

# ZIP KART

SUPREME INTO THE 90s

THE RESULTS

## JUST HALFWAY THROUGH 1990 AND ALREADY

ZIP EAGLE	EUROPEAN CHAMPIONS	FORMULA E
ZIP EAGLE	BRITISH CHAMPIONS	FORMULA E
ZIP BANDIT 2	BRITISH CHAMPIONS	125 NATIONAL

BE IT A LONG, SHORT, DRY OR WET CIRCUIT  
THE RESULTS SPEAK FOR THEMSELVES.  
THE COST

**ZIP EAGLE 90** THE FAMOUS ZIP EAGLE AS CHOSEN BY 1989 BRITISH CHAMPION, "THE KART THAT OUT HANDLES THE REST" WITH A DURABLE CHASSIS MANUFACTURED IN T.45, SUPERB SPECIFICATION, THE REAL THOROUGHbred. COMPLETE WITH ROSS EDWARDS WHEELS ETC. **£2099.00 LESS TYRES + V.A.T.**

**ZIP EAGLET** SHORT CIRCUIT VERSION OF EAGLE. SAME SPECIFICATIONS AS EAGLE EXCEPT LESS GLASS FIBRE BODYWORK. **£1895.00 LESS TYRES + V.A.T.**

**ZIP BANDIT 2** FULL SPECIFICATION COMPLETE WITH 4 S/A BRAKE UNITS, NEW ONE PIECE BODY, ROSS EDWARDS WHEELS ETC. AVAILABLE FOR ALL 125cc, 210cc, 250cc CLASSES WITH EITHER WATER OR AIR COOLED FULL BODY. **£1650.00 LESS TYRES + V.A.T.**

**ZIP BANDIT 2 S/C** SPECIFICATION AS LONG CIRCUIT BUT LESS BODY, THE BANDIT DOMINATED S/C EVENTS IN 1989. THE BANDIT WITH ITS ADJUSTABLE MID SECTION MAKES IT A MUST FOR SHORT CIRCUITS. **£1495.00 LESS TYRES + V.A.T.**

THE PRICE OF SUCCESS WHICH IS BACKED BY 26 YEARS OF EXPERIENCE AND AFTER SALES SERVICE WHICH IS 2nd TO NONE IS PERHAPS NOT AS HIGH AS YOU THOUGHT !

**ZIP KART** PINDAR ROAD, HODDESDON, HERTS. EN11 0DE . TELE: (0992) 463371/468503. FAX: 447327

# K AND S

THE INTERNATIONAL MAGAZINE

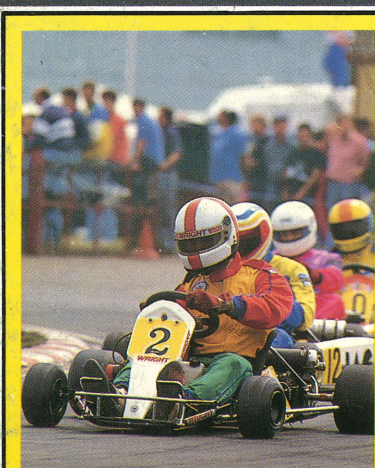
Features include...

Kimbolton  
Shenington  
Blackbushe  
Dunkeswell  
Little Rissington  
Nurburgring  
Val Vibrata

# KART AND SUPERKART

ISSN  
0956-411X

JULY 1990 £1.50



Steve Brogan — RAC Super One, Little Rissington

- ★ Pembrey & Cadwell Superkarts
- ★ RAC 100cc Clay Pigeon
- ★ Shenington Short Circuit Gearbox



VAT IS NOT INCLUDED  
Please add 15% VAT to the price of all items shown, and to carriage charges.



## Racewear & Accessories for all levels of Karting

### SPARCO KARTING SUITS

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

**ROAD & RACING (Jaybrand)** red/navy, blue/yellow ..... £86.09  
(Many Nomex suits also stocked — see Catalogue)  
**Note:** Children's suits up to size 32" (42 Continental) do NOT carry VAT.

### UNDERWEAR (Nomex fire-resistant)

**Sparco**  
2-piece — white, super smooth (176) ..... £55.00  
Vest only (176M) ..... £30.00  
White cellular knit (175) ..... £50.00  
Vest only (175M) ..... £27.00

### SOCKS (Nomex fire-resistant)

**Sparco**  
Long — white ..... £10.00  
Short — white ..... £8.00

### GLOVES (Nomex fire-resistant)

**Sparco**  
Indy — blue or red (131) ..... £44.00  
Rally — s/layer, leather palms, white (134) ..... £25.00  
Top — as 134, red, blue (133) ..... £30.00  
Profi — s/layer Nomex/grey suede, red, blue (139) ..... £38.00

### BOOTS

**Sparco**  
Classic — Nomex-lined, black leather (123) ..... £62.00  
Top Driver — Nomex-lined suede, red, blue, grey (124) ..... £84.00

'Club' red (233) ..... £74.00  
Single colour, red or blue (231) ..... £130.00  
2-colour blue/yellow or red/white (231X) ..... £145.00  
'Superlook' — yellow/navy/red, white/red/blue or white/blue/red (232) ..... £170.00

**ROAD & RACING (Jaybrand)** red/navy, blue/yellow ..... £86.09  
(Many Nomex suits also stocked — see Catalogue)  
**Note:** Children's suits up to size 32" (42 Continental) do NOT carry VAT.

**Jaybrand**  
2-piece — white, red, blue ..... £69.13  
Vest only ..... £89.13  
— white, red, blue ..... £38.00  
— red, blue ..... £50.00

**Road & Racing**  
'Rally' — heavy duty, 2-layer, Velcro straps, red, blue ..... £34.00  
Gauntlets — 3-layer, red or blue ..... £42.00  
(All gloves in small, medium, large)



**Bell XFM-1**  
white, 6% - 7 3/4 ..... £310.00

**HELMETS**  
**Bell M2 RS silver** ..... £240.00  
**Bell Magnum 4 RS**  
open face, white ..... £180.00  
**Bell Star FR white** ..... £200.00  
**Simpson Bandit**  
black or white ..... £210.00  
**Everoak Corsa** ..... £139.95  
**Everoak Grand Prix**  
open face, white ..... £82.50  
**Shoei GRV-4 white** ..... £345.00  
**Shoei ZR3**  
open face, white ..... £135.00  
**Arai GP2 white** ..... £352.00  
**Arai GP Jet**  
open face, white ..... £180.00

**SOCKS (Nomex fire-resistant)**  
**Sparco**  
Long — white ..... £10.00  
Short — white ..... £8.00

### GLOVES (Nomex fire-resistant)

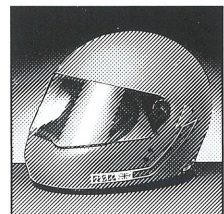
**Sparco**  
Indy — blue or red (131) ..... £44.00  
Rally — s/layer, leather palms, white (134) ..... £25.00  
Top — as 134, red, blue (133) ..... £30.00  
Profi — s/layer Nomex/grey suede, red, blue (139) ..... £38.00

### BOOTS

**Sparco**  
Classic — Nomex-lined, black leather (123) ..... £62.00  
Top Driver — Nomex-lined suede, red, blue, grey (124) ..... £84.00



**Bell Racestar II**, white, ex. small to ex. large ..... £160.00



**Everoak RSK**  
red or white, 6% - 7 3/4 ..... £109.95  
(All helmets available in full range of sizes)

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

**Simpson Bandit & Voyager**, clear, smoked Lexan ..... £25.00  
RX-II/RX-III/SX-III ..... £27.60  
**Everoak**  
RSK & Corsa ..... £12.50  
GP shield ..... £16.00  
**Arai Visors for GP2** ..... £30.00  
**Shoei Visors for GRV-4** ..... £35.00

### BALACLAVAS (All one size)

**Nomex fire-resistant balACLAVAS:**

**Sparco** — white only  
142/143 Cellular-knit single/twin eye-hole ..... £11.00  
144/145 Close-knit single/twin eye-hole ..... £13.00

140/141 Close-knit 2-layer single/twin eye-hole ..... £16.00  
148/149 Close-knit as above, flared neck ..... £22.00  
**Bell** — white only  
Single or twin eye-hole ..... £28.00

### COMPETITION ACCESSORIES

Tank tape ..... £5.22  
Masta tyre gauge ..... £24.00  
Newbow tyre gauges ..... from £90.00  
Digital pyrometer kit with case ..... £180.00  
— surface probe ..... £70.00  
— gas probe ..... £75.00  
Robinson wire twisting pliers ..... £60.00  
R&R lockwire pliers ..... £32.00  
Lockwire ..... £13.00

### Seiko Stopwatches

Seiko S129 Split/Lap timer with built-in printer ..... £250.00

### Chronotec

Pesotec Split/Lap timer, 8-function memory ..... £32.00

### TAG-Heuer Stopwatches

1030 Microsplit, Split or Taylor ..... £47.83  
1035 Microsplit, dual Taylor/Split ..... £72.18

### PROMOTIONAL

The following can be supplied in Team/Sponsor's colours:  
R&R golf size Umbrella ..... £15.00  
Silkscreen badges, Caps, T-shirts, Visor strips, Stickers, Hand embroidery all available.

