

# ZIP KART

## SUPREME INTO THE 90s

### THE RESULTS

SILVERSTONE  
CADWELL PARK

APRIL 15th  
APRIL 22nd

1st - 2nd - 3rd - 4th - 5th	ZIP EAGLE
1st 210 VILLIERS	ZIP BANDIT 2
1st 125 NATIONAL	ZIP BANDIT 2
1st 125 OPEN	ZIP BANDIT 2
1st FORMULA E	ZIP EAGLE
1st 125 P.R.	ZIP BANDIT 2
1st 125 NATIONAL	ZIP BANDIT 2
1st 125 OPEN	ZIP BANDIT 2
1st FORMULA E	ZIP EAGLE
1st 125 NATIONAL	ZIP BANDIT 2
1st FORMULA E	ZIP EAGLE

PEMBREY

MAY 6th - 7th

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# K AND S

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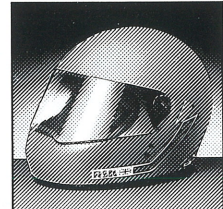
**Note:** Everoak Helmets do NOT carry VAT.

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ROLLAVAN FOUR wheel trailer, fully set up for karting, lights, bench, electric hook up, tyre racks, radial tyres, 8' awning, roller shutter. Mint condition, can take two karts. . . 6' 3" h, by 5' 6" w, by 10'1. £1350. Tel: 081 660 3663.

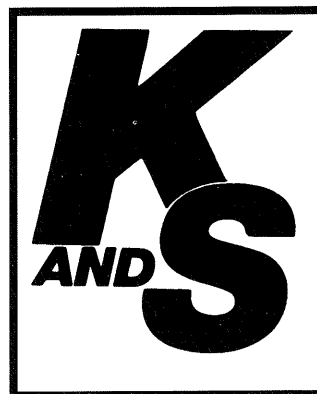
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**on page 33**



## FRONT COVER:

**Ian Shaw, aboard the  
Technicolour Dream  
Machine at Pembrey  
where he collected  
another first to lead  
the Long Circuit with  
71 points.**

(Pic: Iain Blair)

*Inset Pic: Danny Yeomans  
clinched the opening round of the  
K&S Series in Cadets at  
Langbaugh. (Pic: Malcolm Fell).*

**MONTHLY**

**No. 134**

## Mike, Says....

The holiday season is almost upon us. . . do karters take holidays? Do they have the time? Certainly during the next couple of months the racing calendar looks pretty full with major meetings taking place every weekend both at home and abroad.

It has, to say the least, been a somewhat troubled first few months of the season, but, as you can read elsewhere within these pages, the RAC have acted in a very positive manner through the Motor Sports Council and made decisions which should considerably help to improve the situation regarding the thorny problem of noise control.

Time will tell, but judging from comments made to me the RAC are to be applauded for taking the action and the future looks much better. You will also see that our own Kart and Sueprkart Clubmans Championship got off to a cracking start up at Langbaugh, the day producing some first class racing and much favourable comment from competitors. That certainly looks good for the remaining rounds.

On a more personal note. . . and back to the hols for a moment. . . . I will be away from the office between June 29th and July 16th during which time I shall be on a 'busmans holiday' taking in Brands Hatch, Cadwell and Assen! The Hoddesdon office will be open of course to deal with anything you might require.

In the meantime, if you have anything of interest to relate, let us know. . . ring or write.

**MIKE SMITH**

*Next month's features include:- Knockhill RAC Long  
Circuit Championships Round 4; Cadwell Park  
International; Paimio (SF) — Formula E &  
Intercontinental E European Championships —  
Formula K, Div 1 & 2, Formula Super Hundred  
European Championship & GP of Finland; CIK Juniors  
Le Mans; Little Rissington RAC Super One Round 3;  
K&S Round 2 Clay Pigeon. (These items correct at  
time of going to press).*

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**STRICTLY CLASSIFIED**





Technical Regulation S1-11-1 requires an Intake Silencer to be fitted to all Karts from 1st May 1990.

An extension of one month has been granted to users of Homologated Slide Carburettors in classes 100 national and 100 Super.

All Slide Carburettors have had an automatic extension applied to their Homologation in the area of fixation of the Intake Silencer. This enables both manufacturer and/or the owner to carry out modification to the Carburettor in order to seal the Intake Silencer to the Carburettor. Provided the remainder of the Carburettor is in accordance with its Homologation Fiche, then its legality is not affected.

As a guide to Kart Clubs, the following equipment has been found acceptable.

- 1) RAM AIR
- 2) PIPER CROSS
- 3) TAL-KO
- 4) KID
- 5) SWISS HUTLESS
- 6) TABOR INDUCTION FILTER
- 7) K & N (TK SERVICES)
- 8) TITAN RACING

## Stefan Bellof Trophy 16th/17th June 1990

There will be an International Junior event at Oppenrod near Frankfurt in Germany over the weekend of June 16th and 17th. Competition for the Stefan Bellof Trophy will be exclusively for Juniors who hold an International licence.

The track measures 1029 metres . . . has seven right and nine left bends . . . thus calling for a fair degree of driving ability. Thirty-four starters per race will be allowed and further information can be obtained from: Kart Verein Oppenrod im ADAC e.V. Hauptsrabe 28 6305 Buseck-Oppenrod

## European Championship Formula A . . . Formula K Valence 5th and 6th May 1990

Just two British drivers listed in the Formula A entry . . . Stephen Day and Jon David Targett. The Timed Session result sheet showed Day in 27th place with a time of 49.2 whilst the

quickest time was by Italian Gianluca Fisichella on 46.99.

The Pre-Final had another Italian . . . Fabiano Belletti at the top of the result sheet with Brits, Day and Targett in 18th and 20th places respectively.

Belletti went on to take the Final from Dutchman Pierre Redeker with Stephen Day in 13th place and Targett 22nd.

The Formula K Division Two held just one British entry . . . that of Dave Cuff and he was in fifteenth place after the Timed Qualifying. He improved to 13th in the Pre-Final which was won by Italian Gianantonio Pacchioni on a Tony Kart/Rotax combination. Pacchioni went on to take the Final with Belgium Wim Eyckmans second. Dave Cuff was in sixteenth place.

The Formula K Division One entry had just four names with Dutchman Rob Nan Es heading the timed session. The Pre-Final went to Italian Gianluca Beggio from Dane Gert Munkholm whilst Van Es got it all together to take the final with Munkholm again second.

News just in regarding the Formula K . . . Divisions one and Two . . . World Championship event to be held at Jesolo from the 14th to 16th

September is that the organising Club . . . K C Triveneto has reached agreement with BEAM of Cimadolmo . . . Treviso . . . a leading European vehicle accessory Company to be the main event Sponsor.

## KART AND SUPERKART CLUBMAN'S CHAMPIONSHIP

2nd ROUND . . . CLAY PIGEON . . .  
JUNE 24th 1990

The second round of the Kart and Superkart Clubmans Championship will take place at Clay Pigeon on Sunday June 24th.

The circuit is located between **Dorchester and Yeovil on the A37.** The cadet sprocket size is . . . 85.

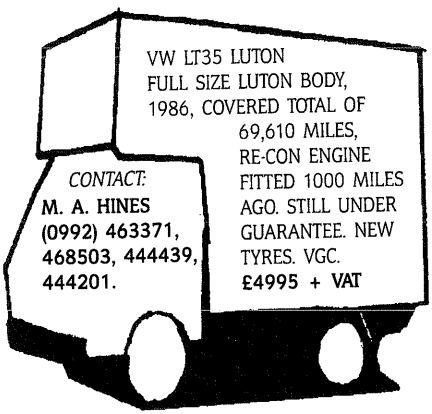
The Secretary of the meeting to whom all entries should be sent is:

Mrs K M Mulliner,  
1 Sheppards Field,  
Westborough,  
Wimborne,  
Dorset  
BH21 1PX.  
Tel: 0202 622390

The entry fee is £18 and entries close at 6pm on Saturday June 16th.

Get your entry in early!

Don't forget to display your *Kart and Superkart stickers* . . .



100 NATIONAL WRIGHT chassis, Jag tuned TKM engine, vgc. Many top 3 places. £750 Tel: Eastbourne 0323 639329 or work 0323 846666.

KELGATE ZIP GPX 210. Raced 2 seasons only from new, extras and spares too numerous to list. Complete with two kart trailer. £850 ono. Tel: 0334 74187 (work), 0334 85716 (home).

## CADET ZIP KART

*Excellent condition,  
five races only.*

Complete with stand,  
wets, overalls, sprockets  
etc. **£660.**

Also trailer **\$40**

**Tel: 0203 468555**

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100 NATIONAL TKM engine just completely overhauled. Slide carb, Deavinson chassis, with castor-camber adjustment, lots of accessories. £600. Tel: 021 3087361.

100 NATIONAL ZIP frame, Dap engine. Wets, stand, cover, carbs, sprockets and trailer. £450. Also medium zip suit, Zapelli boots size 7 £50. (Will post). Tel: (Matlock) 0629 733042.

# WHERE AND WHEN

## JUNE

### 16th JUNE (Saturday)

Portrush — (Car Park, Portrush, Co. Antrim, Northern Ireland).

### 16th-17th JUNE

Palmo (SF)

— Formula E European Championship/250 Mono-Cylinder Intercontinental E/Formula K Div 1 & 2 — Formula Super Hundred European Championship Round 4.  
— (Midway Horncastle and Louth, on A153, Lincs) — RAC Long Circuit Championships — Round 5 (National Classes only) — International meeting on Full Circuit — Practice available all day Friday 15th.

### 17th JUNE

Nuthampstead

— (1½ miles east of Barkway, off B1368 Cambridge-Ware road, Herts)  
— (9 miles southeast of St Andrews, Fife, Scotland).  
— (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon).  
— (Motorsports complex south of the River Tees, Middlesbrough, Cleveland).  
— (Maidstone Road, Chatham, Kent, just off M2, junction 3).

### 23rd JUNE (Saturday)

Nutts Corner

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

### 23rd-24th JUNE

Shenington

— (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon) — RAC Short Circuit Gearbox Championships — Round 3).

### 24th JUNE

Clay Pigeon

— (Midway Dorchester-Yeovil on A37, Dorset) — Kart & Superkart Clubmans Championships — Round 2.  
— (Via Cricket Hill (off A30) and Vigo Lane, Yateley, Surrey).  
— (Welsh Motorsports Centre, Pembrey, 8 miles from Llanelli, on A484, Dyfed, South Wales).  
— (Approximately 1 miles from Brownhills, Staffs, in Pleasure Park).  
— (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs).  
— (5 miles from Honiton, Devon).  
— (9 miles from Newark, off A17 at Brant-Broughton crossroads, Lincs).

### 30th JUNE (Saturday)

Ellough

Nutts Corner

— (2 miles from Beccles, Suffolk).  
— (4 miles from Crumlin, Co Antrim, Northern Ireland).

## 30th JUNE-1st JULY

Marlemborg (B)

Brands Hatch

— Formula K Div 1 & 2/Formula Super Hundred — European Championships — Round 4.  
— Sky Track.

## JULY

### 1st JULY

Little Rissington

Rye House

Wombwell

— (RAF Station south of Stow-on-the-Wold, Glos).  
— (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts).  
— (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorkshire) — Club Championships — Round 3.  
— (Summerlee Raceway, Merryton Road, Larkhall, Hamilton, Strathclyde).

### 7th JULY

Cadwell Park

— (Midway Horncastle and Louth, on A153, Lincs) — Club Championships.

### 8th JULY

Chasewater

— (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Salfley, Birmingham B8 1AD).  
— (Miday Dorchester and Yeovil on A37, Dorset).  
— (4 miles from Frizington, Cumbria).  
— 3 miles west of Banff, Grampian, Scotland).  
— (10 miles west southwest of Huntingdon, Cambs).  
— (Dunlop Road, Tilbury, East London, near Tilbury Docks).  
— (Summerlee Raceway, Merryton Road, Larkhall, Hamilton, Strathclyde) — RAC Super One — Round 4.

### 13th-15th JULY

South Garda (I)

— CIK Intercontinental A Junior World Cup.

### 14th-15th JULY

ASSEN (NL)

— FORMULA E WORLD CHAMPIONSHIP — ROUND 1/DUTCH KART GRANDS PRIX — 125CC-250CC MONO-CYLINDER & FORMULA E NON-CHAMPIONSHIP.

### 15th JULY

Nuthampstead

Crail

Langbaugh

— (1½ miles east of Barkway, off B1368 Cambridge-Ware road).  
— (9 miles southeast of St Andrews, Fife, Scotland).  
— (Motorsports complex south of the River Tees, Middlesbrough, Cleveland).  
— (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon) — 210 Shield.  
— (Maidstone Road, Chatham, Kent, just off M2, junction 3).

Shenington

Buckmore Park



## Dunkeswell

SUNDAY, APRIL 29th

A good entry in all but gearbox classes . . . a new look circuit . . . fantastic weather and again a lot of spectators.

The first chicane after the pits bend has been cut out for all classes except the cadets . . . who race on a shortened circuit . . . and whilst this means that drivers arrive at the 'new' chicane a lot faster they are more spread out and as a result the area was virtually accident free.

## CADETS

Still a lot of talk around the pits of 'bent' motors and whilst the first four were checked and found OK there is definitely the odd 'fast' one out there. To my ears . . . attuned to 40 plus years of racing involvement one motor sounded to be pulling 1000 rpm more than the others.

On pole for the final Wilkins snatched an early lead and pulled away to an easy victory. Behind him, however, there was a battle royale. Clarke, White, Bazley, Catt and Colin were battling nose to tail and by lap five backmarkers were beginning to play a part allowing Catt to pass Bazley. Louise Colin was climbing all over the rear of Bazley whilst Penn . . . benefiting from some Gary Chapman tuition . . . was closing on the bunch ahead. Into the pits bend for the last time and Louise was trying everything to get through. Bazley had the inside with a novice in the middle . . . being lapped . . . Louise . . . on the outside and almost off the track somehow found that to be the faster line and was through.

Whilst not wishing to discourage anyone from starting I do think that all Clubs . . . along the lines of Camberley . . . should run training courses for new Cadets. Some of those racing didn't seem to know much about it and caused mayhem at times.

## JUNIOR BRITAIN

Marc Hynes and Gordon Isgrove had the front row and at the off it was Hynes just ahead. Along the straight his new TKM was like a Turbo compared to the rest and despite taking it easy he was pulling a good ¾ second a lap from the rest.

Isgrove and Spearing came next . . . side by side . . . followed by Batistini Williams and Freeman. Cue . . . in his first Junior drive was a creditable 9th on lap three.

Lap seven brought disaster as Isgrove and Spearing touched into Pits Bend with the latter going out whilst Isgrove carried on only to tangle with Thonner laps later at the same point.

Into Pits bend again came Hynes and as he accelerated out he threw a chain and that was that . . . a brilliant drive ruined.

Now it was Batastini and Freeman . . . unaware of the demise of Hynes . . . with Freeman trying for the lead . . . not making it and rejoining a sadly disillusioned 8th.

All the activity completely changed the leader board with Batastini taking the flag from, Williams and Oliver.

## SENIOR BRITAIN

After six heats and a 'B' final it was Caddock on pole and he took an early lead from Lawry and Maple with Isgrove and Spencer close by. By lap five the crowd were on their feet, cheering as Lawry and Craddock battled it out.

Isgrove began to pressurize Maple with Marsh and Collins swapping positions. Lap eight and Marsh was through and after Spencer. Lap ten Maple seized whilst Lawry made his move and

squeezed through to lead. It was close but he managed to hang on and take the flag by half a length.

## 100 NATIONAL

Maple had pole for the final with Baker alongside and it soon developed into a titanic struggle between those two and Darren Maple.

No quarter was asked . . . and none given from the start but a blanket would have covered them.

Lap seven and backmarkers played havoc with Clark going from fourth to eighth. Two laps later and Budd was out with no chain . . . Clark repassed Harvey, the latter having a good race . . . and set about closing the gap to Shone. Lap eleven and Russell Maple was taken by both Darren and Baker and it was Darren Maple who got the verdict at the flag . . . by the thickness of a number plate! Dunn took a fine fourth from Shone.

## 125 NATIONAL/OPEN

In all three heats Julian Thomas fluffed the start and had to work hard for his wins . . . using a National kart on Open plates . . .

At the start of the final Thomas again couldn't get going and it was Williams who had the flyer.

Thomas though was to set the race alight . . . from 10th on lap one he had moved to 3rd by lap seven . . . then had a problem. That was overcome though and suddenly he was back on song almost up with Giffard at the flag.

## 250 NATIONAL/250 INTER

Trevor Harvey took the Inters from Sydenham and Leitner whilst Keith Bisp came through from the back to take a commanding lead in the Nationals.

A slickly run meeting . . . except when I forgot to move the cones for the Cadet Final and held up proceedings . . .

There was still some bad feeling about the large number plates.

Report by Brian Clark

## CADETS

1st Barrie Wilkin Jeta  
2nd Peter Clarke Dap  
3rd Gary Catt Anderson

## JUNIOR BRITAIN

1st Dillon Batastini Wright/PCR  
2nd Richard Williams Dino/Dino  
3rd Simon Oliver Jeta/Dap

## SENIOR BRITAIN

1st Steve Lawry Gillard/Parilla  
2nd Marc Craddock Dap/Dap  
3rd Matthew Isgrove Wright/TKM

## 100 NATIONAL

1st Darren Maple Wright/Rotax  
2nd Stewart Baker Dap/Dap  
3rd Russell Maple Wright/Rotax

## 125 NATIONAL

1st Ian Williams  
2nd Chris Lord  
3rd Bryan Hirst

## 125 OPEN

1st Terry Giffard  
2nd Julian Thomas

## 250 NATIONAL

1st Keith Bisp Dino/Cagiva  
2nd Andy Norsworthy Anderson/KTM  
3rd James Ponting Anderson/Cagiva

## 250 INTERNATIONAL

1st Trevor Harvey Dino/Rotax  
2nd Paul Sydenham Dino/Rotax  
3rd Richard Leitner Anderson/Rotax

## Blackbushe

SUNDAY, MARCH 25th

## RESULTS

## CADET

1st Lars Sexton Zip  
2nd Rhyss Parfitt Allkart  
3rd Mark Deal Zip  
4th Nathan Alcock Dap  
5th Jason Gardner Superdart  
6th Richard Jackson Superdart

## JUNIOR BRITAIN

1st Sven Gibson Superdart/Solo  
2nd Neil Moulton Wright/Parilla  
3rd Jon Rampling Superdart/TKM  
4th Nathan Cousins Barlotti/Parilla  
5th Matthew Bettley Gillard/Parilla  
6th Paul Murrell Colt/Parilla

## 100 UK

1st Dene Mann Gillard/TKM  
2nd Paul Cathie Gillard/TKM  
3rd Graham Cooper Superdart/TKM  
4th Christian Cope Allkart/TKM  
5th Dave Brown Zip/TKM  
6th Steve Miller Superdart/TKM

## 100 BRITAIN

1st Anthony Geraty Allkart/Parilla  
2nd Paul Ferguson Wright/Parilla  
3rd Richard Wallington Wright/Parilla  
4th Malcolm Green Gillard/Parilla  
5th Bob Stansbury Superdart/Solo  
6th John Saunders Wright/Parilla

## 100 BRITAIN RESTRICTED

1st Ian Collins Gillard/PCR  
2nd Donald Fowler Dart/Arrow  
3rd Kevin Riley Boxer/Dap  
4th Stuart Anderson Sprint/Parilla  
5th James Woolhead Dap/Dap  
6th Paul Watkinson Allkart/Parilla

## 100 NATIONAL

1st Craig Booth Superdart/Solo  
2nd Richard Muddiman TKM/Rotax  
3rd Mike O'Neill Gillard/Dap  
4th James O'Neill PCR/Rotax  
5th Bob Minson Kali/Rotax  
6th Simon Parry-Williams Sprint/Sirio

## 250/125 OPEN

1st Dave Ellis (125) Zip/Rotax  
2nd Mark Gardner (250) Zip/Rotax  
3rd Tony Holditch (125) Anderson/Rotax  
4th Chris Jones (250) Zip/Yamaha  
5th Brin Wright (125) Zip/Rotax  
6th Mike Doble (250) Zip/Honda

## 125 NATIONAL/210

1st Steve Bird Anderson/Rotax  
2nd Anthony Young Anderson/Rotax  
3rd Nick Limmer Zip/Rotax  
4th Michael Gover Anderson/Rotax  
5th Martin Kendrick (210) Zip/Invader  
6th David Howse Zip/Rotax

RESULTS:  
ROGER ABBEY-TAYLOR

## News from Holland and Belgium

Formula E has expanded in Holland and Belgium to the point where at least a dozen drivers are now taking part regularly . . . an increase of 50%. Considerable development has taken place over the winter months with two new chassis names appearing.

The 'NINJA' is used by Perry Grondstra, Jan von Tilburg and Ben de Pau whilst the BZ-KART is in the hands of Leo Wollerich and Hylke Dijkema.

Adrie Gorrissen and Perry Grondstra are responsible for the design of the NINJA and the BZ comes from BZ Racing and Leo Wollerich. The remaining drivers are either aboard a ZIP (Dutch Champion Willy Oosting, Bert Reitsma and others) or an ANDERSON (runner up Jacques Hendrikse).

The Assen Circuit Association organised a test day on April 28th for both karts and sidecar out-fits. Four sessions of twenty minutes were held with both karts and bikes running together! Most of those present were satisfied with their day, the main conclusion reached was that the newly re-surfaced circuit was quicker by about two seconds. Perry Grondstra and Jacques Hendrikse produced the quickest times at about 1.27.

In addition to the new surface the notorious tight right hander at the end of the back straight has been altered making it a high 3rd gear corner rather than the previous low second gear. No more 'Kamikazi' braking acts!

The first race meeting for our Dutch and Belgium friends was scheduled for the Nurburgring on 20th May last.

Thanks to Jacques Hendrikse for the information and keep your eyes open for more news and race reports from Europe in future issues.

## The Manx Kart Grand Prix 27th to 30th June

If you want to try something just a little bit different how about a trip to the Isle of Man for the Annual Manx Kart Grand Prix to be held in Peel.

A round the houses road race with a difference!

The event, organised by the Isle of Man Kart Racing Association, kicks off on Wednesday June 27th with evening practice. Afternoon practice and evening racing takes place around the streets of Peel again on Thursday and Friday with the Finals scheduled for Saturday 30th.

Race entries should go to Mrs Kenworthy on 0642 851159 and for travel/accommodation needs contact Chris King of Pennine Travel on 0624 843551.

Mrs Maudie Hines is not enjoying the best of health at the moment and I am sure all involved in karting would join Kart and Superkart in wishing her a speedy and full recovery.  
*Get well soon*

TAKE A MINI-AD  
Tel: Hoddesdon  
444201

## Kart Escale. . . France

If you are at least 13 years old and fancy a holiday with a difference Kart Escale of France might just have come up with something of interest. Two kart driving courses have been arranged and will take place at CLERMONT-FERRAND FROM July 15th to July 22nd and from July 29th to August 5th.

The courses include both on track tuition together with chassis and engine preparation. Language will present no problem as English speaking tutors will be on hand.

The all-in price for British students is F4600 which very roughly equates to around £460. Included in the price is the cost of tuition for a week . . . all accommodation . . . meals . . . transfers from accommodation to the track . . . insurance and of course a return flight from London to Clermont Ferrand. Dormitory accommodation is provided and you are asked to take your own sleeping bag!

Kart Escale are based at:

La Graviere,  
Bort-L'Etang,  
63190 Lezouz

Reservations must be made at least one month

prior to commencement of the course. . . a 30% deposit is required . . . balance payable on arrival and places will be allocated on a first come . . . first served basis. It sounds like a great idea . . . brush up your French and learn the basics of race driving and preparation at the same time.

