the magnificent "Mark Hines Memorial" Trophy at the Hunts Kart Club dinner dance. Martin Hines did the honours of presenting the trophy.

WOMBWELL 11th FEBRUARY

Despite losing several of our regulars to the Junior ranks still an almost full grid and lots of new names to conjure with. 1st heat to Matthew Shaw from Paul Jones and Thomas Ford with heat two to Daniel Yeomans from Shaw and James Billington. In the final Jones got the better of the start to lead Shaw, Ford, Billington and David Tucker. Shaw spun out in the top bend on lap two leaving Jones with a good lead that he extended to the flag. Behind him karts were flying everywhere with the pushers kept busy aiming them in the right direction but by and large the order remained unchanged as they crossed the line with Jones leading home Tucker, Billington, Ford and Shaw.

- | | | |
|-----|---------------------|---------------|
| 1st | 22 Paul Jones | Zip/Comer |
| 2nd | 85 David Tucker | Gillard/Comer |
| 3rd | 56 James Billington | Allkart/Comer |

CHASEWATER 11th FEBRUARY

HEAT RESULTS
Heat 1: 1st Dean Haddon, 2nd Daniel Goode, 3rd Stu Wilson, 4th Simon Hallworth.
Heat 2: Ben Purkis, 2nd Daniel Goode, 3rd James Goode, 4th Dean Haddon.
Heat 3: Chris Eaton, 2nd David Hinds, 3rd James Goode, 4th Simon Rodgers.
Heat 4: 1st Chris Eaton, 2nd Dean Haddon, 3rd Scott Cooper, 4th Simon Rodgers.

'B' FINAL
Ben Purkis took the early lead ahead of Russell Kendrick, Philip Charles and Duncan McKendrick. In the second lap. Philip had moved in front of Russell and James Soden claimed two places to go into 4th. From the rear of the pack, Glynn Williams and A. Jones both moved up several places. Early casualties were James Kendrick and Paul Davies. Duncan lost his footing mid race, managed to rejoin, albeit a lap down. However back in the front Ben, in the 'B' by vir-

tue of a non finish in the third heat, was well clear and crossed the line first taking with him into the 'A' Final, Philip Charles, A. Jones, D. Cullough, Glynn Williams and Russell Kendrick.

'A' FINAL
Pole position went to Dean Haddon with Chris Eaton alongside. The second row housed Simon Rodgers and James Goode. Bad weather forced the laps to be cut down. At the start Dean utilised his advantage to take the lead ahead of Chris who was so very close. Simon held onto 3rd with James on his tail. However in the 2nd lap James was relegated seven places, allowing David Hinds and Scott Cooper to move up a place. The only girl, Louise Collins was showing good driving technique, steadily improving her position. Simon Newby was eating up drivers as he took eight places in four laps. Ben from the 'B' Final had made up considerable ground to be in the Mid field but he had his work cut out. Back in the lead Dean was still holding off Chris but by mid point, Chris made his bid for the lead and won it. Simon was still a good third but just as they reached the final stages, Louise pipped him for 3rd place. A good win for Chris. In fact all did extremely well in appalling conditions.
Final results: 1st Chris Eaton, 2nd Dean Haddon, 3rd Louise Collins, 4th Simon Rodgers.

THE CHASEWATER 'WHEELS' DINNER DANCE AND ANNUAL PRESENTATION WAS HELD IN THE MOOR HALL HOTEL, SUTTON COLDFIELD. . .

This was a very closely contested Championship between Dean Haddon and Ben Purkis but at the end of the day, it was Dean who won making a good comeback after a troubled mid season. Although Ben missed a few meetings in the summer, it turned out to be an exciting finish to the season between these two drivers with very different styles and only 14 points separating 1st and 2nd place. Third place went to Tom King who had been consistently good throughout the year recouping points after an accident in the summer.

1st Dean Haddon. 2nd Ben Purkis. 3rd Tom King.

CADET COLUMN

KIMBOLTON 11th FEBRUARY

Jenson Button took the first heat from Daniel Wheldon and the positions were reversed in the second heat. Club champion Kevin Hall finished fourth both times. Wheldon took the early lead while Button came under close scrutiny from Panrucker, these two closed in on Wheldon and we witnessed a three cornered fight for several laps until Button slowed with carb. trouble. Panrucker had the edge on the bends and took the lead on three occasions only for Wheldon to overtake each time on the straight. Wheldon won by two kart lengths from Panrucker with Button hanging on to fourth spot behind Hammond. Howard and Sisley took the remaining trophies with Hall a disappointing seventh.