**ZIP KART**

# BRIDGESTONE VEGA

**DISTRIBUTORS**

THE TYRES USED BY RACE WINNER'S AND CHAMPIONS IN ALL GEARBOX CLASSES.

**SPECIAL OFFERS**  
**210 NATIONAL**

**125 OPEN**

**250 NATIONAL**

**SPECIAL OFFERS**

**SPECIAL OFFERS**

**SPECIAL OFFERS**

VEGA S.L SLICK COMPLETE SET. £75.00 + VAT

VEGA NEW WET TYRE COMPLETE SET. £75.00 + VAT

BRIDGESTONE YDF SLICK COMPLETE SET. £105.00 + VAT

BRIDGESTONE YDW,YDV, YDP SLICK COMPLETE SET. £75.00 + VAT

VEGA R.T.SLICK, SPECIAL COMPOUND AS USED BY BOYD BARRINGTON TO WIN THE BRITISH CHAMPIONSHIP'S, PER SET. £75.00 + VAT

ORDER BY MAIL ORDER 48 HOUR DELIVERY £6.50

ALSO

AVAILABLE AT ALL L/C EVENTS FROM OUR ZIP RACE SERVICE VAN.

**ZIP KART**

PINDAR ROAD, HODDESDON, HERTS. EN11 0DE. TELE:- (0992) 463371/468503. FAX:- 447327



**SEND FOR FREE COLOUR CATALOGUE!**

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



## ROAD & RACING ACCESSORIES

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

**Opening Hours:**  
Monday to Friday 9.30 — 6.00  
Saturday 9.30 — 4.00

**Nearest Underground Station:**  
Fulham Broadway (District Line) 3 minutes' walk.

Outfitters to Motorsport Competitors and Support Crews

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

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



Illustrations are protected by copyright and may not be reproduced.



# MINI-ADS

Telephone in your Mini-Ads  
Bolton (0204) 365362  
Hoddesdon (0992) 444201

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

Rates: up to 25 words £5.00  
26 to 40 words £8.00  
41 to 70 words £11.00

inclusive of VAT

1" Box £12 + VAT (max 25 words) 2" Box £24 + VAT (max 65 words)

HAVE YOU GOT ANY BITS TO SELL OR SWAP?  
WHY NOT USE THE COUPON BELOW!  
ONE WORD PER SPACE


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

Name .....

Address .....

Access/Barclaycard No. ....

Advertisements to:

KART & SUPERKART, GRAY STREET, SCHOOL HILL, BOLTON BL1 1LZ



1980 BANDIT YAMAHA YZ K NATIONAL. Full spares. Fully rebuilt. Mint condition £1,600 ono. Also trailer tent £380 ono (Ring for specifications. Must be sold) Tel: (0539) 727822.

1989 JET CADET KART complete with slicks, wets, stand, helmet and karting suit. Superb condition. Ideal new starter £775. Tel: (0484) 685629.

100 BRITAIN, ANDERSON-PARILLA TT27. 1989 frame, 1989 engine (approx)! Monos, wets on rims, spares, stand. Good beginner's outfit. Never raced. No time to use so selling for. £999. Tel: (0256) 816229 (Hants).

CLUB SCENE  
NEEDS YOUR  
PHOTOGRAPHS  
— NOW!  
GET SNAPPING

ROTAX 125 L/C GOFF tuned, very quick. Fitted with 35mm smooth bore Mikuni carb with jets and ignition £850. Tel: 0908 582551.

125 NATIONAL ZIP/ROTAX, Goff tuned, short & long circuit trim. Spare engine, slicks, wets on rims. Few spares, excellent condition. Ready to race £1000. Tel: 0252 624406.

## MECHANICS WANTED

Do you need mechanics or helpers to cater to your karting needs? Then place an ad in these classified pages.

TAKE A MINI-AD  
Tel: Hoddesdon  
444201

## EX WORKS ZIP BANDIT 125

5 months old.

Ian Shaw tuned water cooled. Rotax. Long and Short Circuit bodywork. Tyres & spares.

£2,500

Tel: 061-367 8792 or 0860 754756

## 250E ANDERSON-ROTAX

Raced only 3 times since new. Full body, short circuit body. Slicks & wets. Freshly rebuilt engine.

Excellent all round condition.

£3,200 ono.

Tel: (0252) 876195

## RAIN-AWAY

For external surface of helmet visors. Greatly improves wet weather vision.

200MI £3.95

R McClean, Oxted Mill, Spring Lane, Oxted, Surrey, England RH8 9PB.

## KART SCHOOL

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

At TILBURY RACEWAY

On Saturday: 9.30 till 1pm

for appointments phone

DARTFORD 22645

1990 125 ZIP BANDIT 125. Two meetings old, from new, full spec. £1,450 ono. Tel: 061 367 8792 or 0860 754756.

## 1990/WC 125 ROTAX, ANDERSON TUNED

Special gearbox and 38mm Dellorto. Only two meetings. Change of class forces sale.

£1,000. Tel: Watford (0923) 661345.

100 SENIOR BRITAIN, Sprint chassis, TKM engine on standard bore. Unraced from new. Tyres, trailer, suit and spares £500 ono. Tel: Glos (0453) 545502.

100 NATIONAL SWISS HUTLESS CORSA CHASSIS, Parilla 81. V.G.C. good reason for sale. £750. Tel: (0845) 522376.

250 NATIONAL STRATOS HONDA CR 250 RC, Motive tuned, Dellorto, Motoplat, Quiet pipe, duplex, Hi back seat, wets, intermediates, Slicks, spares, stands etc. £1200. Unused R 1's on rims... £80. CR 250 RC engine, carb, rad, pipe, new ignition... £395 Tel: Steve, Nth Humberside (0482) 53495.

ZIP BANDIT ROTAX 125 A/C CSK TUNED. Long & short circuit trim, wets & slicks, Duplex chain must be seen. Tel: 0226 752071.

ZIP EAGLE 1989, ready to race (250E, 250 National, 125, Long or Short Circuit). Many spares too numerous to mention — £1,200. Also, 125 a/c engine, Zip tuned — £750. Telephone: (0925) 31985, or (0925) 838413. Ask for Tim.

## Anderson AK 250E Rotax

Very competitive outfit 2nd 250 challenge, good condition. Recent rebuild. Long & short body work, some spares and wheels.

£2,950

Tel: (0884) 40040

100 BRITAIN CHASSIS, tuned Arrow engine. Very fast. Very good condition £400. Tel: Bexley 081 3011302 (eve/weekends).

100 NATIONAL OUTFIT. Parilla TT27 engine various carbs, spares, practice rubber, wets and stand. £500 ono. Tel: Lisa 0224 725577 (day) 03564 368 (night).

WANTED, Slicks, wets, tyres for school karting use. Preferably second hand in good condition. Also YZ 250 wanted in any condition. Tel: (0829) 24575.

HEENAN AND FROUDE DPX1 dynamometer, recently overhauled and in vgc. A capacity up to 100 BHP and 9000 rpm. Must be sold, space required, hence £1,900 ono. Tel: 0926 624524.

ZIP GPX ROTAX 125 A/C. Recent con-rod and big end. Ready to race. £950. Tel: 0244 316441 after 6pm.

SIRIO ST50 100 Britain engine, fully rebuilt on first bore. Ready to run in, moving up to national. Very fast. £350. Tel: (Medway) 710007 (Nick).

Zip Shadow TD3DX International Yamaha 250. Excellent condition. Not raced for six years. Mechanically sound. Offers! Tel: 0543 375538 (day) 054536 5257 (eve).

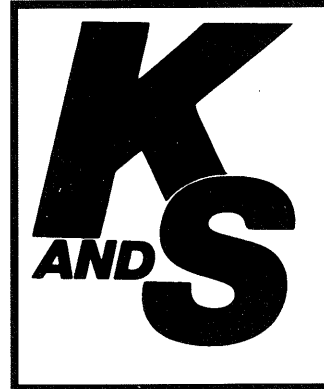
FOR SALE Zip GP 125 A/C Rotax, recent rebuild complete, ready to race. Change of class forces reluctant sale. £875 ono. Tel: 061-480 1379 (eve).

1988 ANDERSON ROLLING CHASSIS. £1075. Tel: 021-472 4823, 021-459 5263.

100 NATIONAL 89 DAP. Fully built and ready to race. Including pods, Hollow Axle extended hubs etc. Parilla TT31 jubilee "Challenger", very quick. Also 2 sets spare wheels and slicks. Unused wets on rims and enough spares to build complete spare kart. (Including chassis and spare TT31). Retirement sale — suit beginner. £1,250 the lot. Tel: 0480 891668.

100 NATIONAL SPRINT 87 SE. Arrow engine. Never raced, to be seen, with set of wets and rims. Parker tuned. £750. Tel: 0604 756135 (after 5pm).

ANDERSON 250E 1987 AK CHASSIS. Fast motor. Spare side pods and long circuit body. Some spares and push bar. £2,400. Tel: (0624) 74442.



## FRONT COVER:

Jamie Davies (1)  
leads the Junior  
Britain grid  
away during  
Shenington's  
super one.