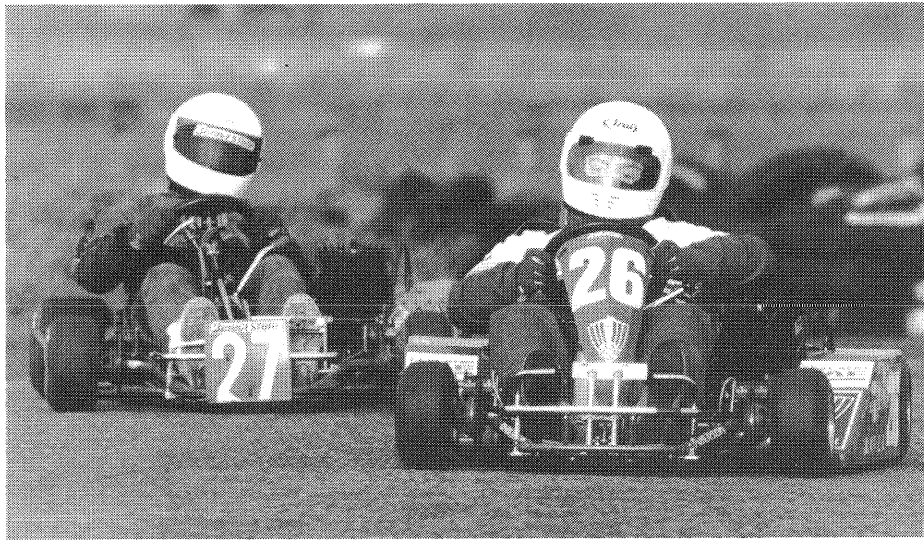
## Happy June Birthdays to the following

Malcolm Stewart	28th
Mike Hole	19th
Steven Webb	18th
Alex Pettigrew	19th
Mark Webster	24th
Barry Sherriff	21st
John Underdown	28th
Michael Hewerdine	7th
Barry Yallop	11th
Stephen Nield	29th
Stefan Rindstroem	10th
Peter Wall	16th
Alan Eastwood	11th
Robert Stewart	7th
Stephen Quirk	25th



Chris Stoney is pictured at Alex Pettigrew's wedding — practising for the "quickest hernia in the world competition"? Or is it a case of CSK can get BHP out of anything? (What was the noise reading, Ron, can you remember?)





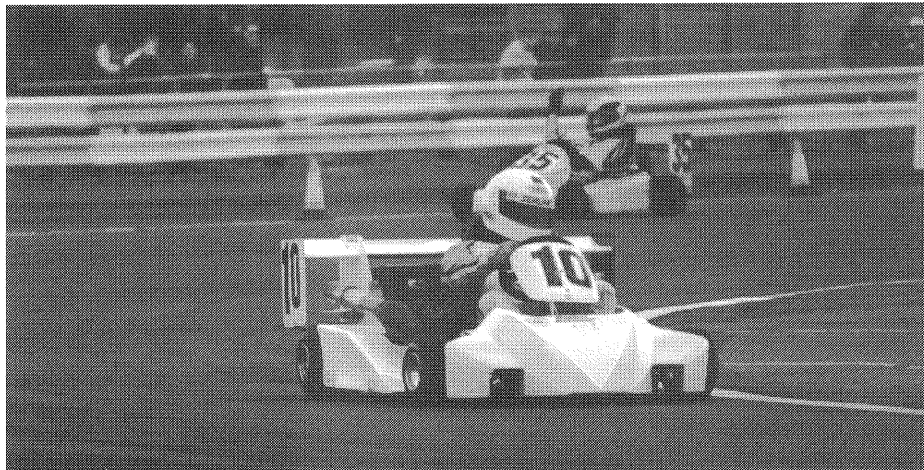
16 year old Julian Thomas, Welsh Junior and Cardiff Kart Club Champion for the last two years has just moved up to 125 racing and has certainly made an impact. Julian is pictured leading Colin Mason at Round 1 of the SC Gearbox Championships at Felton on 3rd March 1990 — his 5th event in the Gearbox class.

He collected 5th place on the Grid for the final, but did not finish due to an unfortunate first corner incident.

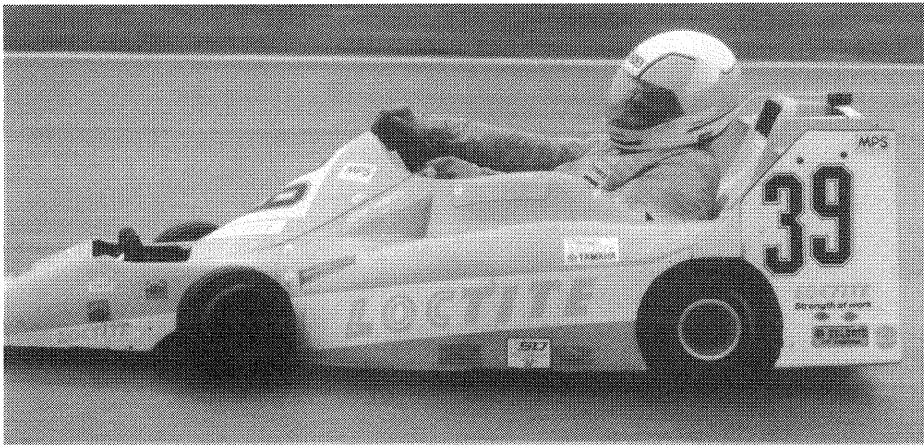
At the recent Dunlop round at Little Rissington Julian delighted everyone when, aboard his Anderson air cooled CSK Rotax, he won convincingly after a tremendous battle with the experienced Andy Fairless, and is certainly throwing down a strong challenge to the established 125 short circuit drivers.

Julian's burning ambition is to become Formula One World Champion!

(PHOTO: COURTESY — Thomas & Davies (Merthyr Tydfil) Limited)



Up and coming formula E driver Peter Hek was snapped in action at Silverstone by Iain Blair during the Easter Bank Holiday Weekend. A promising future for one of the few "new bloods" to the class.



250 National pilot, Arthur Thompson, continues to enjoy sponsorship from Loctite UK, a company which has been associated with motorsport for a number of years. Arthur has campaigned a SRS Laser outfit for the past couple of seasons and collected many notable results during 1988 and 89. A 'man for all seasons', so to speak, Arthur frequently returns to his "grassroots", racing regularly on short circuits and has notched up outright lap records, both at Kimbolton and Fulbeck. Last year's short circuit "sorties" resulted in 6 out of 8 victories.

## your letters..

COPY OF LETTER TO RON BRASSEY,  
RAC FROM ALAN BABINGTON

15th May 1990

Dear Mr Brassey

PEMBREY RAC CHAMPIONSHIPS MONDAY  
MAY 7th 1990

I am writing to express my disappointment at the disqualification of Simon Babington in the 250 Nationals.

We had a long drive to Wales and a very hard weekend with the engine seizing in all the heats. This meant starting from the back of the grid in the final.

Simon drove very hard to finish in the top six, only to seize yet again, but still managed to coast across the line.

The biggest disappointment was yet to come. Simon weighed in with the first six and pointed out to the Official about his engine seizing. He asked what he should do about the noise check and was told, "There is nothing we can do about it and that it will be OK". At this point there is no clear rule. Either he should have been told to try and change the piston or the engine should have been inspected. Most of all the Official should have reported the matter or should have been called. This did not happen, we packed up and went to receive a trophy, only to be told he had been disqualified.

I am requesting that you please look into this matter, clearly the situation is not right.

Yours sincerely  
Alan Babington  
Managing Director  
Snovision Network Ltd

Dear Sir,

Through your magazine may I take this opportunity to thank all the competitors who attended our round the Long Circuit Championships at Pembrey on May 7th. After the dreadful weather of the October round last year, it was a relief to have good weather.

We must apologise for Sunday May 6th. This should have been a Motor Cycle Meeting, but was cancelled on April 30th, too late for us to re-arrange the meeting.

As you may have noticed, the circuit facilities improve year by year and BARC have an ambitious programme of further improvements planned.

Again thank you all for making our meeting successful and the racing first class.

We hope to see you all again if and when further rounds are granted.

E. M. Maund  
President CKC

Dear Sir,

Thank you for publishing my letter in your last issue, I would just like to add that my reference to Rowrah was in no way intended to infer that the circuit was loved by Iain Blair alone.

I have a great liking for Rowrah... always have enjoyed my visits and hope I will continue to do so.

John Leah,  
Tockwith, York

CONTINUED ON PAGE 12



ALLO 73. 68.50.88

KART ESCALE

**BOOK  
NOW**

RESERVATIONS WILL HAVE TO BE MADE  
AT LEAST A MONTH BEFORE THE BEGINNING  
OF THE COURSES AS TO ALLOW TIME TO BOOK  
THE FLIGHT TICKETS.



## COURSES FOR FRENCH AND BRITISH BEGINNERS AGED 13+ SUMMER 1990

TWO COURSES COMPLETE, WITH ACCOMMODATION, ARE PROPOSED DURING SUMMER 1990.  
JULY 15th TO JULY 22nd & JULY 29th TO AUGUST 5th

### FRENCH TRAINEES

WILL BE WELCOME ON SUNDAY BETWEEN 5pm AND 6.30pm THEY WILL DEPART  
THE FOLLOWING SUNDAY BETWEEN 10am AND 12 NOON.

(SHOULD YOU ARRIVE EARLY KARTS WILL BE AVAILABLE FOR HIRE)

### BRITISH TRAINEES

WILL DEPART FROM GATWICK AIRPORT ON SUNDAY AFTERNOON. A COACH WILL TRANSPORT THE  
TRAINEES FROM THE AIRPORT TO THE TRACK. THE RETURN FLIGHT TO GATWICK AIRPORT IS DUE  
LATE AFTERNOON THE FOLLOWING SUNDAY. PRECISE TIME AND RENDEZVOUS AT THE AIRPORT  
WILL BE SENT TO TRAINEES AS THEY SEND THEIR ENTRY FORM.

### ACCOMMODATION

WILL BE PROVIDED BY THE FEDERAL LODGING "LES 4 VENTS" WHICH IS LOCATED ROUGHLY 8 MILES  
FROM OUR FACILITIES (WE ENSURE TRANSPORTATION). TRAINEES WILL SLEEP IN A DORMITORY  
(BRING YOUR OWN SLEEPING BAG)

### PROGRAMME

DRIVING TECHNIQUE COURSES, ENGINE AND CHASSIS PREPARATION. A FRENCH, ENGLISH  
TEACHER WILL TRANSLATE BETWEEN THE BRITISH TRAINEES AND THE INSTRUCTORS.

### FEES

FRENCH TRAINEES: F 3450.00 ALL TAXES INCLUDED. (THIS INCLUDES COURSES,  
ACCOMMODATION, MEALS, TRANSPORTATION FROM THE TRACK TO THE LODGINGS AS WELL  
AS INSURANCE.

BRITISH TRAINEES: F 4600.00 ALL TAXES INCLUDED. (THIS INCLUDES THE SAME SERVICES  
AS MENTIONED ABOVE PLUS RETURN FLIGHT)

A PAYMENT OF 30% WILL BE REQUIRED ON BOOKINGS TO ENSURE A PLACE ON THE COURSE  
THE BALANCE BEING DUE ON THE FIRST DAY OF THE COURSE.

KART ESCALE LA GRAVIERE, BORT - L'ETANG, 63190 LEZOUX. FRANCE. TELE: D.COUPET, 43319842  
(every night from 7pm)



lap times were almost half a second slower than Hession's record. Nick Watkins slotted into second from the other front row position until Chris Watson came up from seventh on the grid to push Watkins back to fifth in the chicane, in the process letting David Hodkin into second. Next it was Watson's turn to spin out as Martin Verity challenged successfully, also in the chicane. Verity, also on a Wright, soon passed Hodkin and set off after Gibbs who was six seconds ahead. Behind McCarthy's Whippet in fourth a group of three circulated as one — Watkins, Mike Barrett and Robin Chuter — until Chuter found a way past Barrett.

#### 100 NATIONAL

*Heat 1:* 1st Andy Cox, 2nd Chris Hawes, 3rd Graham Gannon.

*Heat 2:* 1st Andy Cox, 2nd Martin Moore, 3rd Christian Horner.

For the third race running a number 29 was on the front row, ready for victory, in this case Andy Cox, Paul Carr's spannerman out on his Wright/Atomic. Following him came Martin Moore, Chris Hawes, Chris Horner and Graham Gannon with seven seconds to the rest and indeed this was the same order at the early flag. However Richard Yorke and Steve Tuckey (BG kart/BG Parilla) crashed heavily in the chicane, Tuckey coming off worst causing the race to be stopped. Thankfully he was OK. The single file restart allowed Moore to challenge Cox at Wilkins but he only lost a place — temporarily — then yet another incident at Stratford caused the race to be stopped again finally. The crash helmet had come off the unfortunate driver at Stratford so he was taken away for a check up.

#### 100 SUPER

*Heat 1:* 1st Bobby Game, 2nd Jamie Spence, 3rd Rob Schirle.

*Heat 2:* 1st Gary Chapman, 2nd David Cuff, 3rd Bobby Game.

This special race was the last of the day, organised too late for everyone to find out and enter in time but still with a quality field of fourteen. Locals Game and Chapman occupied the front row, David Cuff and Rob Schirle behind, then Charlie Brown and Jamie Spence followed by Steve Day and Steve Brogan. Gary Monyihan spun on the warm up lap but rejoined. Game snatched the lead on his Allkart/BG Rotax and held it until Cuff left his braking breathtakingly late into Wilkins hairpin. Cuff was all over the place on the exit, putting a wheel onto the dirt, whereupon Chapman (Gillard/De Bruyn Rotax) seized the opportunity and dived past both into a lead he was not to lose.

Spence pulled into the pits as Cuff recovered to pass Charlie Brown and set off after Game, who had held onto second, but slipped relentlessly back into the clutches of Cuff just as Chapman set a new record of 42.83s. Steve Brogan and Martin Holman circulated a half lap down and Stephen Day pulled out with an engine problem. Rob Schirle lost a place to fast climbing Darrell Beasley at Stratford, who then did the same to Charlie Brown to take fourth. Unfortunately Beasley had no chassis number on his Techno so was excluded. Gary Chapman finished four seconds ahead of David Cuff, who had taken Bobby Game on the approach to Wilkins.

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

*Heat 1:* 1st Kim Marks, 2nd Mark Evans, 3rd Mark Haswell: P&R 1 Malcolm Hughes.

*Heat 2:* 1st Nigel Puddiphatt, 2nd Mark Haswell, 3rd Maggie Dell: P&R Keith Bisp.

Mark Haswell, Nigel Puddiphatt and Graham Bull lined up on the front row of the relocated

gearbox start grid, now the same place as Class 1. As the lights flicked green, Haswell on his Zip GP/Field Rotax shot off followed closely by Puddiphatt, the rest already lagging behind. The yellows came out at Stratford, then Gordon Smith spun in the chicane and Matthew Twynham became the next retirement. Graham Bull pulled slightly away from the chasers comprising Anthony Young — who was to slip back to ninth — Kim Marks, about to be gobbled up by Keith Bisp on his P&R Dino outfit. Puddiphatt decided the time was right to outbrake Haswell at Stratford just as Bull retired from third — albeit thirteen seconds behind — allowing Bisp up one more.

#### 250 NATIONAL & INTERNATIONAL

*Heat 1:* 1st Clive Gardiner, 2nd Peter Geeson, 3rd Mike Doble: INT Tony Harrison.

*Heat 2:* 1st Keith Bisp, 2nd Clive Gardiner, 3rd Lenny Knox: INT Trevor Harvey.

*Heat 3:* 1st Chris Tomkinson, 2nd Philip Ducker, 3rd Reg Holland.

*B Final:* Glen Clarke, Tim Grigsby, Chris Chapman, Ross Powis as Micheal Sims excluded as underweight.

*A Final:* Trevor Harvey led off the Internationals followed by Tim Matthews, back after his Formula First sponsorship had fallen through. The yellows came out straight away at Stratford, leaving Keith Bisp temporarily stranded straightening a trackrod. He rejoined more than a lap down but set off after the leaders to set a new 250 Nat record of 47.25s against Harvey's 48.1s. Chris Tomkinson was past Clive Gardiner and hard on the heels of Tim Matthews Dino, to take second on the road, first in the class at Pits corner. Matthews held on but somehow they both touched and spun in the chicane, Tomkinson recovering from thirteenth to an eventual fourth. Before that two novices Mike Doble and Reg Holland had a super scrap for second until Holland seemed to miss a gear and later retired. Lenny Knox on his Anderson had spent almost the whole race apparently third but of course first in class, behind Harvey and a lapped Bisp. Dennis Gale made up some places near the end to finish third with Tony Keele fifth, the only remaining runners being Holland, Chapman, Gardiner and Bisp. Harvey of course took the International trophy completing a hat-trick for KMP Tuning.

Graham Smith

### SHENINGTON RESULTS

#### CADETS

1st James Wright	Wright/Comer
2nd Jeremy Gumbley	Allkart/Comer
3rd Jamie Ross-MacKenzie	Anderson/Comer
4th Lars Sexton	Zip/Comer
5th Rhys Parfitt	Allkart/Comer
6th Richard Francis	Zip/Comer

#### JUNIOR BRITAIN CLUBMAN

1st Matthew Bettle	Gillard/Parilla
2nd Edwin Perry	Gillard/Parilla
3rd Sam Cooper	Wright/BG Parilla
4th Paul Gill	Superdart/RR Arrow
5th Ian Seffron	Anderson/SKS /Parilla

Novice award: Stuart Carter.

#### JUNIOR BRITAIN SUPER

1st Josh Cobb	Colt/PCR
2nd Nick Dudfield	Wright/SWRD Parilla
3rd Nick Smith	Dino 090/BG PCR
4th Matthew Davies	Sprint/PCR

5th Damian Tigwell	Wright/TKM
--------------------	------------

#### SENIOR BRITAIN NOVICE

1st David Hand-kammer	DAP/Parilla
2nd Robert Marshall	Wright/Parilla
3rd Andy Garrad	Allkart/BG Parilla
4th Anthony Hazell	Allkart/BG Parilla
5th Paul Eden	DAP/BG Parilla
6th David Williamson	DAP/BG Parilla

#### SENIOR BRITAIN CLUBMAN

1st Lee Seffron	Anderson/Parilla
2nd Colin Peacock	Wright/Parilla
3rd Duncan Paterson	Wright/Parilla
4th Jamie Bond	Superdart/Parilla
5th Brett Upperton	Wright/Sirio

#### SENIOR BRITAIN SUPER

1st Darren Gibbs	Wright/Parilla
2nd Martin Verity	Wright/Parilla
3rd David Hodkin	Gillard/Parilla
4th Tony McCarthy	Whippet/Dap

#### 100 NATIONAL

1st Andy Cox	Wright/Atomic
2nd Martin Moore	Wright/Rotax
3rd Chris Hawes	Wright/Rotax
4th Christian Horner	Allkart/PCR

#### 100 SUPER

1st Garry Chapman	Gillard/De Bruyn Rotax
2nd David Cuff	Kali/Atomic
3rd Bobby Game	Allkart/BG Parilla/Rotax

#### 125 NATIONAL

1st Nigel Puddiphatt	Zip/KMP Rotax
2nd Mark Haswell	Zip GP/Field Rotax
3rd Keith Bisp (P&R)	DINO/KMP TKM
4th Kim Marks	Stratos/Sed Minarelli

#### 5th Julian Thomas

#### 6th Alan Dell

#### 7th Maggie Dell

#### 210 NATIONAL

1st Graham Payne	Dino/KMP Villiers
2nd Stuart Warsop	Barlotti/Villiers
3rd Bob Rawden	Zip/Villiers
4th Keith Edwards	Lazer/Invader
5th Peter Roper	Kartcraft/Invader

#### 250 NATIONAL

1st Lenny Knox	Anderson/KTM
2nd Mike Doble	Zip/Honda
3rd Dennis Gale	Anderson/Cagiva
4th Chris Tomkinson	Dino/KTM
5th Tony Keele	Anderson/Suzuki

Novice Award: Mike Doble

#### 250 INTERNATIONAL

1st Trevor Harvey	Dino/KMP Rotax
GMS	15.4.90.

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CONTINUED... PAGE 38

# KART AND SUPERKART CLUBMANS CHAMPIONSHIP ROUND 1. LANGBAURGH MAY 20th

The 1990 Kart and Superkart Clubmans Championship got away to a fine start at Langbaugh on Sunday May 20th with Class wins going to.....Daniel Yeoman (Cadets Steven Crawford (Junior Britain); Jonathon Hughes (Senior Britain) and Tim Taylor (100 National). A total of 100 Registered Drivers signed on and they produced some first class racing throughout the day....very competitive and close but also ,to their credit ,very clean. Many of those present had travelled hundreds of miles to take part and even that everpresent cool North east wind did little to dampen their enthusiasm. The day stayed dry if a little cloudy but racing conditions were good and it was the Cadet entry which got the meeting off to a good start.

#### DANIELS DAY

Four heats were needed to sort out the final grid order and it was local youngster Daniel Gibson on his Allkart who took the first from David Tucker and his Gillard. The Zip of Londoner Danny Yeomans claimed third from the similar mount of yet another local lad Paul Jones. Stacey Fell was up there too as was Scot Hans Chistoffersen. The second heat fell to the Wright of Tom Coupland after the red flag halted proceedings with 6 laps completed. Dave Tucker was the driver in need of attention but fortunately it was not too serious an incident. Heat three brought a win for Danny Yeomans with the Wright of Westley Barber in second spot from a recovered Dave Tucker. Daniel Gibson was up there again as were Hans Christoffersen and Oliver Wood. The final heat produced a win for Marcus Bazley and his Dap with Danny

Yeomans showing consistency again with a second place. So the final to be run over eight laps had a grid looking like this at the front ;

Tucker	Yeomans
J.Coupland	Gibson
Bazley	Jones
Barber	Christoffersen
Wood	Richardson
Deal	T.Coupland
Fell	Bell

On the green the whole field got away quite cleanly and as they reached the infield section for the first time Yeomnas had the lead from Gibson with Jones quickly having made up a couple of places to settle in third. By the close of the first lap Yeomans still had the edge....Gibson and Jones were still holding the next two places from Tucker and Christoffersen. Two laps completed and the leading quartet had broken away slightly and after three laps they had established a clear advantage over the rest with Christoffersen running a lonely fifth. Place swapping at the front resulted in Jones taking over second from Gibson with Tucker still in fourth spot. Into the second half and the leaders motored on seemingly untroubled.....Bazley had come through to take over fifth from Christoffersen with a small gap appearing before Judd Coupland headed Deal. Lap six and whilst the four leaders held station Judd Coupland had moved ahead once more and settled into fifth from Bazley, Christoffersen and Tom Coupland with Deal down to ninth. As the last lap board was shown so Yeomans went through still ahead of

Jones , Tucker and

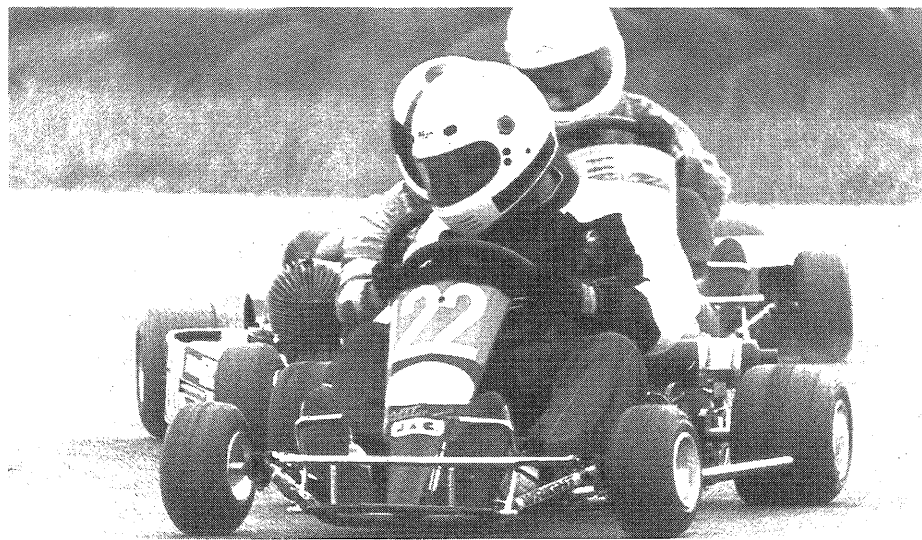
Gibson .....Judd Coupland still had fifth place but the battle was by no means over for the next few places. Deal managed to get ahead of Bazley and he was followed by Tom Coupland with Wood still running a somewhat lonely race in tenth spot. The win then went to Danny Yeomans and he was followed home by Paul Jones .....David Tucker and Daniel Gibson with Judd Coupland ahead of Hans Christoffersen and Mark Deal . Darren Coatsworth just missed out on a top ten place with Chris Eaton and Westley Barber completing the top dozen.