- | | | |
|-----|----------------|---------|
| 1st | Daniel Wheldon | Allkart |
| 2nd | Dean Panrucker | Allkart |
| 3rd | Lee Hammond | Allkart |
| 4th | Jenson Button | Wright |
| 5th | Jay Howard | Wright |
| 6th | Tom Sisley | Allkart |

CADETS (RESTRICTED)

- | | |
|----------------|-----|
| Westley Barber | Zip |
|----------------|-----|

FULBECK 25th FEBRUARY

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

He was quick in the heats, but with no disrespect, he did not look that quick! By the end of lap one the Wright/Comer of Lee Hamond was burning rubber as he headed the packed field. The Jeta of Mills junior was a close second, ahead of reigning British champ Wheldon, Shaw, Davidson and Winslade. Number 4 Hall was next, ahead of Button, the usually very quick lad from Frome seemingly in difficulties, fading as the race progressed.

Shaw came to grief on the following lap, recovering down the field in the company of his numbered compatriot Button, whilst the Coupland brothers became embroiled in a family duel, the improving Judd giving elder Tom some aggravation.

At the front we still had the impressive Hamond, with Mills still chasing hard in second place. Wheldon lost third to Winslade and was then quickly attacked by Davidson, who also went by on the next lap. Hall and Tucker then pounced and poor Daniel was back in seventh, where he remained until the flag.

As the leader pitched into the backmarkers he was able to edge away from Mills, and so it remained, with Hamond receiving the chequered flag after a very good performance. Club champion Mills was next, clear of Winslade in third. Davidson's potential threat on Winslade was removed, as Anthony tried to stay the advance of Hall, who slipped by on the penultimate lap to finish fourth. Dave Tucker rounded off the top six, with first novice James Broomhead a lap down in sixteenth.

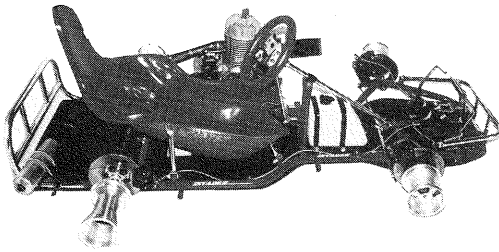
- | | | |
|-----|--------------|---------------|
| 1st | Lee Hammond | Wright/Comer |
| 2nd | James Mills | Jeta/Comer |
| 3rd | Max Winslade | Allkart/Comer |

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SHAW'S FIRST BLOOD

RAC SHORT CIRCUIT CHAMPIONSHIPS — ROUND 1



Goff, out of luck, has Shaw tucked in behind early in the Superkart Final.

The first major event of the short circuit calendar took place at Felton on the first weekend in March. This was through no choice of the organising club but at the behest of the RAC, none of whom had to face the inevitable inclement weather. Despite their all singing, all dancing computer print out of registered drivers, the series coordinators from Kart Promotions STILL had to sort out the drivers licences to see who was and who wasn't eligible for points.

Due to the anticipated lack of entries, two 100cc support classes were put on and the finals went out first, something which didn't sit too well with the gearbox lads whose championship it was. Other than that, the meeting went really well with the only problem being sorting out the finishing order, such was the problem with backmarkers.

BISP TURNEYS IT ON

With the RAC finally sanctioning the P&R class, the expectations were high. Unfortunately, this did not translate into entries with only eight drivers electing to attend. There was a rich variety of motors on display with three Minarelli, and one each of Cagiva, TM, Mugen Honda, Rotax and TKM.

The heats saw the near domination of Malcolm Hughes with the Allkart/TM combo taking two heats. The other was won by Paul Hyde, his Fastrak/Cagiva finishing ahead of the only others left in the race, two in number.

Keith Bisp wasn't having too much fun, problems getting the TKM to run without seizing occupying much of his time.