Inset: Steve Brogan in 100  
Super action at the same  
meeting. (Pics: Doug Rees).

MONTHLY

No. 135

# Mike, Says....

I'm sure all involved in karting will have been saddened by the recent passing of Maudie Hines and will join me in expressing sincere condolences to Martin and his family. It says much for the character of the man that he has come through three such tragedies in so short a space of time. No one deserves that kind of ill fortune and hopefully the future will be much brighter.

On the racing scene things do seem to have settled down considerably over the past few weeks and whilst there is still a bit of 'mumblin' about one or two topics recent meetings have taken place without the hassle which plagued early season events.

As you will probably be aware the Long Circuit clubs have met on a couple of occasions giving them the chance to collectively put forward their views. I am told the Short Circuit Clubs have convened a similar meeting and the formation of a Drivers Association should add to the possibility of getting a united voice.

With the karting fraternity being spread far and wide across the Country effective communications will always be a problem. I know from my days as a Civil Servant and member of a 'Union' it was never easy to keep everyone informed of what was going on. I was one of a group numbering about 1500, small when compared with the total involved in karting but we still encountered those who didn't know...didn't want to know...or simply couldn't care less. Dissenters will always be present and it is a fact that whatever the powers that be come up with they will not please all the people all of the time.

If a more united karting voice can be achieved then it does give hope that the majority will have got it right...almost. Time will tell. Enjoy it anyway...make that your aim!

MIKE SMITH

Next month's features include:- Brands Hatch, Cadwell and Snetterton Superkarts; K&S Blackbushe; Assen Formula E World 2; Plus more. (These items correct at time of going to press).

Publication date:- Thursday 2nd August 1990.

Published by Kart & Superkart Ltd., Gray Street, School Hill, Bolton BL1 1LZ  
Telephone: Bolton (0204) 365362 Telex: 266343 G. ZIP.  
Fax: (0204) 365364

EDITOR: MIKE SMITH PRODUCTION MANAGER: ED McCORMICK  
ADVERTISING: DAVE SHEA

Distributed by Seymour, Windsor House, 1270 London Road, Norbury, London, SW16.  
Typeset and printed by: The Magazine Printing Company Limited, Enfield, Middlesex.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

Copyright — Kart and Superkart Ltd., 1990

# contents

2

JUST HEARD

News and views from around the karting world

3

MAUDIE HINES... A TRIBUTE

7

BLAIR'S BABBLINGS

8

KNOCKHILL SUPERKARTS

10

CLAY PIGEON BRITISH CHAMPIONSHIP

12

NUTTS CORNER GEARBOX

15

SHENINGTON GEARBOX

17

CADET COLUMN

23

FULBECK MINI SERIES

24

HESKETH CHALLENGE

27

LITTLE RISSINGTON SUPER ONE

30

CADWELL SUPERKARTS

32

CLUB SCENE

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

39

WHERE AND WHEN

Where and when to see karting during the coming weeks

39-40

STRICTLY CLASSIFIED



## RAC NEWS

### Clarification to Regulation S3.3.3., Page 242, RAC MSA Yearbook

#### Divided Exhaust Port

This term has been used since the 100 Britain class was introduced in the 1970s to describe a single exhaust port divided by a bridge to form two equal size holes. To keep the 'status quo' this will continue to be the case. The reference to divided exhaust ports in S3.3.3., will now read as follows:

Divided exhaust port (i.e., split equally into two).

## CIK European Championship Intercontinental-A

The President of the CIK is sorry to announce that due to circumstances beyond the control of the CIK he has had to accept the cancellation by the British ASN of this Championship which was to have been held at Wigan, England, on 24th-26th August 1990.

However, acknowledging the great urgency of the need to find an immediate replacement, yesterday, 2nd June, Mr Ernest C. BUSER the President of the CIK, accompanied by Mr Victor Alazard, the President of the GNK and the CIK Circuit Inspector flew to Bordeaux to inspect the new Circuit Bordeaux-Merignac and discuss with the Circuit Management the possibility of using this very fine new circuit as a replacement and for the Event to take place on the originally planned weekend.

The President of the CIK is very happy to announce the successful conclusion to his meeting at Bordeaux and that the

### CIK EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-A will be run at the CIRCUIT BORDEAUX-MERIGNAC 24th-26th August 1990

#### TIME TABLE CIK EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-A 1990 CIRCUIT BORDEAUX-MERIGNAC

##### FRIDAY 24.8.90

09.00-12.00h Free practice  
14.00-17.00h Official free practice — incl. dB test  
09.00-17.00h Administrative checking  
17.00-19.00h Scrutineering (2 lines)

##### SATURDAY 25.8.90

07.00-08.30h Scrutineering  
08.30-09.30h Carburation test — *Only for the drivers which have passed Scrutineering*  
10.00-11.30h Timed trials  
12.00h Briefing  
13.00h Qualification heats 13.00h A-B  
13.30h B-E  
15km 14.00h D-F  
14.30h A-E  
15.00h C-F  
15.30h B-D  
16.00h C-E  
16.30h A-D  
17.00h B-C  
17.30h A-F  
18.00h D-E  
18.30h B-F

##### SUNDAY 26.8.90

09.00-10.00h Carburation test  
10.00-11.30h Qualification heats 10.00h A-B  
15 km 10.30h C-D  
11.00h E-F  
11.45h Repêchage  
12.00-13.30h LUNCH BREAK  
13.45-14.00h Prepare for presentation  
14.00-14.30h Presentation drivers  
14.45-15.15h PREFINAL European Championship  
15.15-15.45 PREFINAL Federation Cup  
16.00-16.45h FINAL EUROPEAN CHAMPIONSHIP/Rostrum presentation  
17.00-17.45h FINAL FEDERATION CUP/Rostrum presentation Awards

### Formula K (Div 1&2) — Formula A Circuit Val Vibrata 26th-27th May

Round 2 of the Bridgestone CIK Europeanship took place at Val Vibrata, the entries in each category numerically similar to those in the opening round at Valence three weeks prior. Since the split of Formula K into two divisions a lot of well known faces have vanished from the ranks, the likes of Mike Wilson, six times World Champion, Lar Forsman, Jorn Haase, Mike Hezemans to name but a few. Perhaps they'll put in an appearance for the World Championship at Jesolo in September.

In Formula K the two divisions raced concurrently and in Division 1 Gianluca Beggio took the Pre-Final from Gert Munkholm, Rob Van Es and Max Busslinger. In Division 2 Massimiliano Orsini snatched the victory from Christian Pescatori, the Italian pair leading home Britain's David Cuff. Guiseppe Palmieri, Andrea Boldrini and Wim Eyckmans completed the order to sixth place.

To Beggio went the accolades in the Final whilst Busslinger held steady for second, ahead of Munkholm and Rob Van Es. Division 2 saw

an elated Gianantonio Pacchioni take the chequered flag after a disappointing Pre-Final result. David Cuff carried the British colours to a fine second place ahead of Daniela Galiffa, Martin Koene, Christian Pescatori and Wim Eyckmans.

Formula A fielded a good turnout, the 100cc clan providing some interesting action. Fabiano Belletti, after his performance at Valence, disappointed by coming home a lowly fourteenth in the Pre-Final. It was the turn of Patrick Crinelli to avenge his miserable Valence outing with a home win. Donny Crevels finished second ahead of Pierre Redeker, Kenneth Kristensen, Jan Neumann and Jan-Erik Loefgren. In the Final Crinelli continued his winning streak in fine style ahead of second placed Kristensen. Crevels held fast for third with Belletti saving dishonour by taking fourth. Neumann emulated his Pre-Final placing with another fifth whilst sixth went to Redeker.

#### Formula K — Div 1

**1st** Gianluca Beggio (I) Komet/CRG-Kali/Vega  
**2nd** Max Busslinger (CH) PCR/PCR/Dunlop  
**3rd** Gert Munkholm (DK) PCR/PCR/Bridgestone  
**4th** Rob Van Es (NL) Komet/Swiss Hutless/Bridgestone

#### Formula K — Div 2

**1st** Gianantonio Pacchioni (I) Rotax/TonyKart/Bridgestone  
**2nd** David Cuff (GB) Atomikart/Merlin/Bridgestone  
**3rd** Daniela Galiffa (I) Rotax/CRG-Kali/Dunlop  
**4th** Martijn Koene (NL) Rotax/Swiss Hutless/Dunlop  
**5th** Christian Pescatori (I) Parilla/Birel/Bridgestone  
**6th** Wim Eyckmans (B) Rotax/Tecno/Bridgestone

#### Formula A

**1st** Patrick Crinelli (I) Rotax/TonyKart/Bridgestone  
**2nd** Kenneth Kristensen (DK) Comer/CRG-Kali/Bridgestone  
**3rd** Donny Crevels (NL) Rotax/Tecno/Bridgestone  
**4th** Fabiano Belletti (I) Parilla/AllKart/Dunlop  
**5th** Jan Neumann (DK) Rotax/TonyKart/Bridgestone  
**6th** Pierre Redeker (NL) Rotax/Dino/Bridgestone

## Endyke Hull to host All-Britain Cadet Champs!

The All-British Cadet Championship forms part of a day long series of kart races making their street debut in Hull on Sunday August 19th. The racing, on a circuit around the city's Guildhall, will take karting to the people and provide an ideal venue for high speed action. Racing will also be open to 100 Junior Britain, 100 Senior Britain, 100 National and 100 Super National. Sponsors, Endyke Tyres anticipate the event will be a great crowd puller, particularly from a Cadet racing standpoint. The city centre will offer an ideal platform to promote the class even more. Although the event has yet to take place, so confident are the organisers that they talk of applying for an international licence next year. The Endyke Hull City Kart Championships will offer an opportunity for a great family day out to sample the thrills of motor racing. It will also focus attention on what Hull has to offer; the organisers have put in an extraordinary amount of preparation to maximise benefits all round. Entry forms are available from: **Mrs. P. Connelly, Lincolnshire Kart Club, 37 Lower Mickleton, Methley, Leeds LS26 9JH.**

# Strictly Classified!

## RETIREMENT SALE.

## PHOENIX/YAM/W/C

Excellent condition, competitive, bodywork, full floortray, Brembos, tyres, wets, spares etc. £995 ono. Phoenix/Honda W/C. Recent rebuild, tyres, wets, spare motoplat, rad, carbs etc. £595 ono. Honda CR 250 W/C engine, exhaust. Spare crank, crankcase halves, barrel, head and various bits. £395 ono. All must be sold.