1st Daniel Yeomans	Zip
2nd Paul Jones	Zip
3rd David Tucker	Gillard
4th Daniel Gibson	Allkart
5th Judd Coupland	Wright
6th Hans Christoffersen	Allkart

#### SUPER STEVEN

A healthy entry of quite rapid Juniors competed in three heats and a 'B' Final to decide grid positions for the main final and it was Jamie Scoging from Sevenoaks who secured pole . Alongside him was local driver Steven Crawford from Middlesbrough having had a win and a second place from his heats. ....the second row was made up of Andrew Gallagher and Jonty Robson with Lee Jones and Robert Jenkinson on row three. Jonathan Downer and Michael Knaggs were on four whilst first heat winner Andrew Kirkaldy languished on row 8 after failing to score in the other two heats.

A ten lap 'B' Final was needed to determine the last four places on the main grid and at the change to green it was Martin Coupe and his Superdart who made the early running. Martin Brackenbury and Michael Honey were quickly into their stride though and at the completion of one lap they had relegated Coupe to third. The leader was soon about ten lengths clear but a battle was raging behind with Coupe and Nigel Hall disputing third place. Lap three and as they entered the infield section it all went wrong for Hall as he spun out of contention....rejoining well down the order. His misfortunes continued with further gyrations on the next two laps, whilst at the front Brackenbury was well clear. By lap nine the leader had put Hall between himself and second placed Honey.....Coupe and John Goss were running close for third and fourth places with Ellie Bogan just out of the qualifying places in fifth. Nothing changed that order at the flag so it was Brackenbury, Honey, Coupe and Goss who went through to the back of the main



Stephen Crawford, A Worthy Junior Britian Winner



grid.  
The front rows of that grid looked like this;

Crawford	Scoging
Robson	Gallagher
Jenkinson	Jones
Knaggs	Downer
Panrucker	Blackburn

On the green it was the Wright of Crawford making the best of it and it wasn't very long before he had established a clear lead. In fact he fairly ran away from the rest during the opening lap leaving Gallagher to head the battle for second place. He was quickly into a comfortable ...if somewhat lonely...second spot with a group of six drivers now battling hard and fast for third. Whilst the leader...Crawford ...continued to build up a considerable cushion the scrap for midfield places was close but by half distance a few gaps had appeared. Crawford led....Gallagher still had second...Blackburn and Kirkaldy disputed the next places with Jones heading the rest. Lap eight and with yellows out on the start light the leader went through still well in command....Kirkaldy had dropped off the leader board leaving Blackburn a lonely third. Into the last lap and nothing had changed at the front ...Crawford still had an unassailable lead from Gallagher in second...with Blackburn third. That was how they crossed the line ...Crawford having dominated the race from the off.

- |                       |                         |
|-----------------------|-------------------------|
| 1st Stephen Crawford  | Wright / Parilla        |
| 2nd Andrew Gallagher  | Gillard / White Parilla |
| 3rd Richard Blackburn | Gillard / Parilla       |
| 4th Michael Knaggs    | Zip / Parilla           |
| 5th Robert Jenkinson  | Gillard / White Parilla |
| 6th Lee Jones         | Colt / PCR              |

HUGHES ON A HIGH

Another healthy grid...this time of Senior Britains...required four heats and a 'B' Final before main final grid positions were published. The man on form in the heats was Dalton on Tees based Jonathon Hughes .....a win and two second places giving him pole for the final. No mean feat when you consider that he completed two of those heats with virtually no brakes ! They only serve to slow one down any way Second spot on the grid went to Tim Murphy from Kent...a win ...a third and a fourth earning him that position. Lining up behind Hughes was the Boxer of Michael West with Chris Rankin and his Gillard alongside. Don Ashbridge took heat four and he lined up on row three for the final with Paul Wilde alongside. Ten drivers lined up for the 'B' and with just four places at stake there was to be keen competition over ten laps. At the off it was Andy hunter making the best of it pursued by Andrew Boss and Stuart Petts.By lap three Hunter still led but Petts had taken over second place from Sketchley and Boss. Hunter began to pull away through and

he managed to hold off the opposition to claim his place at the back of the grid Petts had second at the flag and he was followed home by Sketchley and Mortimer. Boss slipped down to fifth and just missed out on a qualifying place.

The main final grid looked like this as far as the first few rows were concerned;

- |        |           |
|--------|-----------|
| Murphy | Hughes    |
| Rankin | West      |
| Wilde  | Ashbridge |
| Smith  | Gore      |
| Davis  | Small     |

On the green it was Hughes who quickly took up the running and as they entered the infield section for the first time he led from the rest. Things settled a little after two full laps with Hughes holding the lead from West....Rankin and Smith. A small gap then appeared before Wilde came through in fifth spot. By lap four Hughes was closing on a backmarker...the order behind him remained as before but as they were about to complete five laps West ran a little wide...kicked up some dust and lost a little ground on the leader.By the close of lap six the field had spread out a touch...Hughes was still well ahead from West with Rankin still in the next spot....third. By the close of lap nine Hughes entered his last lap with a lead of around ten lengths .....West was making little impression but still holding a firm second place. Murphy had third and he was followed by Gore,Smith,Goodacre and Wild The last lap produced no changes to that order with Hughes taking a fine win.

- |                     |                  |
|---------------------|------------------|
| 1st Jonathon Hughes | Boxer/Parilla    |
| 2nd Michael West    | Boxer/Parilla    |
| 3rd Chris Rankin    | Gillard/Parilla  |
| 4th Tim Murphy      | Wright/Solo      |
| 5th Adam Gore       | Boxer/Parilla    |
| 6th Ray Smith       | Fastrack/Parilla |

TIM TOPS



Senior Britain victory went to Jonathan Hughes

Fifteen Nationals contested three heats and a final on the day and although that may not seem to be a very well subscribed grid they did produce some excellent racing. Heat wins went to Graham McCarthey, Lee Johnson and Gordon Chenery and it was the latter who tied up pole position adding a second and a fifth to that win. McCarthey lined up alongside two fourth places giving him that position whilst Johnson lined up behind Chenery on row two. Alongside him was Tim Taylor with Michael White and Howard Duff making up row three. This was how the grid formed up for the final ;

- |            |         |
|------------|---------|
| McCarthy   | Chenery |
| Taylor     | Johnson |
| Duff       | M.White |
| J.White    | Barley  |
| Wallington | Barrett |
| G.Johnson  | Carter  |
| Norman     | Mack    |
|            | Smith   |

Graham McCarthey made the best of it as the lights changed to green and very quickly four drivers made a break as they went into lap one. Chenery chased the leader as they started lap two and then it all went wrong for McCarthey as he spun out ...only to rejoin at the back of the field ...with a lot to do ! Chenery took over the front spot from Taylor and Lee Johnson and by the close of lap three that trio had eased away. Barrett led the rest with Jonathan White ahead of Bailey as they went into lap four. Half distance and it changed a little.....Chenery still led from Lee Johnson and Taylor whilst Jonathon White had edged ahead of Barrett. Lap six and a dramatic incident on the start line quickly brought out the yellows.....Jonathan White locked up solid as he entered the straight leaving Barrett with nowhere to go. The latter unfortunately went into an horrific looking cartwheel coming to rest just in front of the lap scorers box. Help was quickly on hand and with the yellows being waved furiously the race continued. As lap seven ended so a new leader



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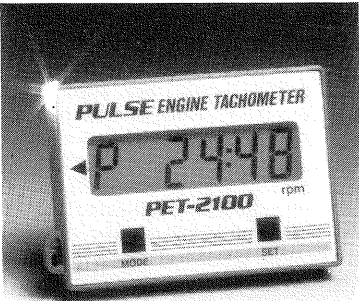
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CLUB SCENE

to Dyson...on novice plates....but at the close of five laps the lead had changed again as Rogers took over the front spot with Pollock still being the best of the Nationals. As the final stages were reached Rogers had a considerable lead from Dyson who was clear of Bagley, the latter soon to go into retirement. Pollock then became overall third and that was how they crossed the line at the flag.

COMBINED 125...NATIONAL....  
OPEN...and P & R

Mark Evans took three heat wins in National....Ernie Booth...on black plates...had two wins and a second in the Opens whilst Andrew Holmes took a couple of wins in the P & R Class.

The front row was a mix of Evans...National...on pole...Booth...Open...and Chadwick...P & R and at the 'off' it was Evans who made the running from Chadwick. After just one lap Evans had a huge lead and as the race progressed so the field became well spread out. Evans was out on his own as Booth moved up to second place from Peter Rowlands and Chadwick.

Rowlands progressed well and as they reached the close he had taken second from Booth with Kevin Norman up to fourth.

Evans motored on though and took the overall victory in style.

FINAL RESULTS

CADETS

- 1st Stu Wilson  
2nd Tom King  
3rd Trevor Flynn  
Best Novice: Russell Kendrick (9th)

JUNIOR BRITAIN

- 1st Ryan Hensman  
2nd Jaimie Garcia  
3rd Peter Budd

SENIOR BRITAIN

- 1st Vince Young  
2nd Richard Few  
3rd Chris Coppock

SENIOR BRITAIN RESTRICTED

- 1st Robert Marshall  
2nd Paul Palmer  
3rd M. Blackburn

100 UK

- 1st Ian King  
2nd James Workman  
3rd Phillip Hicks  
(Novice)

100 NATIONAL

- 1st Alexis Peake  
2nd Graham McCarthy  
3rd Francis Wood

210 NATIONAL

- 1st Vernon Burgess  
2nd Stuart Warsop  
3rd Mick Sifleet  
Best Novice: Dave Whiston (9th)

250 NATIONAL

- 1st Norman Pollock  
2nd R. Robson  
3rd David Flude

250 INTERNATIONAL

- 1st Peter Rogers  
2nd Shaun Dyson

125 NATIONAL

- 1st Mark Evans  
2nd Peter Rowlands  
3rd Kevin Norman

125 OPEN

- 1st Ernie Booth

125 P & R

- 1st Steve Kendrick  
2nd Dave Chadwick  
3rd Andrew Holmes

Liz Peters

SHENINGTON

SUNDAY, APRIL 15th

CADETS

Heat 1: 1st Michael Brinkworth, 2nd David Barratt, 3rd Rhys Parfitt.

Heat 2: James Wright, Ricki Watson, Rhys Parfitt. Given recent form it was no surprise to see James Wright on pole in a field of 29 karts. Rhys Parfitt earned second place with Michael Brinkworth, Simon Newby, Ricki Watson and Jamie Ross-MacKenzie following — three Wrights, two Alkarts and an Anderson. The young lions commenced battle, Wright in the lead but challenged successfully at Stratford by Parfitt, only to retake the lead at Wilkins as Parfitt emerged in third, soon to be fifth. Next to try was Ross-MacKenzie, again temporarily successful, but not for long as again young James took back the lead letting Ross-MacKenzie slip into the clutches of Jeremy Gumbley. Lars Sexton out-witted Ricki Watson as they lapped a backmarker but Watson in fifth was found to be on the wrong sprocket at scrutineering — he forgot Shenington had changed to 80 teeth. Simon Newby never showed his heat form seeming to have engine problems back in seventh most of the race, seventeenth at the flag. At the front Gumbley caught up with Wright, James setting the new record of 56.88s, and they finished in that order.

Twelve classes with 250 drivers lined up on Shenington's extended circuit for a fine day's racing which included a 100 Super National class and a round of the 210 Challenge. Some drivers are still coming without chassis numbers on their karts causing distress by exclusion if they get a place.

JUNIOR BRITAIN CLUBMAN

Heat 1: 1st James Walters, 2nd Stephanie Appadoo, 3rd Paul Gill.

Heat 2: 1st Gavin Jones, 2nd Sam Cooper, 3rd Paul Gill.

Now that last year's quicker Clubmen have been moved up to 'Super' it gave a chance for some other names to come to the fore. John Oakley, James Walters and Edwin Perry were quick but Paul Gill's consistency gave him pole, alongside Matthew Bettley with Stephanie Appadoo and Sam Cooper behind. Bettley set off first soon opening out a few lengths over a queue headed by Appadoo until Cooper made it safely by into Cafe corner. As Stephanie lost several more places John Oakley had flown through to pressurise Cooper for second just as the race was stopped. Appadoo had bounced off

the kerb exiting Wilkins into the path of James Walters, causing his retirement with a hurt foot. Oakley quickly made second on the restart only to be excluded underweight at scrutineering leaving Edwin Perry in the place, ahead of Cooper and Gill and Ian Seffron. Stuart Carter in 12th took the novice award out of a surprisingly low number of five. Matthew Bettley set the new record of 47.72s on his Gillard/Parilla.

JUNIOR BRITAIN SUPER

Heat 1: 1st Henry Stanton, 2nd Nick Smith, 3rd Michael Simpson.

Heat 2: 1st Darren Malkin, 2nd Ralph Firman, 3rd Josh Cobb.

Henry Stanton had a very quick Redhill TKM on his Wright which flew through the heats to give him pole position beside Ralph Firman (Wright/PCR). Nick Smith (Shrewley Dino/BG PCR) and Josh Cobb (Colt/PCR) held the second row in a quality field of twenty, sixteen of whom were Super One drivers. Stanton led the first lap but Firman squeezed past at Park, these two opening out a few lengths on Cobb and Smith with Matthew Davies and the rest dropping back. Nick Dudfield and Darren Malkin were seventh and eighth behind Michael Simpson but whereas Dudfield sped ever higher to pass Smith on Stratford straight, Malkin got stuck behind an advancing Damien Tigwell. But all eyes were on the front as Stanton attacked hard retaking the lead through the chicane only for Firman to outbrake him at Stratford hairpin on the next lap. Stanton attacked again, the two entering the chicane side by side and neither giving way spelling disaster for both as they touched and spun letting Cobb take the win on his Colt/PCR from Dudfield's Wright/Parilla.

SENIOR BRITAIN NOVICE

Heat 1: 1st Andy Garrad, 2nd David Handkammer, 3rd Anthony Hazell.

Heat 2: 1st David Handkammer, 2nd Robert Marshall, 3rd Simon Garrad.

David Handkammer had little trouble from pole, pulling out a massive lead. Andy Garrad followed initially but his brother Simon successfully challenged and a little later Robert Marshall took both of them. But on the second last lap Simon Garrad disappeared promoting Andy to third with the first of four BG Parillas in a row — Banger Hazell, Paul Eden and David Williamson.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st Jamie Bond, 2nd Lee Seffron, 3rd Colin Peacock.

Heat 2: 1st Colin Peacock, 2nd Duncan Pateron, 3rd Lee Seffron.

Colin Peacock led from pole but Lee Seffron had a look at Stratford on the second tour, taking the lead on the next lap to pull out a huge gap, setting a record of 47.04s. Duncan Pateron (fourth on the grid) pulled himself up from a poor start back to third. Jamie Bond caught up with Brett Upperton and just pipped him for fourth between the exit of Wilkins and the line. Andrew Cope was next on the road but docked five places for overtaking on the yellows.

SENIOR BRITAIN SUPER

Heat 1: 1st Darren Gibbs, 2nd Tony McCarthy, 3rd Chris Watson.

Heat 2: 1st Darren Gibbs, 2nd Martin Verity, 3rd Alan Kinch.

Darren Gibbs enjoyed a lights to flag victory on his Wright from pole position in a race where

the new second placed Lee Johnson with Chenery now in third. A long gap then appeared before Mack came through but on the last lap he was to lose that place to the charging Duff. At the flag then Taylor took the win ...well clear of Johnson and Chenery with Bailey following Mack home.

1st	Tim Taylor	Kali Kart/Rotax	Steven Ccrawford	89
2nd	Lee Johnson	PCR/Rotax	Andrew Gallagher	84
3rd	Gordon Chener	Wright/Rotax	Jamie Scoging	72
4th	Howard Duff	Wright/Rotax	Richard Blackburn	71
5th	Richard Mack	ARC/Atomic Rotax	Michael Knaggs	71
6th	Steven Bailey	Sprint/PCR Parilla	Lee Jones	71
			Robert Jenkinson	70
			Jonty Robson	70
			Adrian Mcdade	60
			Terence Dove	56
			Dean Panrucker	53
			James Beales	50
			Paul Lee	50
			Claire Bogan	48
			Duncan o' Connor	47
			Martin Brackenbury	45
			Andrew Kirkaldy	45
			Marlyn Dickson	42
			Martin Coupe	38
			Michael Honey	33
			Jonathan Downer	31
			John Goss	25
			Marc Rotherham	23
			Amanda Whitaker	21
			Ellie Bogan	20
			Dickie Wilson	19
			Nigel Hall	18

KART & SUPERKART CLUBMANS  
CHAMPIONSHIP POINTS.

100 NATIONAL.

Tim Taylor	99	Steven Ccrawford	89
Gordon Chenery	97	Andrew Gallagher	84
Lee Johnson	97	Jamie Scoging	72
Graham MCarthy	89	Richard Blackburn	71
Howard Duff	87	Michael Knaggs	71
Steven Bailey	81	Lee Jones	71
Paul Wallington	68	Robert Jenkinson	70
Johnathan White	65	Jonty Robson	70
Ian Carter	64	Adrian Mcdade	60
Richard Mack	63	Terence Dove	56
Simon Barrett	58	Dean Panrucker	53
Gary Johnson	57	James Beales	50
Peter Norman	54	Paul Lee	50
Michael White	48	Claire Bogan	48
Ken Smith	37	Duncan o' Connor	47
		Martin Brackenbury	45
		Andrew Kirkaldy	45
		Marlyn Dickson	42
		Martin Coupe	38
		Michael Honey	33
		Jonathan Downer	31
		John Goss	25
		Marc Rotherham	23
		Amanda Whitaker	21
		Ellie Bogan	20
		Dickie Wilson	19
		Nigel Hall	18

KART & SUPERKART CLUBMANS  
CHAMPIONSHIP POINTS.

JUNIOR BRITAIN.

Steven Ccrawford	89
Andrew Gallagher	84
Jamie Scoging	72
Richard Blackburn	71
Michael Knaggs	71
Lee Jones	71
Robert Jenkinson	70
Jonty Robson	70
Adrian Mcdade	60
Terence Dove	56
Dean Panrucker	53
James Beales	50
Paul Lee	50
Claire Bogan	48
Duncan o' Connor	47
Martin Brackenbury	45
Andrew Kirkaldy	45
Marlyn Dickson	42
Martin Coupe	38
Michael Honey	33
Jonathan Downer	31
John Goss	25
Marc Rotherham	23
Amanda Whitaker	21
Ellie Bogan	20
Dickie Wilson	19
Nigel Hall	18

KART & SUPERKART CLUBMANS  
CHAMPIONSHIP POINTS.

SENIOR BRITAIN.

Jonathon hughes	108
Michael West	97
Tim Murphy	95
Chris Rankin	93
Adam Gore	81
Ray Smith	79
Paul Wilde	78
Harvey Small	73
Jan Davis	71
Don Ashbridge	69
Nichael Goodacre	67
Jason Bird	63
Gareth Vipond	60
Simon Wood	54
Mark Ticehurst	49
Paul Dukes	48
Paul blumire	45
Andrew Kraener	42
Richard Mortimer	40
Andy Hunter	39
Ray Sketchley	39
Stuart Petts	37
Andrew Boss	36
Carl Willoughby	33
Richard Thompson	29
Martin Stevinson	19
Darren Plummer	18
Paul Lane	17
Geoff Coxon	16
Mark Crease	16

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CONTINUED...PAGE 36



RAC SHORT CIRCUIT GEARBOX CHAMPIONSHIPS

ROUND 2 NUTTS CORNER MAY 26th-27th

IN BRIEF....

Tim Parrott(250 E); Stephen McAdam(250 National); John Haigh(210 National); Leslie Currie(125 Open); Brian Kennedy(125 National) and Bernadette Stoney(125 P & R) each took class victories in the second round of the Short Circuit Gearbox Championships at Nutts Corner over the May Bank Holiday weekend.

The event was organised by the Ulster Karting Club with valuable sponsorship from CROSSAN ENGINEERING and a great weekend's racing was enjoyed by all.

Many competitors spoke very highly of the efficient organisation from the Ulster Karting Club, with a number of drivers vowing to return for the two-day Irish Kart Grands Prix in August.

250 FORMULA E

Current World Champion Tim Parrott showed why he holds the International top spot by destroying the opposition. Early in the Final he was led by Kelgate's Roger Goff and current British Champion Ian Shaw, but on lap four the Kodak driver made his move to lead down the back straight. Shaw stuck to him like a limpet, with Colin Menary challenging Goff for third place, but at half distance disaster struck for Shaw.....challenging for the lead the Rotax cried enough and that left Parrott with a gap of some four seconds over Goff, an advantage he held to the flag. Colin Menary held his reputation as top Irish driver with third place. Tim Parrott goes into the third round at Shennington this month with a ten point lead, putting the pressure on defending Champion Shaw. Shaw did come home with some consolation though, having smashed the lap record in the heats, leaving it at a time of 35 seconds, a speed of 80.95mph.

125 OPEN

The water-cooled machines of the 125cc capacity produced a terrific twenty lap battle between Leslie Currie and Stephen Webb, the latter taking the early lead from his pole position. Currie was in no mood to give in though and the pair constantly swapped positions, with backmarkers giving Currie a chance to execute a brilliant overtaking manoeuvre at the bottom of the circuit to once more snatch the lead. It was a slender one though for at the flag he had just half a length over Webb and now shares joint top spot in the points table with Webb Raymond Johnston came home a well deserved third after engine problems had dogged him throughout the heats.

125 NATIONAL

The air-cooled lads provided another nail-biting contest, this time between Brian Kennedy from Portrush and Chris Stoney. During the first few laps of the Final it looked as if Kennedy was going to dominate but by the halfway stage it was apparent that Stoney was going to give him a run for his money. The one second lead of Kennedy was being reduced until, by lap 15, Stoney was climbing all over the leader and for the next few laps was looking for every opportunity to get through. Into the last lap and Kennedy had only a slender lead and, going into the back straight, it looked as though Stoney was going to make it. However, coming out of the hairpin, Kennedy was just ahead by a kart length and he managed to hold that to the flag.

250 NATIONAL

Stephen McAdam from Richill could not believe his luck in the single-cylinder class when former team mate Trevor Roberts broke his chain on lap seven after building a commanding lead of ten seconds. That left McAdam with an almost uncontested lead which he held to the flag. The big battle of the Final was between Robert Pedlow and Drew Telford, with the former taking second place at the flag.

125 P & R

Super fast Bernie Stoney took the honours in the P&R's, although she didn't have it all her own way as Alister Rooney certainly produced a stern challenge and was just a second down at the flag. Third placed Keith Bisp had a terrific battle with Malcolm Hughes, the gap at the flag being a mere half length.

210 NATIONAL

The Villiers class was dominated by John Brennan from Kilkenny as he opened up a two hundred yard lead by the close of lap three. The real battle was for second place between John Haigh and Vernon Burgess and by the halfway stage Haigh had made it to second spot, with Brian Johnston challenging for third. Lap 13 was certainly unlucky for Brennan though, when he went missing, leaving Haigh with a commanding lead, as Burgess was also in difficulties. Haigh was probably lucky to make it to the flag as it was apparent he was holding the plug cap on in the later stages of the race. Make it he did though and it was George Bett who came through to claim second from Tom Thacker Jr., whilst Johnston was struck by engine problems and had to settle for sixth.

RESULTS

250 Formula E

1st Tim Parrott	Anderson/Rotax
12min 2.5sec - 78.43mph	
2nd Roger Goff	Anderson/GoffRotax
3rd Colin Menary	Anderson/Rotax

Fastest lap of Final - Ian Shaw - 35.3sec - 80.26mph  
Outright Lap Record - Ian Shaw - 35.0sec - 80.95mph

250 National

1st Stephen McAdam	Zip Bandit/
KTM 12min 55.2sec - 73.10mph	
2nd Robert Pedlow	Anderson/KTM
3rd Drew Telford	Anderson/Suzuki

Fastest lap of Final - Trevor Roberts - 37.0sec - 76.57mph

210 National

1st John Haigh	Invader/Quantum
13min 53.2sec - 68.01mph	
2nd George Bett	Anderson/APV
	Villiers
3rd Tom Thacker Jr	Invader/Invader

Fastest lap of Final - John Brennan - 39.5sec - 71.73mph

125 Open

1st Leslie Currie	Dino/Rotax-12min
54.2sec - 73.19mph	
2nd Stephen Webb	Spyda/CSK Rotax
3rd Raymond Johnston	Anderson/
	Rotax

Fastest lap of Final - Currie/Webb/Johnston - 38.1sec - 74.36mph

125 National

1st Brian Kennedy	Kelgate/Johnston
Rotax - 13min 4.0sec - 72.28mph	
2nd Chris Stoney	Zip Bandit/CSK
	Rotax
3rd Colin Mason	CMR Bandit/CSK
	Rotax

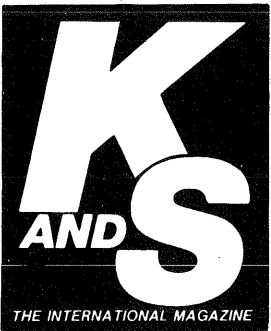
Fastest lap of Final - Chris Stoney - 38.3sec - 73.97mph

125 P & R

1st Bernie Stoney	Zip Bandit/CSK
Rotax - 13min 23.6sec - 70.51mph	
2nd Alister Rooney	Anderson/Minarelli
3rd Keith Bisp	Dino/-

Fastest lap of Final - Stoney/Rooney - 39.6sec - 71.55mph.