The final saw Hughes take an immediate lead from Hyde and Alistair Rooney but that was all due to change next time round as Hughes appeared to make an elementary error and spun out at the top hairpin. That gave Hyde the lead from Rooney, Ken Graham and Bisp, the latter beginning to charge. Within a few laps, Bisp had taken up the runner up spot and was moving right on the bumper of the leader, taking over on the 6th tour. Rooney was now putting the Fastrak driver under pressure before Hyde fell into retirement with a broken ignition wire. Soon afterwards, Steve Rell was seen touring with a dead motor leaving four survivors still racing. They soon became pretty spread out and the win went very easily to Keith Bisp despite a misfire creeping in towards the end. Rooney was second

from Graham and a lapped Richard Roztton.

1st Keith Bisp	Dino/TKM
2nd Alistair Rooney	Minarelli/Minarelli
3rd Ken Graham	Chariot/Minarelli
4th Richard Roztton	Zip/Mugen Honda

BEST BETT

George Bett took two wins in the heats underlining the form we have come to expect in the past. With a change back to APV engines, and the fuel bothers of 1989 behind him, it was good to see him back in form. He really should have made it three heat wins but a failing clutch which trailed smoke first before making horrible grunting noises dropped him back and gave the win to the closely chasing Tom Earl, whom Bett had relieved of the lead. With a second and third also behind him, Tom took pole with Bett and Tom Thacker Jr completing the front row.

Earl had the early advantage but problems with a lack of power and the castor bar on the chassis beginning to fail saw him soon drop back into the pack leaving Bett with a commanding lead over John Haigh. Haigh had an interesting moment in the second heat when a brake problem nearly had him thrown off the kart. No such problems in the final though, but he was

marginally slower than Bett and second seemed destined to be his. Thacker was still third with Vernon Burgess fourth from Brian Johnson and Mike Fry. The middle of the race saw a valiant effort from Haigh get him a bit closer to the leader. This was helped by the trail of smoke emitted by the back of the Bettmobile, seemingly a repeat of his heat bother. After a few laps taking stock, Bett turned up the wick again and ran out the winner by a comfortable margin. Haigh was second from Thacker with Burgess fourth, Fry fifth and the top six completed by Johnson. The remainder of the race went down only to 10th place and was lined up thus; 7th was Bob Rowden, 8th was Bill Mee (210 Shield instigator), 9th was C. Flitney with Peter French bringing up the rear.

1st George Bett	Anderson/APV
2nd John Haigh	Invader/Quantum
3rd Tom Thacker Jr	Invader/Invader
4th Vernon Burgess	Invader/APV
5th Mike Fry	Zip/Villiers
6th Brian Johnson	Aero/Villiers

STONEY GOES FOR BROKE

Four heats needed to decide the final grid with honours even between Chris Stoney and Nick Whitehead, two wins each. Stoney took pole thanks to a second place but the best Nick could manage in his other was 10th. Others to go very rapidly were Graham Stephens, Mark Gellatly, and local hero Willie Grieve.

Stoney took up the lead from the lights and after the first lap was a couple of seconds up on the chasing group led by Grieve. He was soon deposed by Stephens and Wayne Bray but continued to fight on close by, fending off the attentions of Gellatly for a number of laps. It was all in vain as Mark had the edge on power and eventually found a way by. All was not lost for Grieve though as both Stephens and Bray were to non finish the final, minimising his loss of places. Thus the win went to Stoney, actually increasing his lead to seven seconds by the flag. Second was Gellatly from Grieve with Colin Mason fourth, Andy Sowerby fifth and the top six was completed by Gary Corder.

The run to tenth was made by Phil Wilson, John Reid, Ian Williams and Mark Haswell.



The 210 Final blasts off the grid.