**Tel: 0254 662753 after 6pm 64931/59829.**

250 NATIONAL 1988 Bandit YZ 250K outfit. Race winner, fully rebuilt plus spares. VGC. £1650 ono. Also Trailer tent £400. Must sell — retiring. Best offer buys. Tel: 0539 727822 eve.

ZIP GP 256E 1988 Rotax engine 1985, long & short circuit body, kelgates, mono wheels wets, fast and reliable. £1,950. Tel: 081 7510716.

210 NATIONAL OUTFIT. Fully body work, Phil Ansell tuned engine with computer designed exhaust, rev counter, electric fuel pump, stand + tools £650. Second Phil Ansell motor with PF pipe £400. Rain tyres on split rims £50. Trailer 7'x4'6" £300. Tel: 0625 22345.

LYNX ROLLING CHASSIS l/c & s/c bodywork. 2 sets of Vega slicks, 210 plates £300. Quick 210 engine inc. 36 amal, exhaust £400. Tel: 0280 814446.

ZIP ROTAX 125. Complete outfit with slicks + wets on rims, too many spares to list £800 ono. Tel: Darren 0533 353822 after 7pm.

ZIP 256 ROTAX, short and long circuit trim, Kelgates, mono wheels, wets, spare engine. Fast and reliable Tel: 0288 355633.

250 NATIONAL YZ YAMAHA, Motiv tuned, Phoenix chassis. Short circuit body work. Complete spare engine, wets, purpose built trailer. £1350 ono. Tel: 0455 615244.

'82 Rotax 256 rebuilt, 3 meetings. Good condition. Brand new PMP pipes under noise limit. Complete with electrics and carbs — £450 ono. Telephone: (0282) 865055 (anytime).

ZIP GP HONDA A/C. Chassis straight and rebuilt over winter, with new brakes, all bearings, steering joints. Spare dry tyres, wets on wheels. Ideal beginners kart — £600 ono. Spare engine to suit — £150. Telephone: (0767) 40470.

210 BARLOTTI UPTON. Ready to race. Wets and slicks — £550. Telephone: Ernie Felix on 081-207 4433 (Bus); (0923) 853831 (Home).

## COBRA KARTING

### Do you have experience working with karts.

Cobra Karting require a mechanic. If you're hard working and have experience working with indoor karts.

**Contact Michael on 081-205 3816, or  
Fax: 081-205 1033.**

### 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 076 387 335.

IVECO 1984 6010 Motorhome Kart Carrier. Six new tyres. Everything here to compete. Reduced from £7,000 to £5,000 for quick sale. Contact: Kart House (0670) 367609. ROTAX 250, YAMAHA 250 TZ 'J'. Good running order and spares. Dino and Zip GP rolling chassis with bodywork. Very good condition plus accessories. Offers! Telephone: (05436) 74881.

ZIP GP 125 ROTAX, NATIONAL. Full Kelgate brakes and axle hubs. Quick engine recently rebuilt. J/L Exhaust, slicks and wets on rims. Short Circuit bodywork — £1,175. Telephone: (0462) 701222.

100 National 1989 — hollow axle, extended hubs, side pods, fully built and ready to race. With Parilla TT31 Challenger, tuned carb. Spares including full chassis ('88 DAP Greyhound), two sets of slicks on wheels. Set of unused Bridgestone wets on wheels, spare Parilla TT31 Jubilee, numerous sprockets. All must go. Good Clubman kart. £1,195 the lot. Telephone: (0480) 891668.

### LYNTON TYPE BOX TRAILER

Four wheeled, fully boarded and racked for karting. Good condition. **£500.**

**Tel: Watford (0923) 661345**

## WHERE AND WHEN

### JULY

**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 — (1½ miles east of Barkway, off B1368 Cambridge-Ware Road).  
— (9 miles southeast of St Andrews, Fife, Scotland). — 100 UK Gold Cup-TKM Caledonian Cup — Open Meeting.  
Langbaourgh — (Motorsports complex south of the River Tees, Middlesbrough, Cleveland).  
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon) — 210 Shield.  
Buckmore Park — (Maldstone Road, Chatham, Kent, just off M2, junction 3).

**20th JULY (Friday)**  
Portrush — (Car Park, Portrush, Co. Antrim, Northern Ireland).

**21st JULY (Saturday)**  
SNETTERTON — (Car Racing Circuit, Snetterton, approx 19 miles southwest of Norwich, Norfolk) — Practice available Friday 20th.

**22nd JULY**  
BLACKBUSHE — (VIA CRICKET HILL (OFF A30) AND VIGO LANE, YATELEY, SURREY) — KART & SUPERKART CLUBMANS CHAMPIONSHIPS — ROUND 3.  
Pembrey — (Welsh Motorsports Centre, Pembrey 8 miles from Llanelli, Dyfed, South Wales)  
Fulbeck — (9 miles from Newark, off A17 at Brant-Broughton Crossroads, Lincs).  
Felton — (7 miles from Morpeth, on A1, Northumberland) — RAC Super One, Round 5.  
Three Sisters — (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Lancs)  
Bovington — (2 Counties Kart Club, Lawrence Raceway, on Army Base, Bovington, Dorset).

**25th JULY (Wednesday)**  
Carrick Fergus — (Carrick Fergus, Co. Antrim, Northern Ireland) — Road Race Series.

**28th JULY (Saturday)**  
Ellough — (2 miles from Beccles, Suffolk)

**28th-29th JULY (Saturday)**  
Liedolsheim (D) — Formula K Div 1 & 2/Formula Super Hundred European Championships.  
Kimbolton — (10 miles west-southwest of Huntingdon) — RAC Cadet/100UK Championship Round 4.  
Shenington — (8 miles from Banbury, off A422 Banbury-Stratford Road, Oxon).

**29th JULY**  
Carnaby Chasewater Dunkeswell — (Auto 66 Club, 2 miles west of Bridlington, North Humberside)  
— (Pleasure Park, approx 1 mile from Brownhills, Staffs)  
— (5 miles from Honiton, Devon)

### AUGUST

**3rd-5th AUGUST**  
SILVERSTONE — RAC MSA BRITISH KART GROUND PRIX-FORMULA E WORLD CHAMPIONSHIP ROUND 2 (SPONSORED BY COCA-COLA).

**5th AUGUST**  
Little Rissington Rye House — (RAC Base near Stow-on-the-Wold, Glos).  
Felton Larkhall — (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts).  
— (7 miles from Morpeth on A1, Northumberland).  
— (Summerlee Raceway, Merryton Road, Larkhall, Hamilton, Strathclyde).

**10th AUGUST (Friday)**  
Portrush — (Car Park, Portrush, Co. Antrim, Northern Ireland).

**12th AUGUST**  
Birmingham — (Chasewater Wheels, Wheels Adventure Park, Adderley Road South, Sallity, Birmingham B8 1AD).  
Clay Pigeon — (Midway Dorchester and Yeovil on A37, Dorset).  
Boyndie — (3 miles west of Banff, Grampian, Scotland).  
Kimbolton — (10 miles west-southwest of Huntingdon, Cambs)  
Tilbury Fulbeck — (Dunlop Road, Tilbury, East London, near Tilbury Docks)  
— (9 miles from Newark, off A17 at Brant-Broughton Crossroads, Lincs).  
ROWRAH — (4 MILES FROM FRIZINGTON, CUMBRIA)  
— KART & SUPERKART CLUBMANS CHAMPIONSHIPS  
— ROUND 4



# WIGAN

## MAY BANK HOLIDAY DOUBLE.

I suspect that I must be a lucky omen for Wigan,four visits this month after a six month break and four glorious sunny days.The Bank Holiday weekend had to be the highlight with large grids,huge holiday crowds and a near carnival atmosphere to complement some superb racing.