Report by John Belshaw.



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Chasewater

SUNDAY, APRIL 8th

In contrast to the previous month the weather was dry though bitterly cold and an entry of 130 plus had gathered for the day. Grids for Senior Britain were again closed early.....GET YOUR entry in even earlier!

CADETS

Just a few short of a full grid with good performances coming from Stu Wilson, Tom King, Simon Newby and a much improved one from Trevor Flynn. Those four would make up the front row for the final.  
Heat 1: 1st Tom King, 2nd Stu Wilson, 3rd Trevor Flynn.  
Heat 2: 1st Stu Wilson, 2nd Simon Newby, 3rd Tom King.  
Heat 3: 1st Stu Wilson, 2nd James Soden, 3rd Simon Newby.

FINAL

With Wilson on pole and King alongside it was the latter who made the best of the start with Flynn and Newby following Wilson. By the close of the second lap Wilson was ahead by a couple of yards and the rest of the field were beginning to spread out a little. The best placed novice was Russell Kendrick.  
At the halfway point Wilson had consolidated his lead over King whilst Flynn had broken away from Newby and Hallworth. A lap later and a determined effort from Newby relegated Flynn down one place to fourth whilst shortly afterwards Hallworth was out of the race. The battle between Flynn and Newby ended in the former retaking third place a position he held to the flag.  
Wilson went on to win after what appeared to be a relatively untroubled drive.....King was second and Newby fourth behind Flynn. Kendrick held the best placed novice spot in ninth place.

JUNIOR BRITAIN

The heats produced a win each for Peter Budd, Ryan Hensman and Iain Remmers with pole going to Hensman from Budd. Garcia and Remmers made up row two. An unfortunate accident to John Oakley.....necessitated him making a Hospital visit but thankfully the suspected broken arm proved to be a case of severe bruising.  
Heat 1: 1st Peter Budd, 2nd Jaime Garcia, 3rd Andrew Davies.  
Heat 2: 1st Ryan Hensman, 2nd Peter Budd, 3rd Jaime Garcia.  
Heat 3: 1st Iain Remmers, 2nd Ryan Hensman, 3rd Adam Wilcox.

FINAL

At the off it was Hensman who took the early lead from Garcia and Budd with Remmers in fourth spot. The four leaders held their positions as from the back of the grid Wilcox was making progress to settle in fifth spot after just two laps.  
By lap six Hensman had pulled out a lead over Garcia and Budd who in turn were leading Remmers and Wilcox. Into the last lap the leader was still well in control with the next pair very close and as Remmers and Wilcox entered the Chicane they touched resulting in the former going into the tyres. Out of the pit bend for the last time and it was Hensman who made it to the flag first

with Garcia just taking second form Budd...by a whisker.

SENIOR BRITAIN (PREMIER)

Simon Rose took a good win in the first heat but was then sidelined with mechanical problems leaving Vince Young and Richard Few to occupy the final front row with Roger Davies and Chris Coppock on two.  
Heat 1: 1st Simon Rose, 2nd Andrew Cope, 3rd Ray Sketchley  
Heat 2: 1st Richard Few, 2nd Andrew Cupples, 3rd Vince Young  
Heat 3: 1st Vince Young, 2nd Mark Lawson, 3rd Chris Coppock.

FINAL

At the off Few got a flier to give him an early lead but it didn't last as he spun off causing something of a pile up and a little later out came the red to stop the race.  
On the restart Few again took the lead from Coppock, Flynn, Davies, Young and Lawson with that group holding their positions into the second lap.

By mid race Coppock had reduced the deficit to Few.....Young had taken third from Flynn and Lawson had moved up to fifth.  
As they entered the last lap Young managed to get right on the rear of Few and as they came out of the Chicane he took the lead from Few holding it to the flag.

SENIOR BRITAIN (RESTRICTED)

A full grid of novices produced some good racing showing much promise for the future. Pole for the final went to Robert Marshall, some impeccable driving giving him two heat wins and a third.  
Heat 1: 1st Paul Palmer, 2nd M. Blackburn, 3rd Robert Marshall.  
Heat 2: 1st Robert Marshall, 2nd D. Ash, 3rd Roger Oakley.  
Heat 3: 1st Robert Marshall, 2nd K. Cox, 3rd O. White.

FINAL

Marshall made good use of pole spot to take the lead ahead of Lamson, Palmer, Oakley and Blackburn. After a couple of laps Marshall and Lamson had pulled away from the rest. Four laps completed and it was all change... a brave move by Palmer had taken him through to second place and then briefly into the lead! Marshall however hit back regaining the advantage as they entered the chicane.  
By half distance Marshall had put some space between himself and Palmer with the pair well clear of the rest. The last lap and Palmer had again closed on Marshall but the latter went on to take a deserved victory. Blackburn just managed to get ahead of Cox by the flag to take third.

100 UK

Ian King took two of the heats with James Workman winning the other after some good close racing between that pair and Stewart Tye with Novice Paul Hicks claiming a good second place from heat three.  
Heat 1: 1st James Workman, 2nd Ian King, 3rd Stewart Tye.  
Heat 2: 1st Ian King, 2nd James Workman, 3rd Stewart Tye.  
Heat 3: 1st Ian King, 2nd Paul Hicks, 3rd Stewart Tye.

FINAL

Workman made the best of the start from King but inside the first lap King had moved ahead to lead with Hicks in third ahead of Tye and

novice driver Phillip Jones.  
On lap two Tye made an effort to get past Hicks into the Chicane but his kart decides to shed a wheel and all is lost!  
As the race progressed the two leaders...King and Workman...eased away from the rest and that was how they crossed the line at the flag.

100 NATIONAL

Alexis Peake and Dave Homer showed just why they carried yellow plates, Peake taking two heats and Homer the other to put them on the front row for the final. The green plates produced some very close racing between Graham McCarthy, Francis Wood, Frank Hallworth and Mark Bird.  
Heat 1: 1st Dave Homer, 2nd Alexis Peake, 3rd Graham McCarthy.  
Heat 2: 1st Alexis Peake, 2nd Dave Homer, 3rd Graham McCarthy.  
Heat 3: 1st Alexis Peake, 2nd Dave Homer, 3rd Mark Bird.

FINAL

At the 'off' Peake surged into the lead with Homer on his tail and McCarthy not far behind. After two laps Peake had pulled away.....McCarthy had second from Homer with Wood and Bird next ahead of Wallworth.  
At half distance the field had spread out...Peake had eased away further from McCarthy whilst Homer was not enjoying the same sort of form he had in the heats.  
By the closing stages the leader was well in command and on the penultimate lap Homer left the fray leaving McCarthy a comfortable second. A long way back came Wood...a couple of lengths ahead of Bird and that was how they crossed the line at the flag.

210 NATIONAL

David Bailey had pole for this one and it was he who took up the running from Bill Hilton. As they entered the back straight for the first time Burgess thundered past Bailey for the lead. In typical style Sifleet came storming through from the back to take second and set off in pursuit of Burgess.  
At the half way stage Burgess had a good lead...the gremlins had struck Lionel Sifleet...allowing Warsop up to second whilst Mick Sifleet had taken third. After disastrous heats Roger Gregory was going well in fourth from Glynn Jones. As they reached the closing stages Warsop made up ground on the leader but Burgess appeared to have a little more 'steam' down the back straight. Lap nine and Bailey drops to fifth.....Jones is into retirement and as the last lap comes up Burgess holds his lead to take a fine win from Warsop with Mick Sifleet in third.

COMBINED 250 NATIONAL and INTERNATIONAL  
In the Inters Pete Rogers had three heat wins with Shaun Dyson and Neil Bagley sharing second and third.  
Norman Pollock couldn't get it right in the Nationals but did manage a win in the third heat, the other two going to Robson.

FINAL

Rogers had pole with Dyson and Bagley making it an all Inter front row and at the off it was Bagley making the best of it from Dyson.  
The first National away was that of Pollock. By the half way point Bagley had lost his lead

CONTINUED...PAGE 34

Cadwell Park Sunday April 22nd 1990

RAC Long Circuit Championship Round Two



Noise testing, a major source of aggravation (Pic: Doug Rees).

Ian Shaw (250 E); Nigel Wigg (125 Open); Adrian Wilcox (250 Nats); Andrew Sowerby (125 Nats); Phil Featherstone (210); and Steve Pell (125 P & R) each took maximum points from the second round of the Long Circuit Championship held at Cadwell Park on Sunday April 22nd.

Those official results don't give the full story though, for once again a meeting was shrouded in controversy. Noise testing was a major source of aggravation and dissatisfaction amongst the drivers with large queues evident throughout the morning. The disruption caused had to be seen to be believed. At the end of the finals 21 drivers were excluded for inringing the noise limit and they included Boyd Barrington and Bernie Stoney.....on the road winners of 125 National and 125 P & R. First over the line in 125 Open...Alex Pettigrew was dropped to sixth place after a Stewards meeting had found him guilty of reckless driving in an incident involving Simon Cullen.

So, as happened at Snetterton in March, the event slid into a state of confusion, frustration and annoyance. The prize presentation didn't start until after 7.30pm by which time most of the drivers had gone home...not feeling very happy.  
However I do not propose to dwell on the noise problems etc....let us have a look at the racing.

Phil First

The 210 National final grid sheet showed Phil Featherston on pole after taking both heats from Simon Quance. The latter occupied the middle spot on the front row with British Champion John Brennan alongside. The 125 P & R entry had shared the same heats and would run at the back of the Villiers with Gary Needham on pole.....Bernie Stoney in the middle and Keith Bisp completing their front row. Shortly before 4 o'clock the grid formed up and on the green it was poleman Featherstone who got his Bandit away first. Within a few seconds Needham had led the P & R's away for the first of ten laps. Featherstone soon established himself at the front and after a couple of laps he led them through Mansfield with Brennan and Quance next. Steve Hurst had encountered early problems, his race over. Into the third lap and the field was already strung out...Featherstone still had the upper hand and was in fact exten-

ding his lead. Brennan was in trouble and dropping away from the front runners whilst Quance still had second from Ashwell with Sutch looking to make up ground in fourth spot. Half distance and the order remained...Featherstone...well clear...Quance second...Ashwell third...Sutch fourth and Short circuit Champ Haigh running in fifth.  
The next lap and Featherstone was closing on backmarkers...Sutch was reducing the gap to Ashwell whilst Poultney was coming into the picture in seventh spot behind Bonarski. As lap eight was completed Featherstone was encountering backmarkers in abundance...Quance was some way behind whilst Sutch had managed to relieve Ashwell of third place. Haigh still had the next spot ahead of Poultney and Bonarski. The P & R's were well mixed with the 210's and being led by Bernie Stoney, running in eighth overall. Into the final tour and Featherstone still had a comfortable lead...Quance was holding second well clear of Sutch with Bernie next on the road. Out of Mansfield for the last time and Featherstone duly appeared to take the flag 7 1/2 seconds quicker

over ten laps than second placed Quance. A gaggle of backmarkers then came through before Sutch claimed third with Stoney heading the P & R's with a fourth overall. Poultney was the next 210 home followed by Haigh and Bonarski. After a good run for much of the race Ashwell had succumbed on the last lap. Phil Featherstone had certainly treated himself for this one, having a new barrel, which was, he assured me later, not new...but previously unused. He had gone a little over the top though by fitting a new piston...and ring!

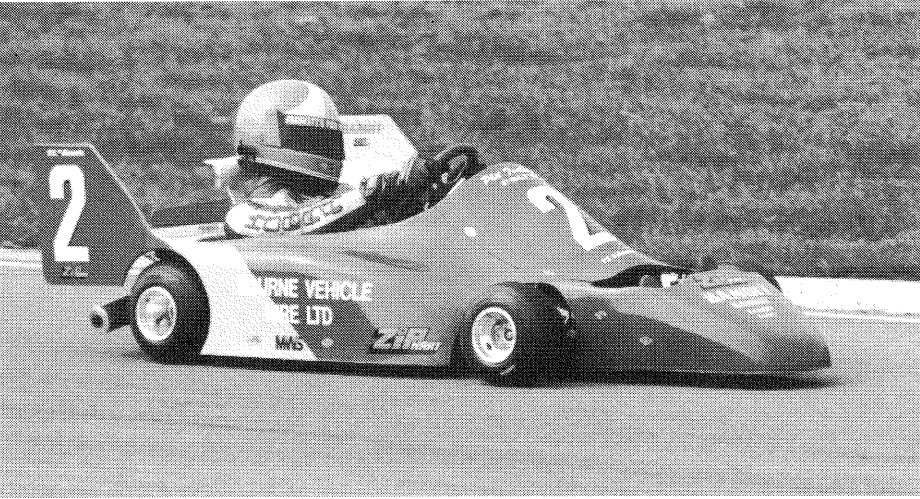
1st	Phil Featherstone	Zip/FPV 11m 56 s 74.44 mph
2nd	Simon Quance	Zip/Longtune
3rd	Duane Sutch	Anderson/KMP
4th	Graham Poultney	Grayphil/Jea Villiers
5th	John Haigh	Invader/Quantum
6th	Tom Thacker	Invader/Invader

Fastest lap...Featherstone...1m 10.7 75.17 mph.

At post race checks both Bonarski and Ayres were excluded after being 6th and 7th on the road.

First Barrington...Then Sowerby

After two heats the 125 National grid sheet showed Andrew Sowerby on pole...Mark Birkett next and Wayne Bray completing the row. British Champ Boyd Barrington was on row three in the company of Derek Wilson and Michael Stephenson. The large grid came round Mansfield awaiting the green at about 4.15pm and on the change of lights it was Bray getting away first. After one hectic lap Sowerby had taken over at the front from Blakely with Barrington settled into third. The leading quartet soon made a break leaving Gellatly to head the rest. By lap three Barrington had moved up to first place from Sowerby, Blakely and Bray and that was how it stayed until...on lap six...out came the red flag to stop the race. An incident on Park Straight involving Jonathan Vamplew had necessitated that action and fortunately the 18 year old was not seriously injured although he did sustain severe bruising. A decision was made to run a further five laps after the next final and it was just after 5 o'clock when they got underway again. Sowerby again made the early running but after two fast and furious laps Barrington was back in the lead...Blakely had taken second and Sowerby was third from



A nice win for Phil Featherstone (Pic: Iain Blair).





Andrew Sowerby took 125 National bonours (Pic: Iain Blair).

Cordner. After three laps Barrington had eased away. . . . Bray had tagged on to Cordner and the race was on for the places. For the remaining laps Barrington held a comfortable advantage and at the flag it was Sowerby who crossed the line in second place. . . . Blakely was third from Bray and Colin Mason. It was then of course that the noise meter produced more controversy as both Barrington and Blakely were excluded. That left the official result sheet like this;

<b>1st</b>	Andrew Sowerby	Kelgate Bandit/CSK Rotax 5m 38.5 78.50 mph
<b>2nd</b>	Wayne Bray	
<b>3rd</b>	Colin Mason	CMR Bandit/CSK Rotax
<b>4th</b>	Malcolm Clark	Kelgate Zip/CSK Rotax
<b>5th</b>	Gary Cordner	Stratos/Minarelli
<b>6th</b>	Peter Wilson	Stratos/Rotax
Above results are as at the end of the second five laps.		
Fastest lap. . . . Barrington. . . . 1m 6.1 s 80.40 mph.		

### Wilcox the Winner

A well subscribed entry of Nationals had Colin Fletcher on pole for the final after two heats with Adrian Wilcox in the centre of the front row and Kevin Routh on the outside. The weather remained sunny and dry as the lights flicked to green and it was Fletcher who made the early running down to the hairpin for the first time. It was certainly fast and furious with Fletcher holding the lead through the opening couple of laps. Routh was next up from Andy Martin whilst

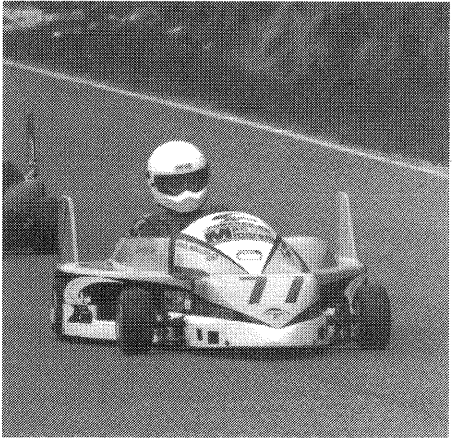
GP winner Martin Pluck was well down the field. Derek Rodgers was an early casualty, his raised hand signalling problems as he pulled off. As half distance approached so Wilcox closed on Fletcher. . . . Routh was still next with Richard Dean in fourth ahead of Martin. It was close at the front but as they completed seven laps Wilcox had made his move and relieved Fletcher of first place. Dean was holding off the attentions of Martin. . . . Sherriff and Matthews. Lap nine. . . . Wilcox was holding firm at the front. . . . Fletcher was comfortable in second as Martin moved up, to third with the demise of Dean. Sherriff was next from Matthews then a backmarker before McAdam appeared in sixth place. The last tour produced no changes to that order and Wilcox duly crossed the line to take victory from Fletcher and the rest.

<b>1st</b>	Adrian Wilcox	Anderson/Orson KTM 10m 46.1 s 82.26 mph
<b>2nd</b>	Colin Fletcher	Anderson/CJF KTM
<b>3rd</b>	Andy Martin	F 1 90/ CKC Honda
<b>4th</b>	Barry Sherriff	Lazer/JKS Yamaha
<b>5th</b>	Steve Matthews	SRS Lazer/MWR KTM
<b>6th</b>	Stephen McAdam	Zip/KTM
Fastest lap. . . . Wilcox. . . . 1m 3.3 s 83.96 mph.		

### Open to Wigg

The 125 Open category had Alex Pettigrew on pole for the ten lap final with Trevor Roberts alongside and Paul Molloy completing the row. On the change to green it was Pettigrew who made the best of it but by the close of lap one

Steven Webb had taken over the front spot from Michael Duke and Pettigrew. With three laps gone though out came the red flag duly stopping the race. The next final went ahead as scheduled and the Opens came out again shortly before 6 o'clock for a re-run over ten laps. This time Pettigrew and Roberts got away first but as they reached lap three Cullen was in hot pursuit of leader Pettigrew. . . . and closing the gap. The pace was fairly rapid and after four laps Cullen had found that little extra to take the lead from Pettigrew and ease away slightly. It was cat and mouse stuff at the front as Pettigrew closed up once again and ended lap five back in the lead. Duke was next from Wigg and Webb with Poole on the fringe. By lap seven the leaders were in amongst the backmarkers and a good gap had appeared between Cullen and Duke. . . . the latter just holding third from Wigg. Two laps from home and Wigg made his move to third spot as the two leaders continued their battle for top spot. As the last lap came up it was still a very close thing. . . but then it all went wrong for Cullen. . . . out in the country he took the lead only for contact to occur with Pettigrew and the Multiple Champion found himself tumbling down the order. Out of Mansfield Corner for the last run to the flag and it was Pettigrew who crossed first. . . well clear of new second place man Wigg. Poole had moved through to take third on the road from Duke, Webb and Jelfs with Cullen coming home in seventh. That was not the end of it though, for Pettigrew was called before the Stewards and after their deliberations was found guilty of reckless driving in that last lap incident with Cullen. . . . and demoted. The noise test results also played a part in how the final result sheet looked and after all the necessary adjustments this was the official finishing order;



A fifth in 125 Open for Paul Molloy (Pic: Iain Blair).

<b>1st</b>	Nigel Wigg	Zip Bandit/CSK Rotax 11m 11.5 s
<b>2nd</b>	Michael Duke	Zip Bandi/Rotax
<b>3rd</b>	Steven Webb	Spyda/CSK Rotax
<b>4th</b>	Simon Cullen	Anderson/Anderson Rotax
<b>5th</b>	Paul Molloy	Stratos/KPS Minarelli
<b>6th</b>	Alex Pettigrew	Zip/CSK Rotax
Fastest lap. . . . Cullen. . . . 1m 5.2 s 81.51 mph		

Both Colin Poole and Keith Jelfs were excluded for being over the noise limit.

### Ian Shaw Again

Sixteen Superkarts recorded a time in the session against the clock and topping the list was the Anderson of Phil Glencross with a best of 58.9 seconds. Ian Shaw was next on 59 seconds whilst Roger Goff and his Kelgate Anderson was just 6/10ths off the time set by the Eagle driver. Martin Hines was next and he in fact was the

with Pridmore running a somewhat lonely fifth and Clark still heading Gellatly and the rest.

Lap seven and Mason edged closer to the leader. . . . Bray followed him through thus leaving Talbot on his own in fourth. Into lap eight and Mason made his move to snatch the lead from Barrington. . . . Bray was still there but Talbot had dropped away leaving Pridmore comfortably ahead of Clark. . . . Gellatly and the rest. Barrington was not for giving in though and he stuck to Mason closely as they entered lap nine. . . . the order stayed the same as they went into their final tour and as they hit the straight for the last dash to the flag Barrington played his ace. . . . and pipped Mason to the line by a whisker.

Bray was a very close third and then a gap appeared before Talbot crossed over for fourth. He was followed home by Pridmore, Clark and Gellatly. Just 1.3 seconds covered the first three after ten laps with Talbot almost four seconds adrift of Bray.

Post race noise checks resulted in Gellatly being excluded from his seventh spot but the first six looked like this:

<b>1st</b>	Boyd Barrington	Zip/CSK Rotax
<b>2nd</b>	Colin Mason	CMR Zip/CSK Rotax
<b>3rd</b>	Wayne Bray	Stratos/Minarelli
<b>4th</b>	Eamonm Talbot	Zip/Rotax
<b>5th</b>	Steve Pridmore	Stratos/Rotax
<b>6th</b>	Malcolm Clark	Zip/CSK Rotax
<b>Fastest lap of the final</b> . . . Barrington . . . 1m 2s 84.54 mph.		

### Trevor Tops

Trevor Roberts took both 125 Open heats from Simon Cullen and at about five minutes to five the field blasted off to start ten laps of rapid action.

The front row all got away well and it was certainly fast and furious during the opening tour with Roberts taking the front running spot.

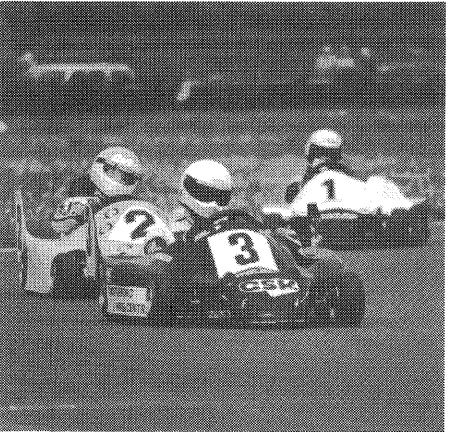
Pettigrew was up to second from Molloy and Cullen with the rest following hard on their heels.

By the close of three laps things had settled a little. . . . Roberts still led from Cullen and Pettigrew with Duke holding fourth place ahead fo Molloy, Wigg and Mead.

The leading trio began to ease away and by half distance they had the length of the straight advantage over the scrap for fourth spot.

Six laps completed and Pettigrew had edged in front of Roberts after Cullen had led at the close of laps four and five. The battle was hotting up!

Lap seven and Roberts was back in charge. . . . Pettigrew was second with Cullen third. Still with that length of straight lead the front three battled on. . . . giving nothing and swallowing backmarkers as they went.



Of these three only Trevor Roberts (2) survived the noise checks.

After nine laps Cullen had moved up to second. . . . Pettigrew third and as they went into the final tour it was anyone's race. Molloy and Wigg were still doing battle for fourth place with Poole, Mead and Webb following.

Backmarkers were in abundance during the last lap but the leaders entered the straight for the last time unhindered and in a very close finish Roberts just got the verdict from Cullen and Pettigrew. Less than a second separated them after ten laps with Molloy, Wigg and Poole completing the top half dozen.

The noise meter again had an effect on the result with Cullen and Pettigrew being excluded together with Poole.