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THE ZIP CADET 90

RACE RESULTS 1990 ZIP CADET RACE TEAM

LANGBAURGH 21ST JAN

1st MATTHEW SHAW
3rd DANIEL YEOMANS
4th PAUL JONES

THREE SISTERS 28TH JAN

1st PAUL JONES

FULBECK

3rd MATTHEW SHAW

WOMBWELL 11TH FEB

1st PAUL JONES

LANGBAURGH 18TH FEB

1st MATTHEW SHAW
2nd DANIEL YEOMANS

THREE SISTERS 25TH FEB

1st DANIEL YEOMANS

WOMBWELL 11TH MAR

1st MATTHEW SHAW
2nd DANIEL YEOMANS
3rd PAUL JONES

LANGBAURGH 18TH MAR

1st DANIEL YEOMANS
2nd MATTHEW SHAW
3rd PAUL JONES

BLACKBUSHE 25 MAR

1st LARS SEXTON
2nd MARK DEAL

THREE SISTERS 25TH MAR

1st DANIEL YEOMANS

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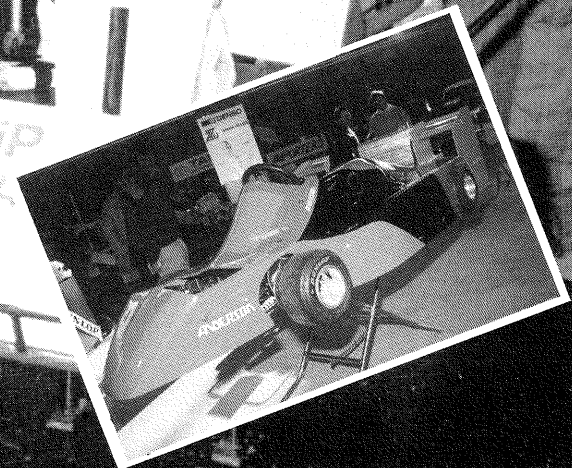
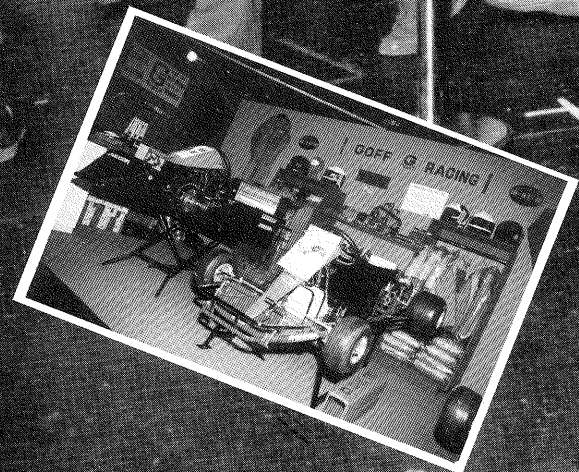
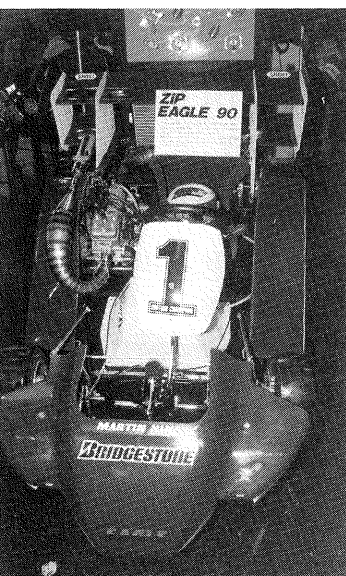
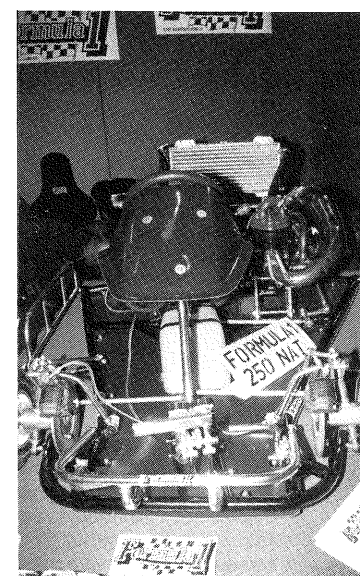
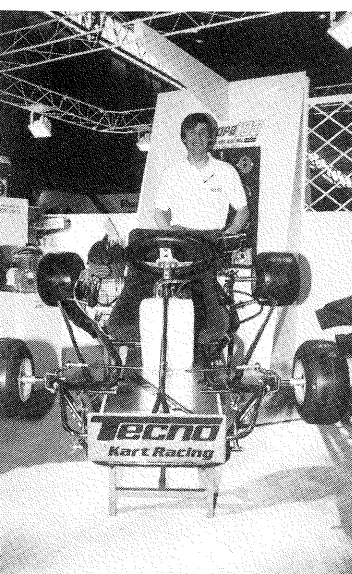
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