### CADETS

Three different heat winners in the shape of Stacey Fell,Chris Moreton and Paul Jones and these three were destined to give us a fantastic spectacle in the final.It was Jones who grabbed the lead from pole followed by Moreton ,off three,with the young lady having to slot into third.If I were to list how often these three were to change places I'd almost have to write a book but it was finally settled into Lunar for the last time as Moreton dived through,only to exit wide and allow the other two to get by. Heads on wheels they willed their motors to the line where the Officials had to be sharp to see Jones snatch it from Moreton and Stacey with even horse racing not having words to describe the distance between them.

### JUNIOR BRITAIN

Another three different heat winners with Adrian McDade.Michael Simpson and Niel Chamberlain collecting the honours in some very tight and competitive racing.However ,the final proved to be somewhat of an anti climax.Chamberlain got a flyer from the outside and was never to be headed. For a couple of laps the chasing bunch jostled fopr the best lines but slowly the race settled into a procession. Simpson seized leaving Lee Jones to hold second before McDade took the Teejay TKM through although he was unable to make any inroads into Chamberlains lead.After a good scrap with Martin Hill ,Michael Knaggs disappeared on the last lap to leave the flag order as...Chamberlain...McDade....Jones....Wesley Jones and Hill.

### SENIOR BRITAIN

Such a large entry saw the Novices having their own heats and final and two wins went to Stuart Forrest with Stuart Almond taking the other. In the final Forrest got away quickly and went on to win with ease. Almond,after holding second for a long spell,fell back with first ,his brother Richard taking him then Robin Booth leaving that order at the flag with gaps between all the runners. The full grid of white plates saw Steve Cook Martin take two heats and Blair Mollinson the other to give the pair the front row.Despite Mollinsons good start it was Cook Martin who had the legs at the end of the straight to lead the pack and he extended it steadily to the end. Behind him Mollinson had Adam Gore for company with Andrew Unsworth climbing rapidly only to fall back later. Throughout the midfield there were several battles but at the end only the last lap spin of Mollinson changed the order. Cook Martin was the easy winner from Gore . . . R o n H a y w o o d . . . M a r k Sanderson....Richard Smith and Steve Wild.

### 100 NATIONAL and 100 UK

Wigan,once a bastion of 100 National racing,is facing the same problems of most other Northern circuits of falling numbers but it was nice to see around twenty of them doing battle. Two wins for Gary Gough and one for Barry Hill whilst Peter Dearden and Kevin Green took the UK honours. In the final Gough beat Stuart Rawsterne into the first bend whilst Hill settled for third but by the next corner he was up to second and off in a vain chase of the leader. Dearden,having had 3 good heats was on the receiving end of National power each time up the straight as they nailed him..two at a time...into the top bend but still well clear of

any other UK opposition. Gough held his lead from Hill to the flag and Rawsterne settled for third whilst Brian Talbot pipped the flying Stuart Hasall for fourth.Dearden won UK from Kevin Boland and Novice,Philip Playforth.

### 125 COMBINED

All the 125's out together and no doubt who was quickest as Steve Coward took all three heats with ease,lapping in under 39 seconds, quicker than the 250 Nats !! Wayne Bray was the quickest of the Nats and neither P & R looked happy throughout. In the final it was Bray from the second row who got the best start as the front row had their eyes on the Clerk of Course,Ken Wright, whose ankles were barely clear as the green showed.However,poleman Coward,driving like a man possessed after his disappointments in Ireland the previous day,where a fuel pump let him down,was soon in front and steaming away. Rob Ainsworth held second initially but Bray pulled out of the cloud of smoke he was laying to slip by. Brian Winder,David Gunston and Ian Holt kept the fire burning in midfield but at the flag Coward won comfortably from Bray..Ainsworth..Holt..Winder and Neil Percival. P & R man ,John Horner was carefully nursing a very sick Honda round and albeit nearly three laps adrift he made it to the line to collect the first pot in class.

### 210 NATIONAL.

Good to see a decent grid of 210's again at Wigan.No prizes for guessing who won the first two heats but John Haighs' demise in heat 3 let Simon Bateman in for a share of the glory.In the final Tony Suthers shot off well before the lights changed to green but with no flag he enjoyed his brief spell at the front. Haigh was in no mood to be denied and nonchalantly coasted by round the pit section to disappear into an indecent lead.Graham Payne and Bateman were making life somewhat hot for Suthers whose Quantum power was keeping him in front...but not for long as Payne outraked him into Rogersons. Suthers was back again until Payne got through and got away as Ernie Booth began to look for a way through also.On the last lap he did it leaving the flag order..Haigh...Payne....Wynn...Suthers and Bateman.

### 250 COMBINED

A couple of 250 E's mixed with a good grid of Nationals provided a high speed climax to Sundays meeting. Roger Mayers Rotax twin comfortably won all three races but the National honours were shared by Rob Dickinson,Albert Roberts and Kevin Maunder. Mayers sheer power saw him leave the Nationals for dead off the line and he rapidly opened up a fair lead. Dickinson slotted into second with Maunder pushing hard and Roberts waiting for a mistake. Ray Hyde,after some disastrous heats,rapidly shot up into 4th but too much golf seems to be sapping his fitness and he failed to make any further impression. Midway and Mayers was laying a cloud of steam and wisely shut up shop to coast home leaving Dickinson to hold off a very determined Roberts after Maunders expired on Rogersons.

### RESULTS CADET

- |                  |         |
|------------------|---------|
| 1. Paul Jones    | Zip     |
| 2. Chris Moreton | Jeta    |
| 3. Stacey Fell   | Allkart |

### JUNIOR BRITAIN

- |                     |               |
|---------------------|---------------|
| 1. Neil Chamberlain | Boxer/Parilla |
| 2. Adrian McDade    | Colt/TKM      |
| 3. Lee Jones        | Colt/TKM      |

### SENIOR BRITAIN...NOVICE

- |                   |                 |
|-------------------|-----------------|
| 1. Stuart Forrest | Wright/Parilla  |
| 2. Richard Almond | Wright/DAP      |
| 3. Robin Booth    | Fastrak/Parilla |

### SENIOR BRITAIN

- |                      |               |
|----------------------|---------------|
| 1. Steve Cook Martin | Colt/Parilla  |
| 2. Adam Gore         | Boxer/Parilla |
| 3. Ron Haywood       | Fastrak/TKM   |

### 100 NATIONAL

- |                     |              |
|---------------------|--------------|
| 1. Gary Gough       | Sprint/Rotax |
| 2. Barry Hill       | Sprint/Rotax |
| 3. Stuart Rawsterne | Sprint/Rotax |

### 100 UK

- |                  |           |
|------------------|-----------|
| 1. Peter Dearden | Boxer/TKM |
| 2. Kevin Boland  | TKM/TKM   |

### 125 OPEN

- |                   |                    |
|-------------------|--------------------|
| 1. Steven Coward  | Fastrak/Rotax      |
| 2. Ian Holt       | Anderson/<br>Rotax |
| 3. Martin Stretch | Zip/Rotax          |

### 125 NATIONAL

- |                  |                       |
|------------------|-----------------------|
| 1. Wayne Bray    | Stratos/<br>Minarelli |
| 2. Rob Ainsworth | Stratos/<br>Minarelli |
| 3. Brian Winder  | Nevada/Rotax          |

### 210 NATIONAL

- |                 |                     |
|-----------------|---------------------|
| 1. John Haigh   | Invader/<br>Quantum |
| 2. Graham Payne | Dino/Villiers       |
| 3. Ernie Wynn   | Zip/Villiers        |

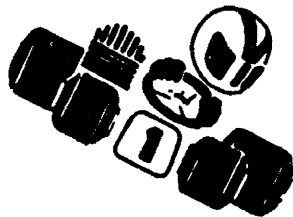
### 250 NATIONAL

- |                   |                  |
|-------------------|------------------|
| 1. Rob Dickinson  | Anderson/<br>KTM |
| 2. Albert Roberts | Anderson/<br>KTM |
| 3. Ray Hyde       | Fastrak/Cagiva   |

### 250 E

- |                 |           |
|-----------------|-----------|
| 1. Roger Mayers | Zip/Rotax |
|-----------------|-----------|

### REPORT BY BRIAN LORD.



# MAUDIE HINES - A TRIBUTE.



MARK & MAUDIE, DINNER DANCE.

tracks. Karting had become her life and she was always seen at Mark's side at various functions, as for many years he was Chairman of Four Counties Kart Club,later known as Hoddesdon Kart Club.

However age crept up and prevented her from participating in many of these activities,including missing Martin's European achievements.

But she refused to miss the many important meetings in England even though at times she couldn't bring herself to watch.

Her strength shone through when Mark's health waned, she nursed him continually until life took a cruel twist and Mark was taken from her.

Her strength through this ordeal held firm and she returned to work at Zip Karts.

Life had also given her three grand children whom she dearly loved. Again the

It is hard to find the right words to describe the great loss of such a wonderful person as Maudie Hines. Her warm, kind manner touched us all. For more than 20 Years she was the charming friendly voice answering the switchboard at Zip Karts and for many of you, your first link with the racing world. But it was more than the 20 Years, it was her devotion to Mark and 50 years of marriage that helped make Zip Karts a family business. During those many years of marriage the only time they were apart were the war years.