So, the official result looked like this:

<b>1st</b>	Trevor Roberts	Zip/Rotax 10m 19.5s 84.61 mph
<b>2nd</b>	Paul Molloy	Stratos/KPS Minarelli
<b>3rd</b>	Nigel Wigg	Zip/CSK Rotax
<b>4th</b>	Stuart Mead	Anderson/Rotax
<b>5th</b>	Steven Webb	Spyda/CSK Rotax
<b>6th</b>	Gary Tupper	Anderson/Rotax
<b>Fastest lap of the final</b> . . . Cullen . . . Roberts and Pettigrew 1m 0.9s 86.06 mph		

### Allen Again

The well subscribed 250 National Class final was dominated by the Dino of Mark Allen after he took both heats from GP winner Martin Pluck.

The full grid got away cleanly on the green and it didn't take Allen long to hit the front. Richard Dean, Adrian Wilcox and Kevin Routh filled the next three places after just one lap but Allen was in a determined mood and by the close of lap three had pulled out a fair lead.

Dean still held second. . . . Wilcox was next. . . . then McAdam followed by Griffiths and Morgan. By half distance Allen had the length of the straight advantage over the rest and was motoring on in real style. Wilcox had got the better of Dean to take second whilst McAdam still headed Morgan.

Backmarkers were the next obstacle for Allen but he found a way through with no difficulty still leaving Wilcox, Dean and McAdam battling over second place. They in turn had pulled away from the next group and it was the turn of Pluck to make progress up to fifth ahead of Babington.

By the close of lap nine Allen had secured a huge lead. . . . Wilcox and Dean were as before with McAdam next. A long gap then appeared before Pluck came through and he was followed by Babington, Griffiths and Fletcher.

On to the straight for the last time and Allen duly appeared well clear of the rest as the order behind remained as before. . . . Wilcox. . . . Dean. . . . McAdam and Pluck.

Noise checks then resulted in Dean being excluded for an over the limit reading and Babington losing his sixth spot after seizing on the running down lap and being unable to undergo a noise check! This was how the official result was posted:

<b>1st</b>	Mark Allen	Dino/KMP KTM 10m 11.8s 85.67 mph
<b>2nd</b>	Adrian Wilcox	Anderson/Orson KTM
<b>3rd</b>	Stephen McAdam	Zip/KTM
<b>4th</b>	Martin Pluck	Anderson/RCR Yamaha
<b>5th</b>	Dave Griffiths	Zip/KTM
<b>6th</b>	Dave Wenn	Zip/KTM
<b>Fastest lap of the final</b> . . . Allen . . . 1m 0.2s 87.06 mph		

### Shaw for Sure

Fourteen Superkarts were credited with times after the qualifying session against the clock and

it was the Anderson of Phil Glencross heading the list with a best of 55.2 seconds.

The on-form Ian Shaw equalled that aboard his Eagle whilst Martin Hines was next up on 55.5 seconds. World Champion Tim Parrott aboard the Kodak backed Anderson had a best of 55.7 with the Kelgate backed Roger Goff on 55.8.

Alan Pritchard was showing well with a 56 second lap from Mark Webster on 56.7.

It all promised some good. . . . quick action and from the two heats Glencross and Shaw emerged as winners with Hines taking second place each time. Webster had a third and a fifth. . . . Shaw added a fourth to his win and Glencross a seventh whilst Pritchard scored a creditable fourth and fifth.

Roger Goff was not having too happy a day. . . . just getting in the top twelve from heat one but improving to sixth in the second. So, at about twenty minutes to six the green flashed on and the field blasted off into ten rapid laps. Glencross made the early running through lap one and as they entered the straight to start lap two the order behind him was:

. . . . Shaw. . . . Hines. . . . Pritchard. . . . Webster. . . . Parrott and Goff.

Shaw was quickly into his stride though and as they completed lap three the Eagle had flown into the lead. . . . Glencross had second whilst Parrott had climbed up to fourth ahead of Webster. The pace was certainly rapid and Shaw set about stretching the field and extending his lead. By half distance he was well clear of Glencross with Hines, Parrott, Webster, Pritchard and Goff next. Those five were having a great scrap leaving Denton to run a lonely race in eighth place.

By the close of seven laps Shaw had the length of the straight advantage over the new second place man. . . . Hines.

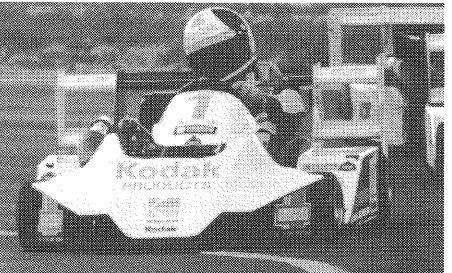
Glencross was experiencing problems with his tyres and began to slip down the order slightly. . . . to fourth on lap seven and to sixth by the close of eight.

Both Pritchard and Denton had left the fray. . . . and as they went into lap nine Shaw was about to take the first of the backmarkers. Parrott had moved ahead of Hines and Webster with Goff going better in fifth ahead of the troubled Glencross.

Lap ten produced more place swapping as the rapid Shaw took yet another victory in style. . . . Parrott had second at the flag. . . . Goff had come through to snatch third from Webster with Hines in fifth ahead of Glencross.

Surprise! Surprise! No noise exclusions.

<b>1st</b>	Ian Shaw	Zip/Rotax 9m 22.1s 93.25 mph
<b>2nd</b>	Tim Parrott	Anderson/Rotax
<b>3rd</b>	Roger Goff	Anderson/Erhlich Rotax
<b>4th</b>	Mark Webster	Zip/Rotax
<b>5th</b>	Martin Hines	Zip/Rotax
<b>6th</b>	Phil Glencross	Anderson/Rotax
<b>Fastest lap of the final</b> . . . Shaw . . . 54.9s 95.47 mph.		



Tim Parrott put aside heat problems to storm to a brilliant second.



RAC LONG CIRCUIT CHAMPIONSHIPS

Round 3 — Pembrey Monday May 7th 1990

The Cardiff kart Club had, without doubt, suffered from all the recent upset surrounding the Snetterton and Cadwell rounds and the entry was considerably less. The weather however was certainly better than we had for the visit to South Wales last year and that gave some good racing conditions.

Unfortunately the feeling around the paddock was still very uneasy with a tremendous amount of dissatisfaction being expressed by a large number of people.

However I will not dwell on that side of it, let's have a look at some racing . . .

210 to Borwell

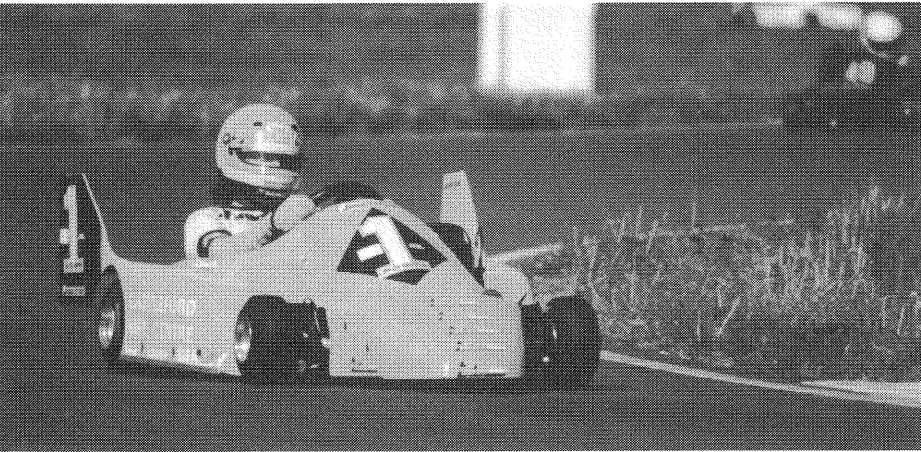
As usual the Villiers were the first out for their final and on the green it didn't take Steve Hurst long to establish himself at the front. By the close of lap two he was leading from Igor Ashwell, Phil Featherstone, Brian Borwell and John Brennan. Three laps completed and Hurst was well clear leaving Ashwell, Featherstone and Borwell to continue their battle for second. There was then a gap before Duane Sutch appeared ahead of Graham Poultney and a further, similar gap, before Mark Johnson came through.

The field soon became spread out with small groups fighting over the places. Borwell, Ashwell and Featherstone were still doing just that for second spot . . . Sutch and Poultney were disputing fifth with Johnson holding off Adnitt and Percival.

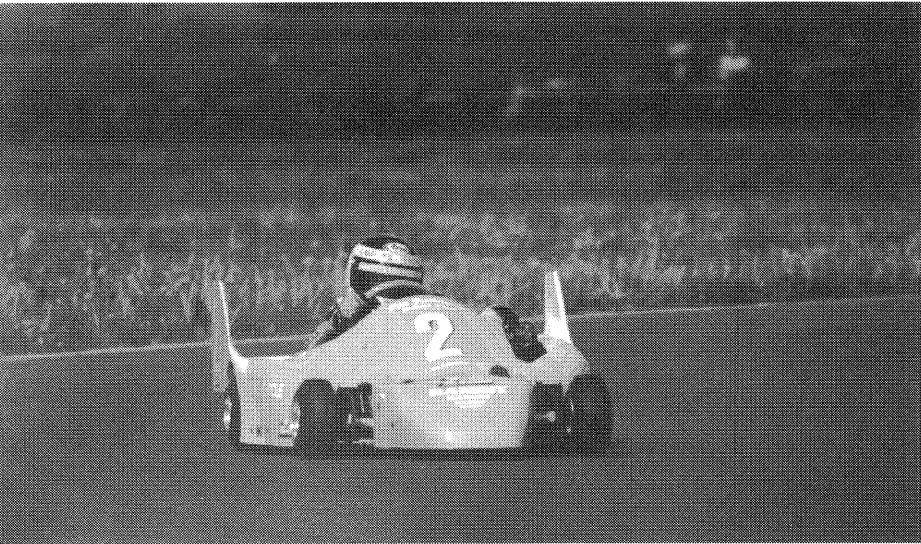
At half distance slightly longer gaps appeared but Hurst was still flying and in no apparent danger of being caught. Sutch was running a lonely fifth after six laps whilst Percival and Adnitt were almost locked together in their attempts to secure sixth place.

For the remaining distance little changed really . . . Hurst ran out a clear winner on the road by almost seven seconds but then found himself excluded for exceeding the noise limit. That resulted in the win going to Brian Borwell from Phil Featherstone. The next two on the road finishers . . . Terry Percival and Gary Adnitt also failed the noise test so Mark Johnson found his sixth spot became third and he leads the points tables after three rounds.

The 125 P&R's ran with the Villiers and Bernie Stoney showed she is no slow coach . . . winning comfortably and taking a fastest lap which was just 4/10ths slower than that set by Hurst! Keith Bisp took second from Steve Pell and Gary Needham with Richard Rozhon taking fifth.



Another 125 National victory for Boyd Barrington, this time by a whisker!



Phil Featherstone in 210 action had to settle for second this time (Pics: Iain Blair).

Ian Shaw scored yet another win in the Superkart class to lead the Championship chase by six points from Roger Goff . . . third on the day.

Brian Borwell took the honours in 210 National after on the road winner Steve Hurst had been excluded for being over the noise limit. Bernie Stoney continued her winning run in the 125 P&R category and Boyd Barrington beat Colin Mason by a whisker in 125 National. Mark Allen romped away with the 250 National final leading home Adrian Wilcox by almost seven seconds. Trevor Roberts claimed the top spot in 125 Open whilst second and third placed Simon Cullen and Alex Pettigrew were both excluded after noise tests.

1st	Brian Borwell	Aero/BBR 210
		11m 4.2s
2nd	Phil Featherstone	Zip/FPV
3rd	Mark Johnson	Stratos/Villiers PF
4th	A Duke	Invader/Phoenix Villiers
5th	Peter Farr	Zip/PTV
6th	George Bett	Anderson/APV
Fastest lap of the final . . . Hurst . . . 1m 4.2s 81.64 mph.		

1st	Bernadette Stoney	Zip/CSK Rotax
2nd	Keith Bisp	Dino/KMP TKM
3rd	Steve Pell	Stratos/Minarelli
4th	Gary Needham	Stratos/TM
5th	Richard Rozhon	Zip/Honda Mugen
Fastest lap of the final . . . Stoney . . . 1m 4.6s 81.14 mph.		



Bernie Stoney was finally awarded a Long Circuit win in 125 P&R.

Barrington Best

Two heats were needed to sort out final grid positions for the 125 Nationals with Boyd Barrington and Colin Mason each taking a win. Wayne Bray, Malcolm Clark, Eamonm Talbot and Steve Pridmore had good heats too and as they got the green at the start of the final the front row got away almost as one.

Two laps gone and Barrington had taken front spot with Talbot, Mason, Bray, Pridmore and Clark chasing hard. The British No 1 began to ease away slightly and by the close of lap four Clark had dropped back just a shade from Pridmore and the rest but was still ahead of Gellatly.

Half distance and the field had spread out with Barrington still in command whilst Mason, Bray and Talbot disputed second spot. That trio began to close up on Barrington during the next lap

only other driver to dip under one minute with a best of 59.8 seconds with Keith Ellis-Hall on 1m 1.2 s. Two rapid heats were on the menu to sort out final grid positions and they both went the way of Ian Shaw with Phil Glencross not far adrift in second spot each time.

So the final grid sheet had Shaw on pole. . . Glencross next with Mark Webster completing the front row. Alan Pritchard was on row two with Martin Hines and Peter Hek for company. At around 5.35pm the green signalled the 'off' and it was the front row pair of Shaw and Glencross giving the rest something to chase. At the close of lap one Glencross led. . . Shaw had second. . . Hines was third from Webbie. . then came Gray and Pritchard. World Champ Tim Parrott was moving forward and by the close of two laps the Kodak/Florigo backed Anderson was in

fifth behind Webbie. Three laps gone and Shaw was tucked in tight behind Glencross as they matched times and pulled out a gap to third placed Hines. Into the second half of the race and Shaw was looking for a way through. . . he found it on lap seven and almost immediately eased away a little. Hines and Webbie were still third and fourth with Webbie closing up a little on Hines. Lap eight and Parrott had gone whilst the leaders were in amongst the backmarkers. As Webbie closed on Hines so the Zip Boss reduced the gap between himself and Glencross, whilst Shaw motored on sweetly at the front. Into the last lap and that was how the order remained. . . . Shaw. . . Glencross. . . Hines. . . Webbie. . . Goff and Pritchard. Into sight for the last time and it was indeed Shaw who took the flag. . . his race time being 2 1/2 seconds



After three laps Shaw (41) was tucked in tight behind Glencross until he found a way through on lap 7 (Pic: Doug Rees).

1st	Ian Shaw	Zip/Zip Rotax 9m 51.8 s 89.81 mph
2nd	Phil Glencross	Anderson/Anderson Rotax
3rd	Martin Hines	Zip/Zip Rotax
4th	Mark Webster	Zip/Rotax
5th	Roger Goff	Kelgate Anderson/Ehrlich Rotax
6th	Alan Pritchard	Zip/CDTP Rotax
Fastest lap Shaw and Glencross . . . 58.4 seconds 91.01 mph.		

Report Mike Smith

Cadwell Chat

Despite all the problems there was still time for the lighter side on occasions. Martin Hines for instance couldn't resist the comment that 'Didn't Tim Parrott look a picture' Bearing in mind his new sponsorship deal with Kodak and Florigo I suppose it will be interesting to see what develops.

\*\*\*\*\*

A number of 'names' were present at Cadwell including former Superkart pilot Steve Gill. . . . Richard Boston. . . . Phil Ansell. . . Chris Merlin. It was also nice to see Mike Doble in the driving seat and John Newton and wife Sue amongst the spectators.

\*\*\*\*\*

The overall entry was 200 plus. . . . the thought on everyone's mind was how many would be lost at the next meeting?

\*\*\*\*\*

I am reliably informed that a 350 cc bike laps the Cadwell Club circuit at around the 1m 7 s mark. Compared to a Superkart lap of under a minute. The 250 nationals best on the day was just over 63 seconds with 125's putting in similar times to the 350.

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Kart & Superkart



# your letters..

Dear Sir,  
Re: Round 3; British Cadet & UK Championships, Wombwell 12/13th May 1990

I feel that I am compelled to put pen to paper regarding the third round of the British Cadet and UK Champs held at Wombwell on 12/13th May 1990.

As somebody who has been associated with Karting for over 20 years, 15 years as a competitor and latterly as a Cadet father and committee member of the Camberley Kart Club, I feel that something should be said about the appalling safety precautions at the Wombwell circuit.

The Saturday was official practice, and was held with the absolute minimum of marshalls, most of whom were without warning flags, fathers were not allowed as pushers etc. Therefore, in the case of an accident it would have taken much longer to attend the scene, not to mention the fact that other competitors would not have been warned because of the lack of warning flags. Furthermore, despite several complaints regarding the condition of the circuit at the dummy grid bend, nothing was done until a Cadet had a nasty looking accident requiring the ambulance, then and only then did the officials take a shovel and pick to the bend in order to make it safer. When officials were asked why they did not do something *before* an accident happened, the reply was "well they should learn to drive on the track". In my opinion; an extremely silly remark, because the object of safety precautions is to allow a competitor to bring his or machinery to a safe stop should they run off!

In addition the parallel straights are flanked by brick walls! with approximately four feet (4 ft) clearance from the edge of the tarmac and the wall! The danger of this became evident when one of the UK competitors had an incident with another kart and promptly ran off the circuit (4ft) hit the wall and did some major damage to his equipment. Furthermore, these walls are only approximately 1 metre or so high, which means that if a competitor took to the air, it would be quite possible for them to meet other karts coming up the other side of the straight!

In conclusion; Sunday morning practice took place with a football match only yards from the circuit, imagine competitors not only having to concentrate on their driving but also having to avoid the odd football bouncing around! If all this was not enough, the marshalls, mostly without flags, seemed completely without coordination. In fact when the ambulance was required (on several occasions) even the Clerk of the Course himself had grave difficulty in making it understood that a medic was needed, indeed the competitor involved in the accident had to wait until somebody had the foresight to put out a red flag — several minutes later.

If Wombwell is selected again in 1991 for a round of the Championships then let us hope that some pressure can be brought to bear on the officials of the Club to improve radically the safety of the circuit.

Yours faithfully,  
Maurice Stoner,  
368 High Street,  
Manor Park,  
Aldershot, Hants  
GU12 4NA

## In a Word...

Guy Butler-Henderson has extensive warehousing space available for lease at Beckfield Farm, Sandon, near Buntingford, Hertfordshire. Would suit racing team... for full details ring 076 386 335.

Ian Shaw's Formula E victory at Knockhill on Sunday 3rd June means that the Salford driver has stitched up this year's Long Circuit title for the class. Phil Featherstone claimed victory in 210 National, Martin Pluck 250 National whilst the 125 honours went to Trevor Roberts and Boyd Barrington in Open and National respectively. Full coverage next month.

## WIGAN CIK MEETING OFF

Britain's round of the 1990 CIK European Intercontinental A Championship, scheduled to be held at the Three Sisters circuit, Wigan on 24th-26th August, has unfortunately had to be cancelled.

In spite of sponsorship by Gulf and substantial support from British kart traders along with other members of the karting fraternity, it became apparent that the cost of running the event would have left the RAC MSA facing a substantial loss. "We very much regret the decision to cancel, but we did not believe that subsidising this event would have been a proper use of licence funds," commented RAC MSA Chief Executive John R Quenby.

## COMPARISON OF LAP TIMES

	Cadwell Park Full Circuit	Cadwell Park Club Circuit	Silverston National with Chicane	Snetterton	Donington
<b>Formula Three</b>	1m 23.49	N/A	1m 7.73	1m 1.16	1m 6.9
Touring Cars	N/A	N/A	1m 13.54	1m 7.5	1m.14.2
Formula Ford 1600	1m 32.6	1m 6.1	1m 15.57	1m 9.2	1m 16.06
<b>SUPERKARTS</b>	1m 23.5	57.4	1m 9.14	1m 3.0 Approx	1m 9.00 Approx
Outright lap record	1m 23.49 (F 3)	57.4 (Superkart)	1m 2.91 (F 3000)	55.37 (F 3000)	1m 1.37 (F 1)



Ex-karter Nigel Edwards heads for Silverstone next weekend leading the MG Metro Challenge and hopes for victory at the Northamptonshire circuit. Nigel is sponsored by Bridon Ropes of Doncaster (his employers), Silkolene Oils, ACT Computers, BRS Road Services, Thompson and Chappel and Rover dealer Perry's of Huddersfield. Gary Till (below) also is just as competitive as he was when driving 100cc National for Zip Kart. (Pics: Iain Blair)



Heat 5: 1st Neil Hann, 2nd Phillip Jarman, 3rd Steve Merry.

## B FINAL

Graham Jones led from pole, followed by Peter Stephens, Gordon Duncan and Chris Hawes as three spun off at Cafe. Graeme Melville — who had a heat win exclusion as under weight — started his charge up from tenth on the grid, now in fifth, then fourth for a quick fight with Duncan as Stephens was already despatched back to fifth. Now Melville looked for second at Wilkins, got it and soon caught up and passed leader Graham Jones. Matthew Payne was excluded underweight from fifth but Melville, Jones, Tony Edney and Keenan went onto the A.

## A FINAL

GRID Pole:

Stilp	Freegard
Hann	Horner
Gannon	Wilkes
Merry	Moore
Birnie	Docker

Daniel Stilp was on pole without even a heat win, just good steady results and it was he who led away followed by Neil Hann from the second row, Freegard losing his third to Autoglass sponsored Chris Horner in the chicane, Freegard rejoining well down. Next to try third was Paul Wilkes, going well at his local track but Neil Hann took over the lead at Stratford to pull away setting a lap record of 44s in the process — another of the few but quick Solos. Graham Gannon was next on a charge taking both Stilp and Wilkes at Wilkins but motor or carb trouble intervened as he slipped back down the order. Another on a charge was Richard Yorke, now reverted to Rotax power as the Atomiks do not seem to last the distance, and he hauled up behind Daniel Stilp. Hann was now nine seconds ahead but as the pack emerged from the Stratford hairpin Stilp and Wilkes had gone missing — rejoining for fifteenth and sixteenth but both still in the top ten in the champs. So Yorke had second, from Richard Westbrook and Gannon with Graeme Melville passing his twenty-first kart to grab fifth on the last lap from an off-form Andy Cox.

## 100 SUPER NATIONAL VEGA

In the 100 Supers second out David Cuff topped timed practice by a full two tenths, 42.66s against Bobby Game's 42.87s on his Allkart/Rotax nearly last out and Paul Evans' 42.98s. No-one could match Cuff in the heats either but Protrain's Gary Chapman pulled up alongside on the grid for the pre-final with Game and Evans behind. South African ex-pat Lee Burford was lucky to get in as he had sent in his

entry late and was only on the reserve list but made fifth fastest time after two no shows: A couple of drivers looked decidedly out of their depth at this level.

## 100 SUPER TIMED PRACTICE AND HEATS

1st	David Cuff	42.66
2nd	Bobby Game	42.87
3rd	Paul Evans	42.98
4th	Oliver Gavin	43.06
5th	Lee Burford	43.08
6th	Steve Brogan	43.09
7th	Gary Chapman	43.12
8th	Darrell Beasley	43.15
9th	Charlie Brown	43.15
10th	Andrew George	43.22

Heat 1: 1st Cuff, 2nd Chapman, 3rd Gavin.

Heat 2: 1st Brogan, 2nd Game, 3rd Beasley.

Heat 3: 1st Cuff, 2nd Chapman, 3rd Evans.

## 100 SUPER PRE-FINAL

Cuff took the lead with Chapman right on his bumper but into Wilkins Gary just touched the kart in front, setting himself into a spin and last place. Game was next to challenge Cuff but not for long as his Rotax seized in a big way meaning he only had an old one for the final. Darrell Beasley passed Paul Evans, but Evans was out when a front tyre rolled off the rim. Spence barrellled past Charlie Brown for tenth but Cuff was seven seconds ahead of Beasley, Ricky Flynn, Steve Tillett, Steven Day, Steve Brogan, Daniel Liddle and Jeanette Peek.

## 100 SUPER FINAL

GRID Pole:

Cuff	Beasley
Flynn	Tillett
Day	Brogan
Moynihan	Liddle
Peek	Spence
Ibbotson	Harris

Again Cuff simply took off to lead from Ricky Flynn (briefly in second) then Darrell Beasley and a fast moving Steve Tillett — up to third behind Beasley having outbraked Flynn into Stratford. But Chapman was really motoring on his Gillard/De Bruyn Rotax from sixteen on the grid to tenth on the second lap then shouldering by Jeanette Peek into the chicane just as Evans' motor expired with a bang at Pits. As Cuff put in a 42.27s lap Chapman passed Flynn and Stephen Day for fourth helped because Steve Brogan had seized at Wilkins and Flynn collected him in the process. Biff Harris expired at the same spot a couple of laps later, Brogan and



Darron Gibbs collected the 100 Britain honours and 126 points (Pic: Doug Rees).

Harris sitting down to enjoy a fag until the race was over. Chapman now really had his work cut out behind Beasley and Tillett but he did for them both, again into the chicane but seemed to struggle as he could not pull clear. The engine was losing power and a desperate attempt to stay ahead failed, he ran wide onto the dirt finishing eighth. Cuff stroked home by some seven seconds from Steve Tillett, Darrell Beasley, Paul Ibbotson, Steve Day, Jeanette Peek and Daniel Liddle — what a race!

In the championship David Cuff leads with 55 points followed by Steve Tillett (52), Darrell Beasley (50), Paul Ibbotson (49), Stephen Day (48), Jeanette Peek (47) then Liddle, Chapman, Henderson and Schirle.

Graham Smith

## RESULTS RAC BRITISH 100cc CHAMPIONSHIP ROUND 1

### 100 SUPER

1st	D Cuff	30
2nd	S Tillett	26
3rd	D Beasley	23
4th	P Ibbotson	21
5th	S Day	20
6th	J Peek	19
7th	D Liddle	18
8th	G Chapman	17
9th	P Henderson	16
10th	R Schirle	15
11th	C Brown	14
12th	B Game	13

### 100 NATIONAL

1st	N Hann	118
2nd	G Gammon	
3rd	C Horner	107
4th	D Stilp	
5th	R Yorke	99
6th	P Jarman	98
7th	S Freegard	98
8th	P Wilkes	96
9th	M Moore	94
10th	R Westbrook	93
11th	J Docker	93
12th	S Murray	90

### SENIOR BRITAIN

1st	D Gibbs	126
2nd	A Cleal	116
3rd	S Hazlett	112
4th	S Court	104
5th	M Beddall	102
6th	M Verity	101
7th	S Redman	97
8th	J Rainbird	95
9th	C Postins	95
10th	N Robinson	94
11th	K Mills	94
12th	G Hession	87

### JUNIOR BRITAIN

1st	J Davies	128
2nd	G Smith	118
3rd	J Matthews	109
4th	D Tigwell	105
5th	D Manning	96
6th	J Cobb	96
7th	N Dudfield	93
8th	C Butler Henderson	92
9th	J Eastwood	90
10th	D Malkin	87
11th	D Bell	86
12th	N Smith	84



# RAC 100CC BRITISH KART CHAMPIONSHIPS ROUND 1: SHENINGTON

Noise problems raised their ugly head delaying the results to an otherwise terrific day's racing in the first round of the 100cc British Championships. Only six karts passed the tests at the close, including the Junior Britain leaders and one Senior Britain but the results were not consistent and the test difficult to achieve in a standard manner. Sensibly the Clerk of the Course allowed all results to stand with further discussion needing to take place with the RAC. Indeed it was a pity that the RAC MSA had not sent their official tester to take responsibility as they had promised. Only the close racing featured on Central South Television's Monday night coverage and coupled with the BBC TV preview brought in a large interest in the sport.

## JUNIOR BRITAIN BRIDGESTONE

Contact driving resulting in one or both karts leaving the track still featured in the heats and A Final but there were no penalties, only warnings. Ralph Firman had a lucky escape from one such incident at Cafe, needing a new suit and helmet for the final. Jamie Davies set the pace all day long with a quick Solo and everyone turned up with no room for reserves. The semi-slotted disc brakes sported by some karts were deemed to be illegal and most changed them before the day's racing commenced.

**Heat 1:** 1st Damian Tigwell, 2nd Guy Smith, 3rd Ralph Firman.

**Heat 2:** 1st Matthew Davies, 2nd Jamie Davies, 3rd Ralph Firman.

**Heat 3:** 1st Henry Stanton, 2nd Jamie Davies, 3rd Alistair Weston.

**Heat 4:** 1st Jamie Davies, 2nd James Matthews, 3rd Matthew O'Hara.

**Heat 5:** 1st Charles Butler-Henderson, 2nd Nick Smith, 3rd Nick Dudfield.

## B FINAL

Glenn Chamberlin, Mark Blair, Nathan Ferriday and Michael Simpson led in the same as grid order until Neil Walker took first Simpson then Ferriday. Simpson came back on the attack and emerged from Wilkins in fourth as Chris Cox spun at the chicane, rejoining ninth. Again Simpson attacked, grabbing third but Walker dived up the inside on the last lap to retake the place with O'Hara a distant but catching fifth followed by Paul Higginbottom.

## A FINAL

**GRID Pole:**  
Jamie Davies                      Guy Smith  
James Matthews                Nick Smith  
Damian Tigwell                Johnny Eastwood  
Henry Stanton                Darren Manning  
Josh Cobb                        Natalie Whaley

Jamie Davies set off as he meant to continue, at the front, with James Matthews briefly passing Guy Smith for second only to find himself relegated to fifth exiting Wilkins complex. Third became Damian Tigwell and Fourth Nick Smith on the Shrewley Dino. Firman and Dudfield, both trying to make up for lost heats due to an accident and a nipped up motor respectively, made contact round Cafe resulting in Firman slamming hard into the parc ferme tyre barrier.



Gary Chapman (33) in 100 Super action (Pic: Doug Rees).

He did restart but this did nothing for an already bruised body. As Davies pulled away to set a 44.39s record, only four tenths slower than National, Tigwell slipped by Chartered Trust sponsored Guy Smith. Henry Stanton tried to pass two karts at once with another of his dare devil moves at Stratford, launching himself over Nick Smith's kart leaving marks on the pods, nassau panel and helmet. Smith, lucky to escape, ran wide allowing Matthews and Cobb up to fourth and fifth. The other Smith was hard on Tigwell's heels and retook the second place for Gillard now six seconds behind Davies' Wright, with Matthews on his Boxer simultaneously grabbing third. Tigwell could pass Matthews on the fast approach to Wilkins but Matthews could always get the place back on the exit. Nick Dudfield on his Wright/Parilla had hauled in the gap to Nick Smith to pass on the straight immediately before Smith's PCR's big end let go, dropping him from fourth to twelfth in the champs. Dudfield went on to pass Cobb, pulling up to fifth in the race, seventh in the champs behind Darren Manning and Cobb at fifth equal with the first four as in race order. Darren Malkin did well to pull up to seventh in the final followed by Michael Simpson, Manning and CBH but it was Jamie Davies' day.

## SENIOR BRITAIN BRIDGESTONE

**Heat 1:** 1st Andrew Clark, 2nd Darren Gibbs, 3rd Mark Beddall.

**Heat 2:** 1st Kevin Mills, 2nd Garry Mathews, 3rd Gareth Hession.

**Heat 3:** 1st Steven Cook Martin, 2nd Tony McCarthy, 3rd Martin Verity.

**Heat 4:** 1st Anthony Cleal, 2nd Fraser Wells, 3rd Charlie Postins.

**Heat 5:** 1st Darren Gibbs, 2nd Simon Redman, 3rd Steve Hazlett.

## B FINAL

Phillip Whaley had pole but only briefly the lead as Cook Martin came from nowhere to take over, Whaley finding himself back in third behind Herbert with Phillip Cooke behind him and about to be gobbled up by Dene Roberts as Nick Lamb could only hold a watching brief from an

increasing distance. Indeed Phillip Cooke took over fifth but too late to challenge.

## A FINAL

**GRID Pole:**  
Gibbs                      Cleal  
Hazlett                    Court  
Redman                   Mathews  
Wells                      Robinson  
Mills                        Hession

Reserve Neil Robinson was lucky to get a place due to another's late entry but he made good use of it for eighth on the grid. Wells alongside had no luck, stopping to change a plug but Redman and Lamb spun in the chicane allowing all those in front to extend their lead, headed by Darren Gibbs on his Wright/Carr TKM. Steve Hazlett in second was losing touch, just like Simon Court in third, being pressed hard by Anthony Cleal. But Mark Beddall, from a very poor grid position, had passed Martin Verity at Stratford and was now half way up the crocodile. Gradually he worked his way through to the front as Gibbs put in a 45.03s and Gareth Hession limped round at the back of the field. Gibbs eased off as Beddall closed the gap to four seconds, another seven before Hazlett, Verity, Cleal and Charlie Postins who'd had a splendid drive after fitting a new exhaust pipe. Garry Matthews seized as Gibbs stroked home, Postins gaining fifth — Cook-Martin, Jan Herbert and Phillip Whaley following Cleal.

## 100 NATIONAL CHENG SHIN

At least three drivers were excluded from the heats being underweight including Graeme Melville from a win. Three reserves got to race due to two late entries and Rob Schirle's move to Super.

**Heat 1:** 1st Richard Yorke, 2nd Daniel Stilp, 3rd Neil Hann.

**Heat 2:** 1st Paul Wilkes, 2nd Graham Gannon, 3rd Rob Birnie.

**Heat 3:** 1st Christian Horner, 2nd Richard Westbrook, 3rd Stuart Freegard.

**Heat 4:** 1st Martin Moore, 2nd Gordon Duncan, 3rd John Docker.

# NOISE? — WHAT NOISE PROBLEM?

The following letter has been forwarded to Ron Brassey with copies to the RAC Kart Technical Committee.

25th April 1990.

Dear Sir,

Following the recent British Championship meeting at Cadwell Park I would like to point out a few facts to which I hope you will have an answer.

1. After spending many days work I managed to get my 250 national kart down to 103 DB every time I was noise tested. That was significantly quieter than all the other competitors on the noise sheet.

2. It did, however, reduce my performance.

3. At the end of the final I drove straight to the noise check and was tested at 103 DB...no surprise!

4. The rest of the top ten, most of whom had done nothing about their noise also passed the test...to my surprise!

How then did they drop 5 DB without performance loss? Either the noise man was letting higher readings through to avoid confrontation at the end of the day, or competitors were cheating at the end of the final. That would have been no great problem as there was no control over drivers at the end of the final...some even going back to the pits before being noise tested. Surely all karts to be noise tested must be put in 'parc ferme' so that they cannot be tampered with.

A recent letter received from the RAC stated that any competitor over 104 DB was cheating. I would, therefore, like to know what the RAC think about illegal fuel...over size bores...altered strokes of engines and the use of components from other engines not on the engines spares list. Can you also clarify whether 5 star fuel available from a garage in Northampton is allowed?

All the above mentioned happens...and why not? Where is the deterrent? I have not had my engine checked at RAC Rounds at Felton, Snetterton nor Cadwell. At Felton no noise testing took place either. There seems little point in running a legal engine these days.

Another point I found interesting at Cadwell was this. A competitor, running high in the British Championship, finished no heats...missed the Qualifier and yet competed in the final and was on the Official Result sheet.

I wait with interest your comments on all the above points.

Yours sincerely,  
**MARK ALLEN,**  
Shrewley Kart Shop,  
Edgehill Garage,  
Edgehill,  
Nr. Banbury,  
OX15 6DJ.

## FOLLOWING LETTER HAS BEEN FORWARDED TO MR ROB BRASSEY AND MR ALAN FOSTER AT THE RAC.

Dear Sirs

In the paddock at Little Rissington on Sunday (May 7th) were 287 competitors with something like 1.5 million worth of equipment. However as a result of Rule 1. 11.1 (page 231 Blue Book) approximately 24 were noise tested and 17 were excluded for exceeding the 104 DB level. This raised points from the 17...How many more of the 287, if tested, would have exceeded the noise level (70% of those tested had failed)?

Competitors not tested collected trophies they had not expected but more importantly had

gained valuable Club Championship points.

The point of this letter is because of the unfairness of the noise rule which places responsibility upon the competitor to achieve the desired level when the RAC MSA ducks the real perpetrators of noise...the equipment manufacturer and ducks its responsibility towards its members. Competitors spend a fortune to race for themselves...not the RAC.

However I would like to point out some major anomalies in the RAC noise rules between different sets of competitors and different years.

1989 Blue Book page 224 1990 Blue Book page 232 Different RPM figures applied showing an average increase of 16% thereby making the noise levels even harder to achieve.

1989 Blue Book page 137 1990 Blue Book page 137 Cars are measured from one of four different distances but have you seen the car limit...115 DB (more than 105 over the kart limit!).

In view of the discrepancies in the figures and the lack of a suitable exhaust (note that competitors at Rissi with the new Noise Boxes also failed) the karting limit should be raised to 115 until the year end. Immediately contact engine importers/manufacturers and get them to bring in genuine noise reduction equipment.

Introduce noise testing as per Continental Regulations ie over the circuit...but ACT! Be seen to be doing something positive for Licence Holders. Your image at present is at an all time low.

Don't quote rules to me...I am a great believer in them...but you have already extended the Noise Box date for slide carbs as a result of a lack of suitable carbs.

I could say a lot more on the subject but I believe that it is essential to convene a special meeting of all Clubs...a representative number of responsible drivers...scrutineers etc and thrash out the problem to find a genuine solution.

PS: Rule s.3 2.1 states that the engines for 100 UK must be TKM complete with various bits which include a TKM exhaust. I understand that a number of these are failing the test, showing that TKM, who are controlling the Class, cannot guarantee a competitor immunity from exclusion.

As stated earlier...act now FOR the people who help to pay your salary and expenses...not AGAINST them.

**Brian Clarke**  
13 Meares Drive  
Shaw  
Swindon  
Wiltshire

Dear Sir

Noise! Noise! Noise! Will this problem ever go away? The way the RAC are threatening to wave the big stick this season, it doesn't appear so.

Yet, I believe there is a simple answer to the problem...the LAW! I suggest that every racer who is found to be over the limit immediately returns his silencer/exhaust pipe to his dealer and demands either his money back or replacements until such time as he is supplied with a pipe that is LEGAL.

If the Dealers won't play ball, stick them with the Shoppers Act via your local Weights and Measures Office...or whatever name they use these days. Don't forget, by law an item must be suitable for the use intended...so, if your silencer doesn't silence...you have got them cold!

All it needs is one driver with the bottle to take a supplier to court, make sure the result is well publicised and overnight we would find silencers being produced that really did silence!

Perhaps the RAC itself should act on behalf of racers...purchase a range of 'off the shelf' pipes and run a test then use the Shoppers Act against all those who fail.

But, don't forget, all the above hinges on drivers running 'bog standard' pipes. If it is modified in the slightest all your legal leverage goes up in smoke...literally.

Come on someone...DO IT!

**John Kitson**  
65 Flamstead Crescent  
Kings Tamerton  
Plymouth PL5 2AX

## (T Cryer, Hesketh Super Challenge Co-ordinator, Past Chairman of a Yorkshire based Conservation Group)

### KART NOISE PROBLEM — Is There One?

Noisy motor sports provide a great deal of enjoyment for a large number of people and cause no lasting damage to the environment.

The environment is there for the enjoyment of all. If the environment can be used for the enjoyment of the many and inconvenience the few for a limited time and not be permanently damaged, then this is surely a justifiable use. Has the RAC as our representative argued this case and expanded it. If not do they think it advantageous to our sport to do so?

Implementation of present noise regulations on short circuits for 250 Twins:-

- (a) Causes driver frustration and anger.
- (b) Frustration and anger of Club Officials.
- (c) Eventually less Competitors.
- (d) Eventually increasing difficulty in obtaining club officials.

NB. The Competitors on paying an entry fee and the Club on accepting it have probably entered into a contract where the Competitor has a right to expect to take part in a competition that is conducted in as fair a manner as is reasonably possible. If this is not done then the Club is probably liable for numerous claims for costs from aggrieved parties.

Account of meeting at Little Rissington on 6th May, 1990, not for any mischievous purpose but as an example of the problems being endured at the moment by Competitors and Club officials. Please note events listed are the ones appertaining to 250 Twins.

### Heat 1

Official taking noise reading used 7,200 RPM and 104 DB. Some readings taken.

### Heat 2

Official taking noise readings now using 7,600 RPM and 104 DB. Said Official informed by me CIK Rule was the one that applied (7,200 RPM 102 DB + 3 DB). He said it did not apply to short circuits. Noise readings taken by some half dozen drivers and those who passed were given a card which enabled them not to be tested again. Exhausts were not marked.

### Final

First three tested at 8,400 RPM and 104 DB as per blue book. All failed. The fourth man to cross the line was told he would not be noise tested because the RAC directive said only the first three finishers to be tested, if they failed then they were excluded and the next to finish be awarded the positions vacated without a noise test. The fourth man was over the limit when he insisted that he be noise tested but he was still classified the winner, he refused the awards.

These facts witnessed by: T Cryer, B Kennings, I Woodcock, P Studley, N Hems, P Peddely.

### Observations.

- (a) Noise Officials unaware of correct rule to enforce.
- (b) RPM limit increased from 7,200 to 8,400 over the two heats and final.
- (c) Sound check cards issued when reading



- was under 104 DB but RPM used varied.
- (d) Exhausts were not marked so exhausts tested could have been not the ones actually used in the Competition.
- (e) Competitors are not treated fairly when only the first three across the line are compulsorily tested.

#### Suggested Improvements

- (a) All Sound Officials and Chief Scrutineer to receive complete and full instructions in writing from RAC as to Method used, sound levels and RPM to be used, etc.
- (b) If noise reading cards are issued on the day then exhausts must be marked in an effective way so validity can be checked on completion of Final.
- (c) After Final, noise checks to be done on all karts to allow trophy winners to be determined.

#### Problems Particular to Twins

CIK Rule states? Test done when background noise does not exceed 100 DB. With twins when on exhaust is tested does the other exhaust count as background noise.

Test done by scrutineer at Wigan on Rotax powered kart exhaust No.2, 102DB at 8,200. Exhaust No.1 108 DB at 8,400 RPM. Reading taken from clutch, pointing sound meter straight at it at usual distance, 112 DB. When drive is taken up the clutch is much quieter.

#### Possible Solutions

Test one exhaust with other plug cap removed and vice versa (suitably insulated pliers could be used).

Test exhausts with sound deadening portable partition placed between them.

Test both exhausts at same time with meter in appropriate position.

To be established by practical experiment possible position now used for second exhaust. Sound deadening material used to cover clutch while static tests are taken, effectiveness of cover to be tested before exhaust readings made valid.

#### For Discussion

Add on box to be recommended by RAC, manufacture to guarantee reduction of so many DB.

Is the sound meter effective at picking up the noise that affects the ear, ie some karts seem quiet when racing but noisy on the meter, is this the clutch or the meter or what?

Noise problems raised their ugly head delaying the results to an otherwise terrific day's racing. Only six karts passed the test at the close including J Brit Leaders and one Sen Brit but the results were not consistent and the test difficult to achieve in a standard manner.

Sensibly the CoFC allowed all results to stand with further discussion needing to take place with the RAC. Indeed it was a pity that the RAC had not sent their official tester to take responsibility as they had promised.

Graham Smith

#### COMMENT FROM BRIAN CLARK RE NOISE AT LITTLE RISSINGTON 6TH MAY

Noise. What does one say? Especially when your son is one of the elite few tested and found to be over the limit. For all those excluded it is more than the trophy on the day . . . it is also the Club and other series Championship which has gone.

The discrimination in noise levels and testing procedure between cars and karts gives no one any faith in the Karting Executive. I agree, we have to have rules and limits . . . but the RAC does nothing to help. Particularly when one reads the recent CIK Bulletin which states that levels need to come down to 84 plus 3 for 1991.

Fortunately the average spectator does not realise at this time that the drivers they have just seen win a race are excluded. A lot is being said

and written at the moment . . . none of it complimentary to the RAC MSA.

I understand that an emergency Committee meeting took place at the end of the meeting to hear evidence of incorrect testing but a decision to overturn the noise exclusions was declared not possible by the RAC Steward. This was due to the fact that the Stewards had just received a protest from a number of drivers on noise . . . but put in a different way . . . if only they hadn't protested.

The Clerk of the Course said . . . put in a protest . . . but a protest is not the answer.

WHAT A WAY TO RUN A WAR!

Brian Clark

#### GRAHAM PAYNE — SHENINGTON 210 CHALLENGE 15th APRIL

During the day several noise checks were made with various comments and at some stages threats of disqualification. Finally static noise checks were carried out on the leaders of the second heat and the final at an RPM of 7000, a figure even the official seemed unsure about. Nevertheless all those tested passed. . . just!

Using the equation where RPM equals 30 times piston speed in m/s divided by the engine stroke in mm, a Villiers with a stroke of 72 and using a piston of 15 m/s the static test should be done at 6250 rpm.

Dear Sir,

104 dB at Cadwell, 108 dB at Pembrey, same Kart, Engine, Driver, Noise Inspector, and the same Exhaust, which had not been used since Cadwell, until Pembrey race day. Result — excluded!

Just what do the RAC want? What else can we do? We have spent a great deal of time and money, making attempts to meet the regulations. Do we do what one official said "You do not have to race, you can always give it up". What an attitude!

We as a family will still carry on and try to do our best, but the time is approaching when the time and money spent is overtaking the pleasure we get from Karting.

Let's take some of the events this year:-

Money was given by the drivers to enter the RAC Championships and to date we have received NO regulations, no list of registered drivers, and no notice about the new points system, and no results. The only list we have seen has been in the Magazine, and we do not know if that is official.

*Snetterton Round 1.* Drivers are told that the RAC noise test will be enforced after the final. Some drivers go slower to meet the test, and what happens, after the final everyone who was over the limit (and therefore excluded) is reinstated. The drivers who went slower to meet the noise limit were penalized. Other things went on at the meeting that should not have been allowed to happen. I suppose things just got out of hand.

*Cadwell Park.* Drivers under the limit in the heats; over after the finals. Result excluded.

What about all the waiting to have a noise check? Here again some things happened that should not have been allowed. I realize that the club's intentions were good but as the meeting progressed things got terrible.

*On to Pembrey* — Wonderful weather. Drivers told at scrutineering, intake silencers had to be fitted or anyone in the results after the finals who did not have an intake silencer fitted would be excluded. We spent most of Sunday evening and Monday morning making something to meet this regulation — result, waste of time, all the scrutineers did was give some karts a quick look and not bother about others.

Drivers who went for a noise test on Monday

morning were told (if they were over the limit) and went out in the first heats they would be excluded. So what happens? Not many went for a noise test until after the finals. No one was excluded after the heats. One driver noise checked before the final and was under the limit, went out in his final, was checked after and was found over by 4dB. Another driver was over the limit before the final and under the limit after the final.

After the finals at Pembrey only the top 6 finishers were weighed and noise checked. They then proceeded to exclude some drivers and after that moved drivers up that had not been weighed or noise checked.

You cannot do this in an RAC Championship. You should not give points to drivers who have not been checked. Yes, down to the last driver if you are going to give him points. Therefore, it raises the issue — is the system legal? Neither can you exclude some drivers for being over the noise limit and then re-instate them, without you do it to all the drivers who have been excluded.

I would remind Officials that only the Clerk of the Course can exclude drivers and you should not say to drivers "You will be excluded". All these threats do not make for good relations between drivers and officials.

The RAC give points down to 20th place. You can finish 7th or 8th all year, get an RAC number, and *may* not have been checked all year. How silly can you get!

Here's what you do, either scrap the Champs and start again, that's a fair way for everyone including the RAC and then run with the dates left, or give all the drivers the points they have won back (ignoring the noise test which has now proved to be wrong) and carry on, not as before, but with a proper noise check that drivers can meet.

I still do not think the points system is a good one. I mean, what's good enough for Formula 1 is good enough for me.

Further to exhausts and noise. No one disagrees that noise levels need to be kept in check, but let's have a fair test, then seal the exhaust for the weekend and let the drivers do what they come for — some RACING.

The Championship information sent out after the meeting at Donington by some clubs. Unfortunately this letter did not arrive until the 8th of May, the day after Pembrey. It was franked 4th May, Perth, Dundee. Having read it I do not know if this is the official view of the RAC, because if it is why was it not enforced at Pembrey.

If you care to look at page 137 Blue Book, you will find some very interesting dBs at .5m, also 17.1.1 makes interesting reading.

It has to be said that quite a lot of drivers feel very upset over the present regulations and the way they are enforced. It has also been said that we should not get involved by writing letters as we would be intimidated. Will we?

(Signed) R G Cullen

PS Read in Motoring News about Shenington, 23 Karts over the limit. C & C lets the results stand.

Wombwell — UK Karts and Cadet Karts over the limit, C & C lets the results stand. Come on RAC give our Long Circuit drivers their points back.