Life was not always easy, with her love of children she wanted a large family, this caused much heartache from continual mis-carriages.

Eventually she fell pregnant with her one and only son Martin. Even at the blackest of times her marriage never faltered.

While Martin was still a baby Maudie took him everywhere, even to the Speedway to watch their dear friend "Wally Green" race, and as Martin grew so did his interest in the racing world. But the dangers in the Motorcycle world made Maudie less enthusiastic.

Mark and Martin however became interested in "Go Karting", so they built a couple of karts naming them and their new found interest as Marts Karts and then onto the start of the firm Zip Karts. This was the beginning of her life long dedication,not... only to Zip Karts but to Martin's racing career.

Her following of Martin's racing took her around Britain and Europe's many race



MAUDIE WITH LUKE

cruel twist of fate took Kelly, her eldest grandchild.

This latest tragedy added to the seriousness of her illness and Maudie could take no more. Sadly she passed away on 16th June, just ten days before her 72nd birthday.

### HER SOFT, WARM SMILE WILL NEVER BE FORGOTTEN.

## WITH THANKS

To all are many friends and business associates, I would like to show my gratitude for the beautiful floral tributes and words of sympathy. To lose both your parents and a daughter in just eight months is impossible to put in to words. I must thank everyone of you as it has been your comforting thoughts that have helped me get through these very sad times.

ON BEHALF OF TINA AND MYSELF  
WE THANK YOU SO VERY MUCH.

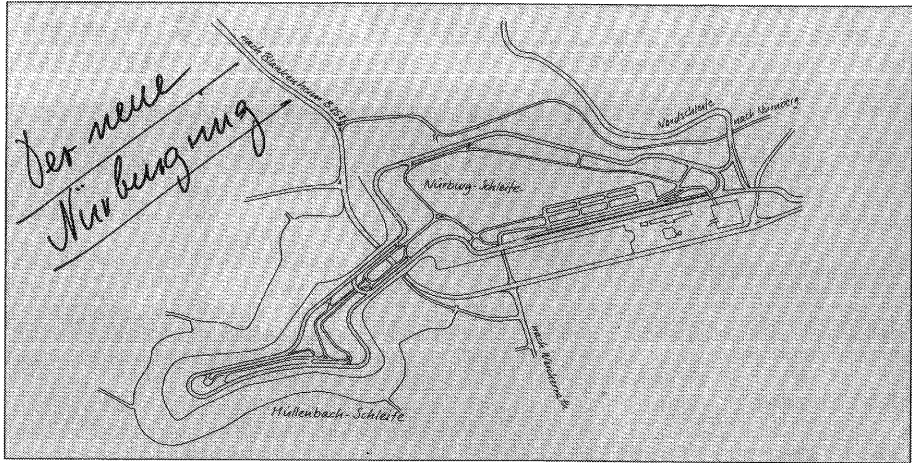


Nurburgring

SUNDAY, MAY 20th

Eight o'clock in the morning and the Superkarts struck up for their first half hour practice session. The entry was lower than expected despite there being an increase in Licence holders; twenty 250 Formula E were present with ten 250 single cylinders. However, the times recorded showed that competition would be close . . . Leo Wollerich being quickest in 1m 10.56 s whilst the next eight drivers were all within a second.

At 11.30 the lights flicked to green and it was 'rookie' Perry Grondstra who led the field through the first chicane on his Gorissen/Grondstra designed NINJA with Rotax power. He was followed by Wimmer, Wollerich, Oosting, Runforth, Dau and Hendrikse with the latter having the door slammed in his face over the first couple of laps thwarting any attempts to make up places. After three laps Grondstra held a comfortable lead over Wimmer . . . the latter having recovered well from his accident earlier in the year. Wollerich and Hendrikse were next up with Jacques piloting the Eyckmans/Royal Canin Anderson Rotax . . . Royal Canin being a Belgian Pet Food Company. Dau, Runforth and Dutch



Champion Oosting were next but at the flag it was Grondstra over the line first. The afternoon temperature rose to 28 degrees with all drivers roaming the paddock searching for smaller jets in time for the second race. At 3.15 the race was on and this time it was Hendrikse who made the best start getting a flier from the third row with Grondstra in hot pursuit. An error from Hendrikse though allowed Grondstra through and over the next two laps he built up a two second lead whilst Wimmer also found a bit extra to get past Hendrikse.

Backmarkers then came into the picture . . . holding up Wimmer and Hendrikse and allowing Dau to join the scrap for second. The latter did manage to get past Hendrikse but was quickly relegated to third again. Grondstra motored on to take the flag first again with Wimmer, Hendrikse and Dau being just 8/10ths of a second apart at the flag. Jan van Tilburg, in his first year of 250 Formula E, took a well deserved seventh place.

JACQUES HENDRIKSE

The Jersey Kart and Motor Club International Kart Hill Climb

The Jersey Kart and Motor Club's International Hill Climb . . . one of the most popular of the Annual events amongst motor racing enthusiasts . . . will be held on Monday 27th August Boulay Bay is unique in many ways. The bay itself nestles below the cliffs of the highest part of Jersey, reaching a height of nearly 450 feet. The little harbour is used mainly by fishermen who make a lucrative living with their lobster and crab pots, these crustaceans abounding in the deep waters around this north coast. It is also popular with residents and holidaymakers, with its pebble beach and numerous cliff paths. A first class hotel is also situated at the bottom, close to the pits and start line for the hill climb. The hill . . . which is the only way in and out of the bay . . . has long been popular as a hill climb venue and is in fact one of the group featured in the British National Hill Climb Championship, going back to pre-war days and organised by the Jersey Motor Cycle and Light Car Club, always attracting many leading British drivers with their powerful racing cars.

The International Kart Hill Climb is of slightly newer origin, having been staged for just over two decades. The speedy karts always provide great excitement for the spectators. Unlike normal racing, this event sees one kart at a time making its timed run up the hill in different classes as per RAC Regs. Thus it is purely a matter of the driver's skill in his attempt to register a fast time . . . and really fast times are returned. The record for this event is 41.19 seconds which was set by local driver, Nigel Davis, on a 250cc kart in 1984. This is over a timed section of 1011 yards of twisting uphill tarmac giving an estimated maximum speed of over 70 mph. The hill has an 'S' bend, a long and tight left hand bend . . . the notorious right angle at Radio Corner then the sweeping left hander approaching the finish. High ground sloping down to the road helps give a grandstand view for spectators who . . . given a fine day . . . can enjoy the best of both worlds, watching the

racing and relaxing in the sun between runs. Spectators are treated to morning practice runs followed by at least four or more official runs in the afternoon . . . weather and time permitting. Boulay Bay has another unique feature for the competitors . . . they can if they wish pop into the sea for a quick dip whilst their karts are being finely tuned in the pits in readiness for their attempt on the hill. Apart from local Club members, the event also attracts drivers from the United Kingdom, Guernsey and France. On the preceding Saturday, 25th August, there is an International Track meeting at the Belle Vue Circuit where there is plenty of action during the heats and finals to find the best drivers of the day. A social programme is being organised, so why not make it a holiday and bring the whole family for an enjoyable weekend in Jersey. For further details please contact: Mrs Ann Roche, Marhaba, 53 Le Clos Orange, St Brelade, Jersey, CI. Telephone: 0534 45444.

Happy July Birthdays to the following

Frank Hynds	19th
Alan Naul	28th
Steve Perry	25th
Gilbert Keenan	30th
Paul Umney	14th
Paul Molloy	30th
Colin Poole	15th
Paul Goodison	15th
Dale Couzens	23rd
Graham Stephens	12th
Steven Dunn	8th
Roger Goff	23rd
Shaun McLaughlin	14th
Alan Pritchard	6th
Gary Parker	6th
Kelvin Bonarski	30th
Brian Borwell	6th
Rob Peters	28th

In a word . . .

Ex-100 National supremo Nigel Edwards, a Retford computer systems analyst, reached the halfway mark in the Metro Challenge at Silverstone on Sunday June 10th. In Round 7 of the MG Metro Challenge Nigel took the Turbo into the race with a healthy lead in the Series. He qualified on the front row of the grid in practice and finished a close second to veteran Peter Baldwin of Cambridge. Third was Tom Wood from Solihull. Nigel now has 59 points and leads from Wood (51) and Baldwin third with 50.

Early Birds — Channel 4

Television scored yet again for karting on Sunday June 3rd. There was an excellent feature on Cadet Karting featuring Playscape Director Martin Howell's son Gareth. Gareth gave a super interview, indeed he looked every bit the budding F1 star of tomorrow. Also featured was Ernie Frost's son getting to grips with the TV cameras and putting pressure on Gareth. Ernie Frost, many karters may remember was a member of the Formula E ranks a few years ago. If you looked carefully you could even see MH's son Luke who was on his first outing on a Cadet outfit at this Buckmore Park event.

European Championship . . . Paimio Finland 17th June 1990

After a somewhat troubled weekend Ian Shaw came home from Finland with the European Championship under his belt to add to the British Title he secured recently at Knockhill. A seize in the Pre Final put the Zip Eagle driver on the back of the Main Final grid and after only a few laps Shaw was up to ninth place when the race was red flagged. On the re start he was quickly on the pace again . . . taking the lead on lap fourteen and going on to take a fine victory. Defending Champion Stefan Rindestroem was second ahead of fellow Swede Jan Svaneby. Full report next month.