### STOP PRESS!

Following all the recent problems surrounding the noise issue RAC Officals and a handful of drivers were present at Three Sisters on Monday May 21st. The aim was to do some testing. . . both pass by and static. . . with the aim of arriving at a solution which was both acceptable and achievable.

It was generally felt that the present limit of 104 is about as low as one can go but that there ought possibly to be a tolerance figure of perhaps one or 2 Dba.

# HESKETH SUPER CHALLENGE

## ROUND 1 LITTLE RISSINGTON APRIL 1st 1990

At the start of the day the thought on everyone's mind was would they be able to see more than two feet beyond a nose cone? As it turned out the day was blessed with brilliant sunshine throughout.

Twenty three lined up on the grid of which all but three were competing in the Challenge. Rotaxes had the majority with just four Yams present whilst on the driver front we had four 'brave' Novices.

With just short of 300 entries overall the day ran very smoothly and the majority were on their way home by 6.30pm . . . quite an achievement with that level of entry.

### HEAT 1

Rob Peters made the best of it at the start heading Paul Studley and Clive Causer. Malcolm Green lost a few places early on but moving through the pack in pursuit of the leaders was Bob Kennings with Trevor Cryer in tow. Peters managed to hold his lead by a couple of lengths whilst the problems experienced by Neil Hems appeared to have been overcome as the race progressed. Andy Griffiths had charged through from the back of the field and by half distance he was sandwiched between Cryer and Kennings with the lead having gone to Studley after Peters got it all locked up. In the Yamaha section Steve Smith led from Dave Hoult with Tony Harrison being the best placed Novice albeit not in a points position as his engine was not approved for the Challenge. In the closing stages Kennings having taken the lead touched with Woodcock allowing Griffiths to snatch first spot from Cryer and Studley. It remained that way at the flag with Kennings fourth from Pedelty.

### HEAT 2

A good clean start enabled Hems to take an early lead from Kennings and Peters with Barrow heading the next group which included Griffiths, Perkins (non Challenge), Studley, Heard and Wall. Ellis was in trouble . . . Cryer had retired after just one lap and Woodcock was running a lap down. Into the third lap and Kennings had the lead from Hems, immediately opening up a considerable gap. Griffiths had taken third place whilst Pedelty and Fisher had made progress to claim 8th and 9th respectively.

Whilst the leaders maintained their positions some good racing was going on down the field. On the penultimate lap Peters let Barrow through on the pit bend. No problems for the leaders though and Kennings crossed the line first from Hems and Griffiths. Tony Harrison was the first Novice . . . in 13th spot . . . whilst in 16th place Steve Smith was the only Yamaha to go the distance.

### HEAT 3

Kennings . . . from pole position . . . took the early lead with Pedelty tucking himself in to second ahead of a fast starting Fisher . . . off the fifth row. After one lap Kennings was well ahead . . . Griffiths had moved up to third with Studley, Hems and Woodcock behind Fisher. Barrow and Peters were suffering after a bad start . . . Millward had gone inside the first lap whilst Hoult was looking better with his Yam.

At the halfway point Griffiths took second from Pedelty and set off in pursuit of Kennings. After five laps Woodcock had gone and Heard had dropped several places. Backmarkers were encountered by the leaders with a couple of laps to go and Kennings duly crossed the line to take his second heat win.

### FINAL

Kennings, Griffiths and Studley made up the front row and on the green it was Kennings making the best of it from Griffiths. As the leaders went safely on to the back straight an incident in the Complex resulted in Pedelty and Harrison being somewhat stuck! Barrow appeared next and was unable to take evasive action putting paid to his race. Pedelty managed to keep the motor running . . . freed himself and rejoined . . . albeit with a lot of ground to make up as the rest of the field streamed through. Lap four and Cryer had made up places from his earlier lowly position whilst Pedelty had made up a lot of ground although he was still well down the order. Lap five produced more casualties as Hems and Fisher had a coming together . . . Smith and Causer were into retirement whilst the leader was still Kennings.

The last lap forced Heard into retirement leaving just fourteen finishers with Kennings a comfortable winner despite a cracked piston ring. Griffiths had second from Studley, Pedelty, a greatly improved Green taking sixth behind Peters.

However after the first three placings results were subject to an enquiry after a protest.

## ROUND 2 LANGBAURGH APRIL 15TH 1990

The day began a bit on the murky side with prevailing winds reducing the temperature but by 11 o'clock the sun had broken through making it a pleasant day. A number of drivers had undergone quite a journey North for this one. . . some travelling for as long as 9 hours. Generally the drivers felt the circuit demanded plenty of driving skill and considered the back straight to be deceptively fast.

Noise testing was carried out but none of the drivers appeared to be outside the limits.

### HEAT 1

Ian Woodcock had pole for the first heat with Roger Myers and David Hall for company on the front row and at the 'off' Woodcock made the best of it with Myers and Hall in pursuit. Into the second lap and Woodcock eased away slightly. . . Myers held second from a hard charging Kennings and by the close of lap three Kennings had made it to second spot. At the half way point Cryer had moved through to third and as the race progressed so Kennings closed on Woodcock before taking the lead on the penultimate lap. Out of the Complex for the last time and Kennings had a commanding lead as he crossed the line. Woodcock held second from Cryer with Green next up from Mayers.

### HEAT 2

The front row for this one consisted of the Yamaha of Steve Smith with Kennings and Richard Leitner alongside. Good starts from Green and Pedelty put them in touch with Kennings but it was the latter who led as they completed one lap. By lap three the field was spreading out a little whilst Studley had passed Pedelty to take third with Griffiths dropping back to seventh.

Lap six and Kennings consolidated his lead as Woodcock steamed through into second spot ahead of Green. Out of the Complex for the last

time and Kennings had about four lengths over Woodcock as they went for the flag with Green next from Hems. Steve Smith was the only Yam to finish.

### HEAT 3

Karl Fisher was on pole for this heat but it was Cryer who made the best of the start edging ahead of poleman and Griffiths.

Shaky starts had put Peters, Wall and Hoult near the back of the field and as they entered lap four Cryer had a good ten yards over Fisher whilst Griffiths had dropped down the order.

Lap seven and the leader was dramatically out. . . mechanical problems sidelined him and it was Hems who took over at the front from Woodcock and Kennings. Fisher was to go just before the close and at the flag it was inde? Hems who took the win from Woodcock and Kennings.

### FINAL

Kennings had pole for the ten lapper with Studley and Woodcock alongside and it was the poleman who made the early running from Woodcock with Pedelty next.

By the close of lap three Kennings had eased away a little from Woodcock who in turn had about seven yards over Studley. As the race progressed few changes occurred as the leading four gradually pulled further away from the rest.

One lap to go and Kennings still had a comfortable lead over Woodcock with Studley running a lonely third. A little further back Pedelty felt his motor start to go off before a subsequent touch with Hems relegated him down the field.

So, at the flag it was yet another victory for Bob 'Stella' Kennings with Woodcock and Studley next. Dave Hoult was the only Yamaha to finish.

### POINTS AFTER 2 ROUNDS

1.	Bob Kennings	149
2.	Paul Pedelty	106
3.	Neil Hems	99
4.	Andy Griffiths	98
5.	Malcolm Green	90
6.	Paul Pedelty	88
7.	Trevor Cryer	75
8.	Martin Wall	74
9.	Roger Mayers	72
10.	Rob Peters	
	Ian Woodcock	71
12.	Karl Fisher	53
13.	Gordon Darrow	34
14.	Steve Smith	31 (Yamaha)
15.	Richard Leitner	28
16.	Dave Hall	27
17.	Clive Causer	16
18.	Dave Heard	15
19.	Dave Hoult	7 (Yamaha)
20.	Mark Ellis	3 (Yamaha)

### SNELSON SMART KART AWARD

Neil Hems	
Paul Pedelty	
Martin Wall	7
Roger Mayers	4
Bob Kennings	3
Andy Griffiths	2

REPORT LIZ PETERS



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## ABOUT TURN!

The RAC has been the subject of widespread criticism this season particularly with regard to the manner with which noise testing has been conducted. However, recent top level discussions have resulted in changes being made which should considerably improve the situation and make it much more acceptable to all concerned.

Two days of noise tests took place at Three Sisters on May 21st and 22nd resulting in certain waivers being granted by the RAC Motor Sport Council. Karts will, as from May 23rd be noise tested at an average piston speed of 13 Meters per second thus giving a considerable drop in RPM. The maximum permitted noise level will remain at 104 DBa.

When competitors have complied with that level exhausts may be marked or sealed for the event. Should any competitor not take advantage of the free noise testing they will be subject to a test at the end of each final if they have finished in a points scoring position.

The long circuit Championship will now be four out of six rounds to count for National classes and four from five to count for 250 Formula E. Any exclusions from the first three rounds may be counted as a "dropped" round but as from May 23rd exclusions for failing the noise test will not count as a dropped round.

The RAC have acted in a positive manner at the highest level and it is to be hoped that the changes made will help to put the sport back on an even stance.



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(DRY)

(WET)

**BRIDGESTONE**

Dellorto carb. Imagine sitting in fuel soaked overalls with Avgas pickling one's . . . well you know what I mean . . . I was furious to see the black flag waved by 'Petty Officialdom'!

However . . . in hindsight . . . the red mist WAS in control and the RAF took a dim view of an idiot doing a 'Joan of Arc' act.

Thereafter karting became one of the major sporting events in Aden perhaps because of the open exhausts and the spectacle of the two Italian factions trying to write each other off. That was not always confined to the track . . . punch ups in the pits often followed when Ricardo or Gino had tried to take each other out. It just left the Brits to walk away with all the trophies!

The next new machine which the Italians introduced was the Ital with Saetta Panella VII's mounted. This chassis was twin railed with rack and pinion steering . . . excellent brakes and beautifully constructed.

The Saetta VII was the first Rotary Valve motor with megaphone exhaust . . . Dellorto 22A carb and Marell ignition. It was laid flat on the chassis and access to the plug was via a hole in the seat.

One of the all powerful local Sultans decided he would buy one of the new twins for his 15 year old son and I was asked to demonstrate it for the young man at a special venue we had for testing.

I was very apprehensive as this beast . . . on song . . . was a handful . . . tail happy to the extreme . . . and very quick.

After introductions the Sultan spoke . . . "You teach my son this kart. If I like . . . I buy. If no like . . . I buy son Porsche for racing." He glared at me, stroking his silver dagger. "You show." By now I was even more apprehensive . . . private bits in danger here . . . I thought. However, three quick laps then I sat the boy in the kart. Instructions telling him amongst other things that this is "Bloody quick camel" and he was away.

He hit the loud pedal and completely froze! "Use the kill button" I said, praying he would remember my instructions. No chance. Luckily for me there was a 50 mile stretch of desert ahead, into which he disappeared . . . flat out.

We raced after him and eventually found him embedded in a 100 foot high sand dune, covered in sand and holding the seat of his pants which had turned a subtle shade of brown!

The Sultan spoke . . . "I buy . . . he faster than you, but need more practice on corners."

The minions recovered the kart . . . the Sultan paid cash and drove off with a smelly son never to be seen again.

The next new chassis imported were the newly designed Single Rail Class 1 Ital Quick Kart . . . Tecno and Birel. New engines . . . all rotary fan cooled . . . ranged from Komet 12C . . . Saetta Parrilla V16 and Parrilla S13. All had similar performance and handling but when pushed the chassis 'wind up' caused lots of over-steer with daylight showing under the front wheels.

My mid 1963 it was time to come home to the South West and that was when I visited Winkleigh to sample a 250.

I was introduced, by a relative, to one of the quicker drivers of that era . . . the late Bernard Slade from Exeter. He had ridden dirt bikes most of his life but at 50 had decided to take up karting. He offered me a drive in his kart if I joined the Club. It was an Aero . . . about 3 ton in weight . . . with a 250cc Villiers 3 speed motor of enormous proportions driven off the left hand rear wheel. It had cable brakes to the front and rods to the rear . . . all very strange to me at the time!

However, I did a few laps practice and quite enjoyed this new form of 'HGV' karting. I was advised to change the drive tyre before the first



*The Ital Saetta V16.*

heat "Otherwise you will finish up in a b...y great heap in that swede field. "The advice was from one who seemed familiar with that outcome.

A ten lap heat was my 'swan song' in a Class 4 as by lap eight the new Avon slick was down to the canvas. Despite winning the heat and shredding tyre and tube I was told to b.... off!

No service vans in those days so I paid for the tyre and did as suggested . . . B.....d off.

I got the impression that the Class 4 boys didn't much like the Class 1 and 2 lads . . . a slightly inferior breed of driver you see. There's nothing new is there?

**ALL PHOTOGRAPHS IN THIS FEATURE ARE COURTESY OF 'GINGER' HERBERT.**

**IF ANY OF YOU HAVE KARTING MEMORIES WHICH YOU THINK READERS WOULD BE INTERESTED IN PLEASE SEND THEM ALONG.**



*'Ginger' with a Clinton powered Trokart.*



# THE ADEN SAGA . . .

by Ginger Herbert

It all started for me whilst serving with the RAF in Aden, South Yemen, during 1959. Looking back to those days seems hilarious when I see the machinery being currently used. Perhaps the present day Cadet class is something similar in power to the first Clinton Trokart.

One thing hasn't changed though . . . I'm sure I heard the same topics being discussed at Cadwell in 1990 as I heard in Aden during the Sixties. The conversation of karters is the same regardless of size, class or age!

As I said Aden was the starting point for me and the local BP refinery, through the Forces Motor Club, held meetings at Little Aden on a 600 yard track. The Services were invited to take an active part in this new sport and three teams were formed . . . RAF Steamer Point . . . RAF Khormaksar . . . and REME Singapore Lines, each with three machines.

At that time the purchase price of a Trokart was £59! . . . complete with engine and tyres and ready to race. The chassis was drawn mild steel . . . one wheel drive and a rod brake operating on that same wheel. Handle bar steering was the vogue and a sheet steel seat ensured that one's posterior was bereft of skin after just one heat! The tyres were Avon, tubed and treaded, and unless one could see great slivers of rubber coming off when cornering the driver was certainly not going quick enough! Cost £15 per set at every meeting.

The engine was a 100cc Clinton Industrial Unit . . . fan cooled . . . about 3 BHP in standard form and using 9:64 gearing. It would easily out accelerate a Land Rover in our early road trials.

Certain chassis modifications were carried out as follows:

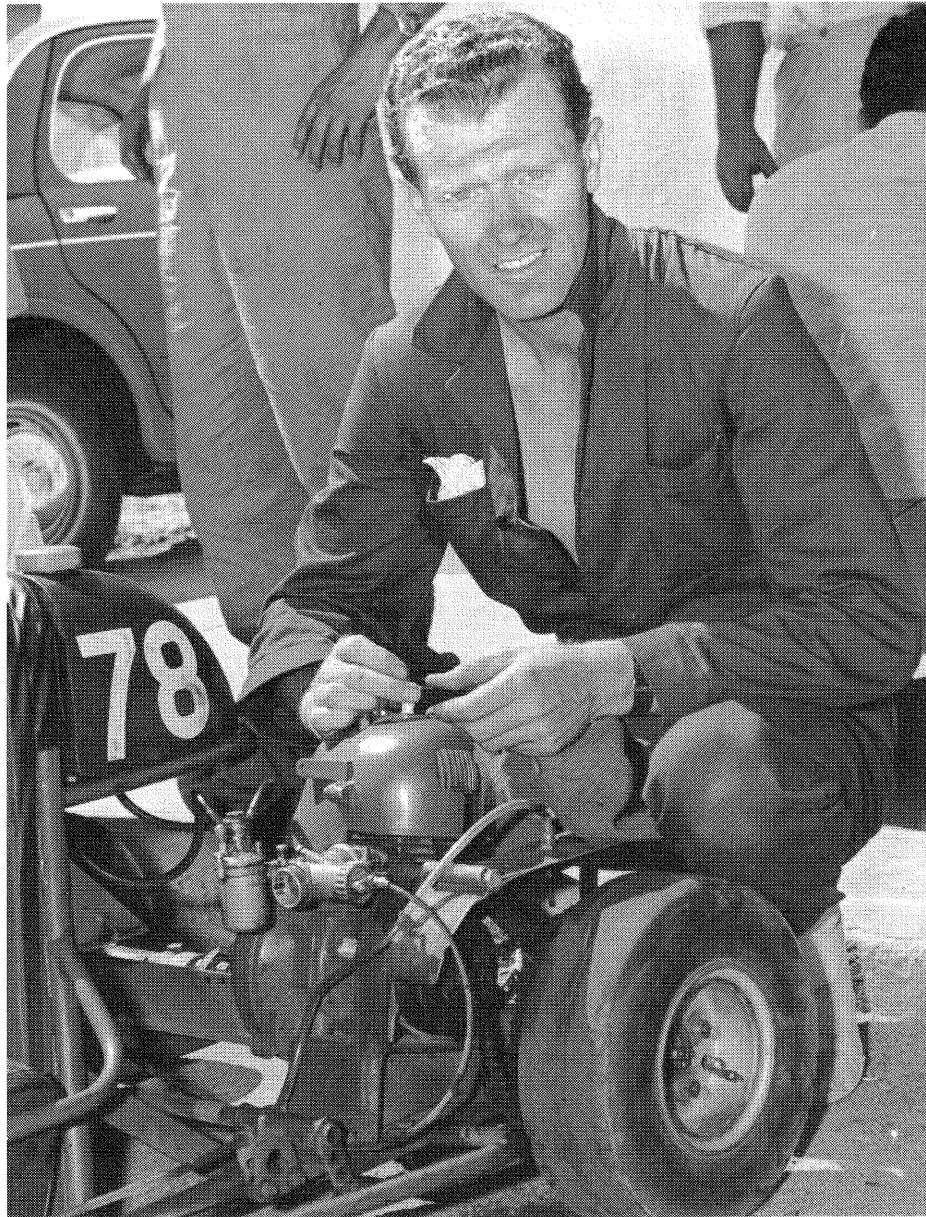
Cut the end of the exhaust stub off. (No noise meters in those days.)

Braze a 10 cent East African coin to the main jet screw for easy mixture control.

Fit a gravity feed fuel tank away from the spark plug.

We all scrounged high octane fuel as the local stuff was only good for applying to the naughty bits of camels to encourage their high speed racing!

Engine modifications were limited to only one



*The author with Silvercar Garelli C7.*

bolt on 'goodie'. The cylinder head and barrel were in one piece which made changes to the porting difficult.

We replaced white metal big end 2BA tapers with high tensile bolts.

Checked and replaced small end phosphor bronze bush.

Filed piston skirt and strengthen con rod with high tensile shims.

Stuffed crankcase with plastic, metal and balsa

wood.

And after all that . . . 7 BHP . . . if it held together.

Karting was, however, established in Aden and primitive as it was it did encourage the local Italian residents to become involved. Things were getting serious!

The Fiat dealership, under the management of a Mr Parsetto, imported three new Silver Car chassis with G7 Garrelli centrifugal clutch twin mounted motors.

If my memory serves me right I believe the chassis cost £160 and the motor £69.

A two hour Mobil sponsored Grand Prix was then organised round the hangars at Khormaksar giving a circuit length of 1000 yards. Grid positions were decided on individual lap times and classes divided between twin and single motors. Two drivers were allowed with a Le Mans type start and with pushers sprinting across the circuit to their respective machines.

By this time I had bought a Garrelli motor and screwed it on to the Trokart, adding an axle to give drive to both rear wheels.

Fuel was the problem . . . gravity feed . . . so I made up a gantry to hold a gallon tank for the 130 octane stuff.

I was placed fourth on the grid and after 20 laps the gantry collapsed completely. Never one to be defeated I carried on with the tank in a service back pack with a plastic fuel line to the



*The Italian faction.*

# Ulster Championships

Nutts Corner, Easter 1990

The Fisher Engineering Ulster Championship at Nutts Corner over the Easter weekend saw 117 drivers take part in the eight class event promoted by the Ulster Kart Club.

Racing was over two days with three races being held each day and points from both days going towards the Championship total.

## Cadets

Four new drivers were out for the two days racing and competition between them was close. However, the racing was dominated by the regulars . . . Allwyn Clyde and Richard Lyons . . . although the relative newcomer Gareth McAlister took second in the fourth race when Lyons retired. The overall winner by a very narrow margin was Clyde with Lyons second, McAlister third and Jason Curran fourth.

## Junior Restricted

After the first three races on day one Wayne Hamilton proved to be the driver to watch despite a poor result in the first race which was won by his nearest rival . . . Gary Freeburn. Michael Smith was also showing his determination by driving consistently and taking third in each of the three races.

On day two Simon Black made an encouraging challenge by winning the second race which pulled him right up the ladder to third overall. Hamilton however had four wins in total thus scoring maximum points on each day to give him the title from second placed Freeburn. The consistency of Mark Johnston gave him fourth overall with Smith settling for fifth. No doubt it will not be long before Hamilton and Freeburn get rid of their black plates, especially as they drove so well in the first race of the season also.

## Junior Britain

No one driver really dominated the racing over the weekend although it was apparent that the consistency as displayed by both Alan Dallas and Wayne Douglas would pay off.

Peter Duke was also in there having won the first race.

The second day saw Jonathan Wright showing some promise when he won the first race with Dallas in second. A poor result by Douglas meant he had to do better and a win in race five certainly put pressure on Dallas.

Unfortunately for Douglas a poor last race gave Dallas the title despite the latter also having a poor last race . . . his earlier results obviously pulling him through. Douglas did have enough to take second and hold Duke to third. It was a pity that Wright didn't quite get it together overall . . . however he did take fourth place.

## 100 National

The excellent 38 driver turn out necessitated them being split into two smaller groups.

With the 'GP' plate holder, Gordon Duncan . . . Dino Morelli . . . Andrew Lyons and Owen McAuley together at times the racing was certainly competitive amongst the four who have dominated the class so far this season.

At the end of the first day of racing both Duncan and McAuley had scored two wins each whilst the challenge looked to be coming from

Morelli who had a first . . . second and a third under his belt. Jonathan Kane was definitely lurking around but he didn't really make an impression until day two when he scored two wins. The engine of Duncan was sounding a bit off and the best he could manage was a second behind Kane. Morelli was given a bit of a challenge when Simon Clarke beat him in the first race on day two but Morelli was having none of that and a win in the next race . . . ahead of Clarke . . . pulled him up to second overall.

McAuley only managed one win on the second day but with three wins in total and a third spot he took the Ulster Championship for 100 National.

A somewhat disappointed Gordon Duncan had to settle for third just ahead of Jonathan Kane.

## 125 P&R

The current Champion Roy Davison showed his dominance in the first day of racing with two wins and a third to his credit. No doubt it would have been three victories except for a first lap spin which allowed his closest challenger Alister Rooney a win and to take second on the day.

Ken Graham was also proving to be a challenge to Rooney as his two thirds and a second showed. Realising that any further spins would give either Rooney or Graham a chance of the title Davison had to be on his guard and make sure during the second day.

In the first race on day two Rooney really piled on the power early and managed to keep Davison under pressure throughout the race to the extent where Davison took the flag first . . . but only by half a kart length!

With pressure really on Davison made sure of a win in race five by streaking well ahead from the flag . . . a win which secured the title. Rooney was a very creditable second overall whilst a poor result from the last race kept Graham in third.

## 125 Open

Trevor Roberts was without doubt the favourite for this class and by the end of the first day he was proving the punters right with three wins under his belt.

He did however have to work for his wins though as Leslie Currie, Brian 'Bogeyman' Kennedy and Raymond Johnston kept him on his toes. Currie was fairing better than the other two and by the end of the day was holding second with Johnston just ahead of Kennedy on the supposedly less competitive air cooled machinery.

Despite a scare when his throttle jammed wide open! Kennedy was not going to be harrassed by all the water from both the rain and the water cooled machines. Three good results in the second day gave him the edge on Johnston and managed to pull him into third overall. Having scored five wins in a row the title was for Roberts and his decision not to race in the last one put pressure on Currie to win to prevent Kennedy taking second. Johnston however was also after third overall and Kennedy had to be alert. All went well until the fourth lap when Currie took second behind Michael Duke . . . the latter seemingly found some power from somewhere as he had suffered a poor weekend up to that point.

Towards the end Johnston took third when Kennedy went wide and as the field spread out Duke developed engine troubles resulting in

retirement leaving Currie to take the win he needed to hold on to second overall.

Although Johnston held third in the race Kennedy still had enough points to take that position overall with the East West machine of Johnston settling for fourth.

## 250 National

The Dukes Transport Team had their second favourite for the weekend racing with Stephen McAdam winning all three races on day one. John McAllister was also proving a point with three good scores to his credit and despite not being able to match McAdam was holding second ahead of the more regular driver Robert Pedlow. For the second day of racing once again McAdam was the man to watch and with two more wins he took the title in fine style. McAllister was definitely showing that he meant business and two more second places gave him second overall.

Pedlow was not out of it by any means and a consistent weekend of racing gave him third overall.

## 250 Formula E

It was anyone's guess as to who was favourite for the fastest class of all but it was certainly going to be between the GP plate holder, Colin Menary, Raymond Lyons and Ivan Fisher.

The first day of racing proved who it would be as Menary took the first two races. Lyons did not get the results he would have liked and a spin off the circuit put an end to his racing with a suspected fractured arm.

Ivan Fisher . . . like any good fisherman . . . waited patiently for results on his new machine. A fourth in the first race was followed by a second . . . then a first putting him into second overall.

The fourth race proved to be a real guessing game as to which tyres to choose and with everyone going for slicks the rain which fell before the end of the second lap made everyone think a bit before applying too much right boot.

Menary was still holding out to Fisher and with two more wins under his belt took the title. Fisher looked like not finishing the meeting when a bent rear axle from a collision in race five forced him to retire.

However frantic efforts with a sledgehammer! . . . usefully applied in the right spots got him out for the final race which he duly won and claimed second overall.

Third overall went to Paul Maguire following a consistent weekend of racing.

Thanks are most certainly due to Fisher Engineering for their sponsorship of the Championships. Also to the St John Ambulance Brigade, all the Marshalls and helpers and last . . . but not least . . . the drivers for an excellent weekend of racing.

Let's hope that by the time you read this we will have had just as exciting a weekend at the second round of the Short Circuit Championship.

Report by John Belshaw







### DANIEL WHELDON AND EARLY DRIVE

Current Cadet Champion, 11 year old Daniel Wheldon, recently tried something a little larger when he visited Early Drive at Brands Hatch.

The scheme, backed by Ford, offers youngsters under 17 the chance to learn the basics of driving in safety on specially laid out roads within the Brands Hatch complex.

Fully qualified Instructors are on hand and they were said to have been stunned by the natural abilities shown by young Daniels.

Any Dads wanting to give their offspring a treat can get full details from Brands Hatch Circuits.

(Pic: Courtesy Gary Hawkins)

## CADET COLUMN

### KART & SUPERKART CLUBMANS CHAMPIONSHIP POINTS.

Danny Yeomans	107
David Tucker	94
Paul Jones	92
Daniel Gibson	91
Judd Coupland	86
Hans Christoffersen	83
Marcus Bazely	81
Tom Coupland	75
Mark Deal	75
Oliver Wood	74
Westley Barber	73
Robert Bell	66
Niki Richardson	66
Stacey Jane Fell	60
Chris Eaton	59
Darren Coatsworth	53
Simon J. Newby	49
Matthew Waller	48
Oliver Winslade	41
Max Winslade	40
Steven Pratt	39
Nathan Alcock	35
Neil Davies	35
Alistair Goss	34



## Playscape RACING LTD

### Garrad wins Playscape enduro

GARRAD INTERNATIONAL, with lady ace Mari Muench in the driving seat, made karting history when the 10-man/woman team took the chequered flag after a gruelling 25 1/8 hours at Playscape's Clapham Bus Garage over the May Bank Holiday weekend (May 27/28).

The endurance event was held in aid of ITV Telethon and raised a superb £50,000. Ten teams of 10 drivers competed in the fun-filled event, the winning Garrad team completing a total of 4,338 laps or 1,180 miles!

Several racing drivers were drafted in to lend their weight to the event and it was probably due to the assistance given by Panasonic/Texaco-supported Formula 3000 driver Richard Dean that communications company Mercury finished in second spot, 18 laps behind the winner. Dean put in an hour's worth of driving on Sunday evening as the event got underway, before dashing off to Brands Hatch to compete in the British Formula 3000 event.

Having sadly non-started at Brands Hatch, Richard dashed back to Clapham where he made up about 30 laps for the team before losing 10 in penalties for overtaking under the yellow flags! Indeed Mercury were leading with three hours left to run before losing laps with a broken stub axle.

Third team home was timber and building giant Harcros, a crew supported by Arquati-sponsored British Touring Car driver Jerry Mahony. The Hampshireman normally seen behind the wheel of a BMW M3 was joined by Formula Ford 1600 drivers, Gareth Rees and Irishman Fionn Murray.

Polly Peck International had the support of multi-Superkart Champions Martin Hines and Grant Munro to push them across the line in forth place, having reached third place at one point in the race, while driver of the event had to be Scott Stringfellow.

Scott, along with Charlie Putt, was driving for Intown Property Services, a team very short on manpower, with just four drivers on hand, Scott was near exhaustion with badly blistered hands during the night hours, but

bounced back after a short sleep to bring Intown home in an incredible fifth spot, having completed 4231 laps. **L.K.**

### PLAYSCAPE & THE JERSEY ENDURO 12th-13th MAY.

Playscape Director Martin Howell and Enduro "Ace" Dave Baker, with the backing of Zip Kart, nipped across to Jersey for a shot at the annual 4-Hour Enduro event. Practice and circuit familiarisation on Friday was limited to around half an hour, the track was earmarked for Fun-Kart use by holidaymakers! Twenty or so drivers turned up on Saturday morning for signing-on and the Zip Team's preparations were to benefit from Dave Baker's previous experience, both at Le Mans and Jersey last year. Before Enduro practice Kicked off a Cadet Enduro event was run, won by Martin's son Gareth Howell. During the twenty minute thrash Gareth completed 50-odd laps, three more than his near rival, the Club Champion, proof of the quality of the 1990 Zip Cadet machinery. Racing commenced at 1pm and after the usual Enduro "headaches" the team reached third and eventually first by the three hour mark. However their number two engine broke free from its mountings which cost valuable pit time and dropped the team to seventh overall and fourth National outfit home. A great day and evening was had by all. **E.M.**

## WHAT'S ALL THIS GOSSIP ABOUT SHENINGTON

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*It IS challenging! — New horseshoe and fast left and right handers*

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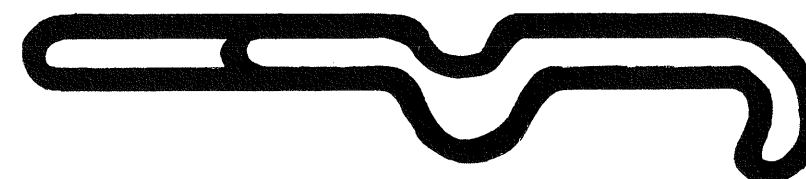
*It IS spacious! — 300+ pit spaces*

*It IS more fun! — Full grids are normal*

**It IS GREAT!**

### IT'S SHENINGTON

### THE *EVEN* LONGER SHORT CIRCUIT!



**Race Days: 3rd Sunday February-November, plus extras**

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**Membership Fee: £25**

#### Entries:-

(Close Saturday of previous weekend)

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Bicester  
Oxon  
OX6 8HP

**Members: £15 Non-members: £20**

**Test Days — Saturdays of Weekends prior and after race days.**

**For all events and Test Days write for Shenington 1990 Calendar.**

**Next club meetings — Sundays 17th June and 15th July.**

**CADETS — 80T SPROCKET**



RAC 100 UK AND  
CADET CHAMPIONSHIPS  
—ROUND TWO  
THREE SISTERS

APRIL 21st/22nd 1990

Glorious weather graced the Three Sisters circuit on April 21st and 22nd as the Wigan venue played host to the second round of the RAC Cadet and 100 UK Championship.

The 100 UK entry had three heats, one of which took place on the Saturday. Michael Houghton on his Zip/TKM established himself as the man to beat by taking two of the three heats, his second victory coming from an eighth row start. His 'low point' was a fourth place in the second heat but that came after some breathtaking manoeuvres as he worked his way up from the thirteenth row! Oldham's Chris Roscoe (Zip/TKM) took the win and he went into the final looking to be a strong threat to the likes of Houghton and Dearden and first round winner, John Aldred.

The final proved to be little different to the heats as once again Houghton led for all of the twenty laps despite the close attentions of Aldred and Bill Tully (TKM/TKM). The latter pair became involved in their own dice for second spot Tully going through on lap eight. Six more laps gone and Aldred regained his position but leader Houghton had pulled away sufficiently to relax slightly by flag fall. Stuart Etheridge came home third behind Tully with Dominic McGee and Roscoe next.

A huge field of Cadets was split into two groups . . . four races each, two of which were on the Saturday. The first was taken by Matthew Shaw from Daniel Wheldon and Alexander Davies whilst the second fell to Jenson Button with Scot Hans Christofferson and James Mills completing the top three.

Sunday produced the remaining six races . . . Wheldon taking the first after working his way up from a lowly grid position. Anthony Davidson took second on his Allkart with Reading based Lars Sexton next. Never out of the top three in heat four James Mills was made to work hard in the closing laps by the Allkart of Leeds Matthew Shaw and the Wright of Button. Shaw was indeed unlucky as having taken 2nd on lap 10 a last lap accident brought out the red flag with the result being declared as at the close of 9 laps thus placing Shaw officially third. Heat five also had to be stopped . . . after six laps . . . but it made little difference to Wheldon who had settled into a comfortable lead ahead of Davies and Shaw.

Heat six was taken by James Wright with a tremendously close finish between David Tucker and Paul Jones following. It was so close that a discussion between parents and Meeting Secretary, Alice Wright, led to the result being altered in favour of Jones.

Race seven was monopolised by Anthony Davidson, taking the lead at the start and never being headed. Behind him Kevin Hall was a comfortable second but the drive of the race went to Alexander Davies who, from sixteenth on the grid, battled his way through to third.

The last race went to Daniel Wheldon . . . capping a magnificent day . . . with the hard charging Jenson Button in Second. Third was taken by Basildon based Jay Howarth (Wright) with Scottish Champion Peter Maclaren using his Three Sisters knowledge to take fourth.

At the behest of the RAC Steward seven 100cc drivers made an appearance as part of their assessment before possibly going on to European and World Championships later in the year. Despite the small number present they put on a fast and exciting trio of races but the first of these had to be stopped after a second lap accident involving Mark Blair. Thankfully he emerged unscathed and was not only racing later . . . but winning . . . both the remaining two races falling to him. Darren Malkin won the re-started race and finished second to Blair in the later one. Sadly problems in the final dropped him from first to fifth and then retirement. Nick Fleming claimed second in the final from Michael Simpson.

Andrew Unsworth won two of the three Senior Britain races on his Whippett, the first going to the Fastrak Parilla of local driver Michael Goodacre.

The final produced three different leaders . . . White heading the field after one tour . . . Unsworth taking over on lap two before Mark Rose did likewise on lap four. At half distance however Unsworth asserted himself again . . . took the lead . . . and held it to the flag. Rose and Goodacre completed the top three.

The Senior Britain Novices, paired with the 100 Nationals were not surprisingly lower down in the results. Jeremy Pollit took race one . . . Michael Blackburn had race two before going on to win the final. Stuart Almond and Mark Sander-son were next.

The 100 Nationals were led home each time by Gary Gough, his hardest task coming in heat one where he had to work his passage from fourth to the front . . . a feat he accomplished in just two laps.

Never headed in the final he pulled away from the battle between Carl Machulec and Graham McCarthy resulting in a whitewash for the Sprint Rotax combination.

Andy Fairless dominated the 125 class . . . his Allkart/TM never being headed in heat one despite the attentions of Steve Coward on his Rotax powered Fastrak. Coward did briefly lead heat two but with two laps to go the Rotax lost its water and duly seized. The final produced a continuation of the battle with Coward getting as close to Fairless as he possibly could but without being able to find that little extra to get by.

Three wins give Fairless the lead in the Dunlop 125 Challenge.

Seventh overall Mark Haswell (Zip/Rotax) won the 125 National with Howard Warburton taking the honours in the P & R.

Albert Roberts from Ellesmere Port took both 250 national heats but lost out in the final to Brian Peary . . . the latter taking the lead on lap two. Paul Antoniak . . . like Peary from South Yorkshire . . . took third on his Zip/Honda.

It was a fine weekend of action . . . a full pad-dock and excellent weather giving Three Sisters one of its best meetings ever. The new track format was well received by the drivers.

Report from David Addison

210 CHALLENGE  
ROUND ONE  
SHENINGTON APRIL 15th

The first round of the 1990 210 Challenge took place at the newly extended Shenington circuit on Sunday April 15th.

On a damp but drying track the first heat was led by Stuart Warsop from Martin James, Chris Flitney, Norman Allen, Simon Bateman and the rest of the 17 strong field. Lap three and Graham Payne had moved up to third with Keith Edwards taking tenth spot and closing on Steve Warcroft.

Into lap six and Payne not only caught the leaders but passed them under braking into the bottom hairpin. He then proceeded to build up a lead and went on to take the flag. The battle behind ended with Warsop taking second from James with Johnson, Flitney, Edwards and Allen next.

Heat two produced another win for Payne after he had built up an early lead from Warsop, Bateman, Edwards, Rawden and Kettle. Four laps gone and Allen rolled to a halt whilst Bateman had slipped down the order with mechanical problems. Hooper, Higgins and Warcroft progressed well into 11th. . . 12th and 13th places at the flag whilst Warsop had second behind Payne with Edwards third and a flying Rawden fourth.

The final grid looked like this;

Edwards	Warsop	Payne (Pole)
Flitney	Johnson	
Rawden	Bateman	Kettle
Roper	Deyner	
Allen	Warcroft	James
Holt	Higgins	
Von Gerand	Wright	

On the green it was Payne who led them away with Warsop, Kettle, Edwards, Rawden, James and the rest in pursuit. By lap three Bateman had moved into sixth spot ahead of Kettle with Roper getting the better of Deyner to take eighth. Lap five and Rawden was putting pressure on Edwards. . . . Bateman rolled into the pits whilst Allen and Johnson watched from the infield. . . their day over.

Payne meanwhile stormed on to break the lap record and leave it at 51.25 seconds. On lap six Roper got past Kettle and on lap eight Edwards finally had to give way allowing Rawden up to third.

No more changes occurred during the final lap and the order at the flag was as follows;

1st	Graham Payne	Dino/KMP
2nd	Stuart Warsop	Barlotti/Villiers
3rd	Rob Rawden	Zip/Villiers
4th	Keith Edwards	Lazer/Kartcraft
		Invader
5th	Peter Roper	Lazer/Kartcraft
		Invader
6th	John Kettle	Magnum/Villiers

PHIL DAVIS HEAT TROPHY POSITIONS

1st	Graham Payne	6 points
2nd	Stuart Warsop	4
3rd	Keith Edwards	1
	Martin James	1

210 CHALLENGE NOVICE TROPHY

1st	Peter Roper	31 points
2nd	Nick Holt	5

PIT BITS.

A big thank you to Kate Bateman for her lap charts without which this report would not have been possible.

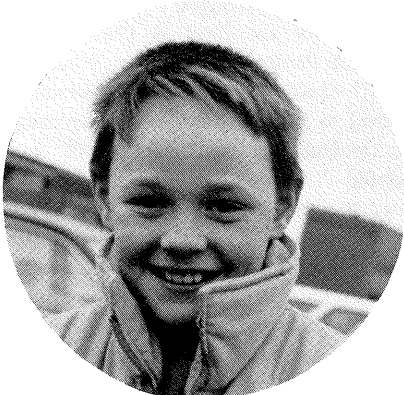
Round 5 of the Challenge has had to be moved from 26th August to 15th July as the airfield is needed for Army manoeuvres. . . .again! I hope this does not inconvenience anyone.

Graham Payne

Kart & Superkart

“A GREAT KART FOR GREAT KIDS”  
THE PROOF!

DANIEL YEOMANS



1<sup>st</sup>

PAUL JONES



2<sup>nd</sup>

THE  
LANGBAURGH  
HEROES!

KART AND SUPERKART  
CLUBMANS  
CHAMPIONSHIP  
ROUND ONE

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



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## BLAIR'S BABBLINGS



Quite a lot has happened since the last column, I've been off on my hols and during those I was able to tuck in quite a few race meetings; cars as well as karts.

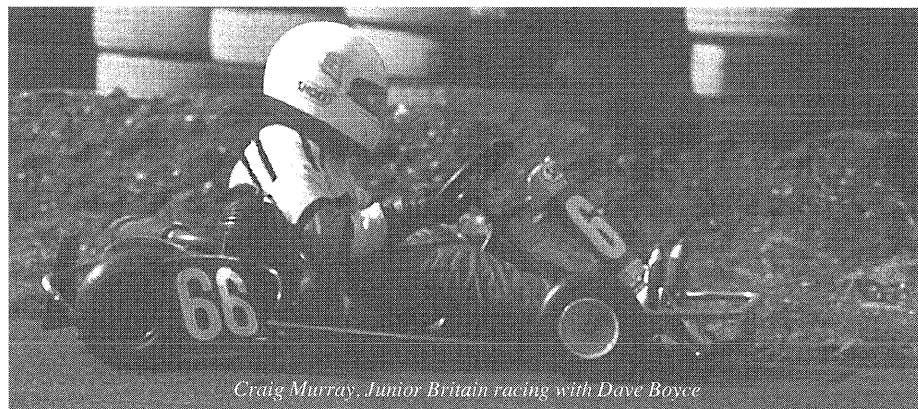
It all started off on Good Friday at Oulton Park with F3000 and Touring Cars topping the bill. They were joined by various FF1600 cars, saloons and the absolutely amazing TVR Tuscan, 4.5 litres of hairy-chested V8 power. Equally hairy was the noise from the British F3000 cars. Standing at Cascades, the ground virtually shook when they went past and hearing a V8 Cosworth being cranked up in the pits was a real ear-splitting experience, making a mockery of the current kart noise regs. It was an eye-opener though and so good to see so many ex-karters racing with the big stuff.

From Oulton we shot across to Fulbeck for the final Super One Qualifier. I put it to Pat Connelly that maybe the Qualifiers would be better taking the best three rounds from four, scoring as per the Series proper. This would then eliminate some of the desperate moves seen in the finals. She did agree but said that the work involved would have been equivalent to running the series proper within the space of five weeks. fair comment.

One aspect really highlighted the difficulty which faces the LKC at Fulbeck. It was the lack of access to the circuit until 6am on the Sunday morning which showed how little the MoD think of their karting tenants. This is by no means an isolated incident, Fulbeck face this indifference every meeting, not the way to do things really. My sympathy goes to the lincs KC and I hope they can sort out the decision makers before too long.

Easter Monday at Silverstone was the next venue with a varied programme featuring Vauxhall Lotus and saloons as well as the 250 and 125 karts. The smaller capacity karts provided a great race with the decision going down to the wire in favour of Graham Barker. Superkarts saw a classic win for Ian Shaw with the "Boss" second. Obviously the rain rather put the kybosh on the race as a spectacle but it was a terrific performance anyway.

The Vauxhall Lotus race was a real triumph for young David Coulthard, now safely entrenched in the Paul Stewart Racing team. He qualified second on the grid and after a brilliant start, withstood some great pressure



Craig Murray, Junior Britain racing with Dave Boyce

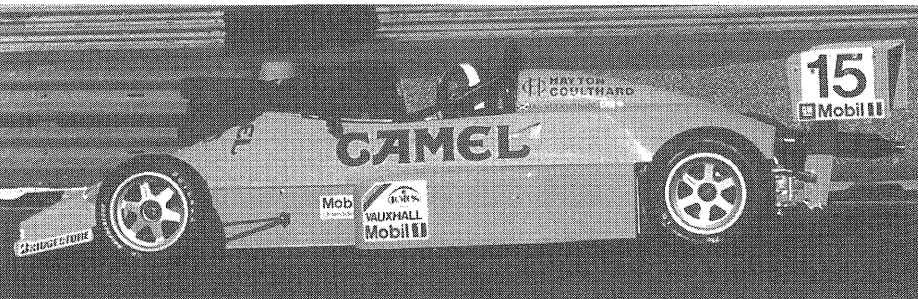
from the poleman, Nakano, before going on to win by a second. Watching the race was David's karting guru, Dave Boyce, and it's interesting to ponder on some of the names who have passed through the "Dave Boyce School of Motoring". The first I can recall is Brian Parias who raced at one time for Roy Dickson racing in the North East. The combination was very quick with Dave twirling the spanners to good effect. Next was Brian Smith and Peter McCallum. The former raced 125 under the Hayton Coulthard banner until a huge shunt put a stop to that. This was a shame as Brian was a very smooth, very quick driver. Peter had been racing 100 National with some success before he teamed up with Dave. Together they had the first real success with the P.C.R. in the UK before Peter took over the Hayton Coulthard seat in 125. Despite the different speeds and driving style required for 125 racing, Peter was instantly on the pace although his progress was marked by the odd excursion. The next pupil turned out to be David Coulthard and Dave looked after him right the way through his karting career. As to the future, well both of the current Boyce drivers have qualified for the Super One. Johnny Eastwood at Sherington and Craig Murray (double Scottish Cadet Champion with Boyce) at Fulbeck. Both are in the Junior class and should do well. The Coulthard dynasty still has a karter in the family with David's sister Lynsay having some success at Larkhall and Rowrah. Given time she may elbow big brother out of the way.

A week after Silverstone came the long circuit Champs at Cadwell. After the situation at Snetterton, all eyes were on this one to see if the noise problem was any nearer a solution. The queue for the noise testing was massive and stayed that way for over four hours. After the racing, several exclusions

for noise infringements occurred altering the results somewhat, Barrington was one. Ok at Snetterton, over the limit at Cadwell, but back under at Pembrey on Mayday, What had he altered? Absolutely nothing. The situation has ceased to be funny and now is bordering on the farcical. The entry at Cadwell was around the 200 mark. Two weeks later at Pembrey it was 130 - 140. The drivers are beginning to vote with their feet and leaving the sport. I am led to believe that we have an increase in kart license holders to around 10,000 this year. On the present form I wouldn't put any money on that number still being involved next year.

For the price of a seasons long circuit racing, a driver can do one of the age group FF1600 series and get prize money too. Where is the RAC prize-fund from the 1989 Championship Registration fees? Promotion is at an all time low and the incentive to compete is but a shadow of its former self. Anyway, to more pleasant thoughts, The winner of the 250 National race was none other than Adrian Wilcox who has been in the game for donkeys years. His win was well taken and all the more pleasing because it was taken by one of the sports' great characters. For example, an RAC Gearbox Champs at Rissington was livened up by Adrian leading the applause at the trophy presentation, culminating in him leading the cheers when he was announced in 8th. A thing I'm sure only he could get away with.

Another of his favourites is to wind up the opposition on the dummy grid by waiting for the pace car and shouting "right lads!!" This is guaranteed to set the mechanics teitching and the culprit can be found on the grid laughing his socks off. More power to your elbow, mate. Well that's it again for another month. Please feel free to contact me or Mike with any points you may have.



David Coulthard ex Boyce driver, now leading F.V.L. Championship

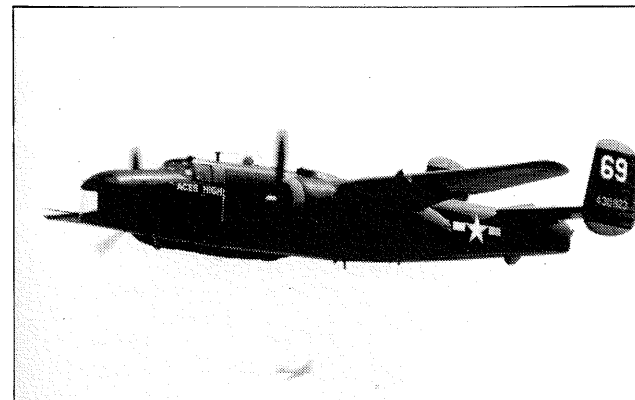
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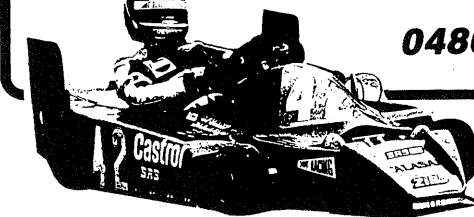
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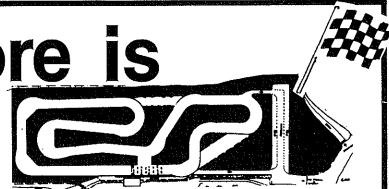
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All weekday use must be pre-booked. Please send SAE for 1990 fixture list to: Bill Sisley, Rock Cottage, New Church Road, Bilsington, Ashford, Kent TN25 7LA. Telephone No: 0474 879011 or 0836 661876. Fax: 0474 879002.

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