Blackbushe

SUNDAY, MAY 27th

A lovely late Spring day and a very large entry for the May Bank Holiday meeting at Blackbushe.

JUNIOR BRITAIN

The first Junior heat went to Dutton from Turner and Gibson and the second was won by Neil Moulton from Gibson and Dutton. So Steve Dutton (Gillard Parilla) was on pole for the final and he won comfortably without a serious challenge. For the first half of the race, Neil Moulton (Wright Parilla) ran second but Sven Gibson (Superdart Solo) slowly closed on him and scraped ahead at the halfway mark. In the early stages, Simon Short (DAP Parilla) had got ahead of Sven Gibson but he was repassed and ran in fourth for the rest of the race. Matthew Bettley (Gillard Parilla) had dropped one heat so he started well back in the final. However, he won his way through the field to finish a good fifth.

250/125 OPEN

Among the 250s the first heat went to Gale from Doble and Bridges and in the second heat the order was Bridges, Gale and Doble. In the 125 section, the first heat order was Holdich, Wright and Brown and in the second heat, the sequence was Olive, Holdich and Wright. For the final, Dennis Gale (Anderson Cagiva) was on pole and he led at the end of the first lap from Keith Bridges (Dino Rotax) and Mike Doble (Zip Honda). All of these were 250s but next through was the first 125 of Brin Wright (Allkart TM). After six laps Bridges passed Gale for the lead and a couple of laps later Dennis Gale fell to third behind Doble and then lost another place to Dave Olive (Anderson Rotax). Shortly after, Mike Doble got ahead of Keith Bridges to hold the lead to the finish. However, Dennis Gale was speeding up again and passed both Olive and Bridges on the last lap to take second. Among the 125s, Brin Wright fell out and Dave Olive led the class.

125 NATIONAL/210

There was quite a good entry of 125s and the first heat was won by Bird from Ellis and Glover. The second heat went to the same three, in the same order. A lot of karts fell out of both heats so subject to rebuilding, there could be plenty of drivers trying to come through from the back. The best 210 was Hopkins followed by Bush. The start of the final was ragged but Michael Glover (Anderson Rotax) made the best of it to lead over the line on the first lap. He was followed by Dave Ellis (Zip Rotax) and Steve Bird (Anderson Rotax). At half distance, Dave Ellis took the lead but a lap later Steve Bird demoted Glover to third place and started to reel in Ellis. Two laps from the finish, the unfortunate Dave Ellis went out and Steve Bird won from early leader Glover. None of the 210s finished on this occasion.

100 NATIONAL

The small entry of Nationals allowed the restricted drivers to run in their race. The first heat went to Greig from Smith and Crawford and the second was won by James O'Neill from Crawford and Mike O'Neill. Stuart Crawford (Hutless Rotax) was on pole for the final and he led from lights to flag to score a convincing win. However, behind him there were four karts locked together in the order Patrick Smith

(Gillard Rotax), James O'Neill (PCR Rotax), Andy Greig (Gillard Rotax) and Tim Taylor (Kali Rotax). Although the order between these four did not change throughout the race, it looked like a disaster waiting to happen and no one would have taken a bet that they would finish, let alone in the same order! Initially Mike O'Neill (Gillard Rotax) chased this bunch but he was replaced by Bob Minson (Kali Rotax) followed by Dave O'Neill (Gillard Rotax).

100 UK

The first heat went to Etheridge, Cope and Cooper and the second went to Cope, Etheridge and Mann. In the final, Stuart Etheridge (Gillard TKM) took an early lead from Christian Cope (Gillard TKM) and Dene Mann (Gillard TKM). Next through was Paul Taylor (Wright TKM) from Andrew Ashworth (Gillard TKM). The first two, Etheridge and Cope held their positions for the whole race but at half distance, Taylor passed Mann for third position.

SENIOR BRITAIN RESTRICTED

As the entry for Senior Brits was so large, the restricted drivers were given their own race. The first heat was won by Smith from Woolhead and Legge and the second went to Barnard from Legge and Gilliard. In the final, Peter Smith (Wright Parilla) won the drag to the first corner and stayed ahead for the whole race. In the early stages he was chased by Derek Legge (Superdart Parilla), Keith Barnard (Superdart Parilla) and Rolf Gilliard (Superdart Arrow). Next through, in fifth place was James Woolhead (DAP DAP) and Michael Marman (Wright PCR). By half distance, Gilliard had deposed Barnard from third but Marman was moving up through the field to finish a fine second but aided by Legge falling out two laps from the end and Barnard going too.

SENIOR BRITAIN

The large entry was split over three heats with each driver competing in two of them. Heat one went to Wallington, Moulton and Dixon. Heat two was won by Watts, Clark and Murphy and heat three went to Wood from Goodwin and Sims. In the final, Richard Wallington (Wright Parilla) made the break and led from lights to flag to score a good victory. Behind him was a battling bunch each trying to pass the one in front without leaving an opening for the following kart. On the first lap, the order behind Richard Wallington was Spud Murphy (Dart Parilla), Phillip Goodwin (Boxer PCR) and Alex Abbey-Taylor (Gillard Parilla). Next through were Gary Watts (Dart Parilla), Simon Moulton (Wright Parilla) and Paul Ferguson (Wright TKM). After a few laps, David Dixon (Gillard Parilla) had moved rapidly up to fifth and Paul Ferguson forced his way past Simon Moulton. By half distance, Paul Ferguson was the only one gaining places and he was up to fifth behind the leading quartet of Wallington, Murphy, Goodwin and Abbey-Taylor. After three laps behind Alex, Paul Ferguson got ahead and in a last lap, all-or-nothing move, he reached second place albeit by knocking Spud Murphy down to fourth.

Thanks are again due to the officials of the Camberley Club, the Windsor Boys School and the St John Ambulance members.

JUNIOR BRITAIN

1st	Steve Dutton	Gillard/Parilla
2nd	Sven Gibson	Superdart/Solo
3rd	Neil Moulton	Wright/Parilla
4th	Simon Short	DAP/Parilla
5th	Matthew Bettley	Gillard/Parilla
6th	Martin Pierce	Wright/Parilla

CLUB SCENE

250/125 OPEN

1st	Mike Doble	Zip/Honda
2nd	Dennis Gale	Anderson/Cagiva
3rd	Keith Bridges	Dino/Rotax
4th	Dave Olive (125)	Anderson/Rotax
5th	Maurizio Zaggarella	—/Yamaha
6th	Tom Brown (125)	Zip/Rotax

125 NATIONAL

1st	Steve Bird	Anderson/Rotax
2nd	Michael Glover	Anderson/Rotax
3rd	Dave Hopgood	Anderson/Rotax

100 NATIONAL

1st	Stuart Crawford	Hutless/Rotax
2nd	Patrick Smith	Gillard/Rotax
3rd	James O'Neill	PCR/Rotax
4th	AndyGreig	Gillard/Rotax
5th	Tim Taylor	Kali/Rotax
6th	Bob Minson	Kali/Rotax

100 UK

1st	Stuart Etheridge	TKM/TKM
2nd	Christian Cope	Gillard/TKM
3rd	Paul Taylor	Wright/TKM
4th	Dene Mann	Gillard/TKM
5th	Steve Miller	Superdart/TKM
6th	Marcus Arrowsmith	TKM/TKM

SENIOR BRITAIN RESTRICTED

1st	Peter Smith	Wright/Parilla
2nd	Michael Marman	Wright/PCR
3rd	James Woolhead	DAP/DAP
4th	Hans Dixon	Wright/Parilla
5th	James Emmett	Gillard/PCR
6th	Harvey Lovegrove	Colt/Parilla

SENIOR BRITAIN

1st	Richard Wallington	Wright/Parilla
2nd	Paul Ferguson	Wright/TKM
3rd	Phillip Goodwin	Boxer/PCR
4th	Spud Murphy	Dart/Parilla
5th	Alex Abbey-Taylor	Gillard/Parilla
6th	Simon Moulton	Wright/Parilla

Report by Roger Abbey-Taylor

DON'T FORGET THE KART AND SUPERKART CLUBMANS CHAMPIONSHIP VISITS BLACKBUSHE FOR ROUND 3 ON JULY 22ND. SO COME ALONG FOR A GREAT DAY OUT.



# Little Rissington

SUNDAY, JUNE 2nd/3rd

This Club event was combined with the RAF Individual Championship and as such we were allowed two days use of the circuit . . . Saturday for practice and Sunday for racing. Practice took place in fine but windy conditions whilst Sunday dawned dull and cool with rain forecast. By the time the heats came round it was coming down . . . not heavy . . . but enough for wets. However, for the third heat it was dry and the sun eventually came out.

## JUNIOR BRITAIN

Heat 1: 1st Nick Dudfield, 2nd Chris Cox, 3rd Chris Chator  
Heat 2: 1st Jamie Patten, 2nd Nick Dudfield, 3rd Chas Butler-Henderson  
Heat 3: 1st Paul Freeman, 2nd Robert Cullum, 3rd James Goode

Cullum and Cox on the front with the latter into an immediate lead and proceeding to open up a gap. Cullum was second from Patten, Chator, Weston and Bell. No change until lap five when Weston, to my eyes making a suicidal move, crashed into the back of Patten putting the unlucky Wareham lad out. The positions were thus Cox . . . Cullum, Dudfield, Bell, Butler-Henderson and Natalie Whaley. Lap seven and Butler-Henderson and Whaley demoted Bell to sixth whilst Cullum and Dudfield were swapping and changing with Dudfield snatching second in the final half lap. Having been reported to the Clerk of Course for dangerous driving Weston claimed he had had a brake problem all day. Restarting to finish ninth suggests he hoodwinked the C of C.

## SENIOR BRITAIN CLUBMAN

This class was sponsored by Halesowen Van and Truck Centre and heat results were as follows:  
Heat 1: 1st Alan Kinch, 2nd Michael Graham, 3rd Steve Summers  
Heat 2: 1st Alan Kinch, 2nd Darren Lane, 3rd Steve Summers  
Heat 3: 1st Jonathon Huggins, 2nd Kevin King, 3rd Rob Norton

At the end of lap one Bond had the lead from Kinch followed by a screaming pack headed by Huggins. Lap two and Kinch stormed through, confirming his heat performances, and pulled away to a very comfortable lead. Behind the next two . . . Bond and Huggins . . . the pack was ever changing until backmarkers broke them up into smaller groups. On a late charge after a first lap pile up Michael Graham just failed to pass Gillard for seventh.

## SENIOR BRITAIN PREMIER

Heat 1: 1st Frazer Wells, 2nd Philip Cooke, 3rd Gareth Hession  
Heat 2: 1st Marc Craddock, 2nd David Gowers, 3rd Mike Horder  
Heat 3: 1st Martin Verity, 2nd Charlie Postins, 3rd Simon Mauger

No name appearing twice so the front row was Verity and Cooke with Cleal and Craddock next. At the end of lap one it was Verity, Craddock, Cleal and Hession with Wells and Chuter next. Cleal took second on lap two and began to close on the leader. Lap three produced no changes at the front but Chuter was moving backwards

with Postins in sixth. Lap five and Cleal made his move with Craddock not being close enough to go for second and his chance had gone. Hession and Wells meanwhile were having a close tussle with Mauger holding sixth for three laps until Hodkin arrived on the scene demoting him off the leaderboard on lap seven. At the close Cleal had eased comfortably away from Verity.

## 100 NATIONAL

Heat 1: 1st Mark Fothergill, 2nd Christian Horner, 3rd Nick Clark  
Heat 2: 1st Daniel Stilp, 2nd Nick Clark, 3rd Mark Fothergill  
Heat 3: 1st Gary Powell, 2nd Mark Fothergill, 3rd Daniel Stilp

Fothergill and Clark on the front but Clark had initial problems with a borrowed carb and at the end of lap one was back in 8th. Fothergill, Powell and Stilp started a titanic battle for the lead which lasted throughout. Different lines into corners to try and steal a march on the others didn't work . . . but what a battle. Clark . . . having sorted out the carb settings . . . set about regaining lost ground and on lap two he was 5th . . . lap three . . . 4th but his efforts to make headway against the leaders were to no avail. He did however pull clear of Horner. White hung on to the bumper of Horner but a wheel on the grass near the end gave White his chance.

## 100 SUPERS

The first time with their own race I believe and a good show despite only thirteen entries.  
Heat 1: 1st Rob Schirle, 2nd Bobby Game, 3rd David Cuff  
Heat 2: 1st Jamie Spence, 2nd Darrel Beasley, 3rd Dave Homer  
Heat 3: 1st Bobby Game, 2nd Charlie Brown, 3rd Gary Moynihan  
Drama in heat three when Schirle drove straight across Beasley at the elbow . . . taking the latter off. He then drove up to the Ambulance got out the kart and entered the 'blood wagon'. It seems that he had had an earlier incident and suddenly noticed a finger at an alarming angle . . . it was broken . . . hence the 'moment'.

Spence and Game on the front row for the final and at the lights Game was out with an apparently oiled plug. Spence took his chance grabbing the lead from Moynihan, Brown, Cuff and Homer whilst George and Tillett had a coming together restarting half a lap down. Spence and Moynihan eased away whilst Cuff closed on Brown taking him on lap four. Brown fought back though and two laps later was back in third. For those who want to know which engine to buy . . . a problem . . . as the first four were all different with not a lot in it. The tyres for Supers make lap times around two seconds quicker than Nats.

## 125/210 NATIONALS

Combined heats and finals make lap scoring and reporting difficult especially when Novices are doing well. My lap charts showed no 210 running in the top twelve so sorry lads only the result. Initial leader in the 125s was Malcolm Weaver from Steve Arnold, Alan Dell and Steve Puddiphat. On lap 3 Puddiphat moved into third and was really motoring whilst Weaver and Arnold were trying to make up their minds he closed . . . passed . . . and left them standing, taking second on lap five and the lead almost immediately. The other Steve . . . Arnold . . . decided it was time for his move and two laps from home he shot into second. Dell remained fourth from Marks . . . wife Maggie . . . and Taylor.

## COMBINED 250

At the start of the final Thornell grabbed the lead from Pontings whilst four or five tangled splitting the field wide open. Pedelty was lucky to restart having been in the tyre wall. By lap five it was still Thornell with Powell second from Pontings and Perkins. Next lap and Gale appeared on the leader board with Thornell getting further ahead of Powell and Perkins taking third on the road. Gale disappeared letting Doble into sixth.

## COMMENT

An apology to Nick Hill whom I reported as being excluded at the April meeting for being underweight when in fact his 'offence' was a wrong Serial No. I believe that at the May meeting Ellen Thornell received an RAC Steward's signature after being black flagged in one heat, non finishing the second and then being involved in the first lap accident in the final. Something wrong here! Current British Champ Jamie Davies entered the meeting, signed on and practised on Saturday then went home without withdrawing his entry and thus denying a reserve driver a place on the grid. This action is: A. In contravention of Rule D.11; B. Not the actions of a British Champion.

A number of people expressed the opinion that he should not have been allowed to take part in the Super One round due at Riss. I tend to agree.

## JUNIOR BRITAIN

1st	Chris Cox	Wright/Parilla
2nd	Nick Dudfield	Wright/Parilla
3rd	Robert Cullum	Wright/Parilla
4th	Charles Butler-Henderson	Wright/TKM

## SENIOR BRITAIN CLUBMAN

1st	Alan Kinch	Wright/Parilla
2nd	Jamie Bond	Superdart/Parilla
3rd	Jonathon Huggins	Wright/Parilla
4th	Darren Lane	DAP/PCR

## 100 NATIONAL

1st	Gary Powell	Wright/Kestrel TKM
2nd	Mark Fothergill	Wright/Rotax
3rd	Daniel Stilp	Wright/PCR
4th	Nick Clark	PCR/MRD Atomik

## 100 SUPER

1st	Jamie Spence	Wright/Rotax
2nd	Gary Moynihan	Sprint/PCR
3rd	Charlie Brown	Kali/TKM
4th	David Cuff	Kali/Atomik

## 125

1st	Steve Puddiphat	Zip/Goff Rotax
2nd	Steve Arnold	Anderson/Rotax
3rd	Malcolm Weaver	Dino/Rotax
4th	Alan Dell	Anderson/Rotax

## 250 NATIONAL

1st	Andy Passey	Anderson
2nd	Gordon Maidment	Zip

## 210 NATIONAL

1st	Steve Thornell	Dino/Yamaha
2nd	Mark Powell	Barlotti/Suzuki
3rd	James Ponting	Anderson/Cagiva

## 250 INTER

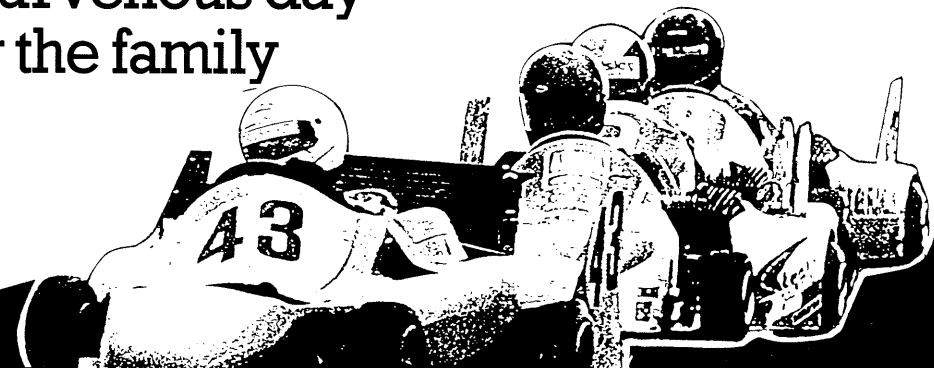
1st	Bob Perkins	Dino/KMP Rotax
2nd	Paul Pedelty	Anderson/CDPT Rotax
3rd	Denis Compton	Zip/Rotax

Report by Brian Clark

# Silverstone'90

Two full days of thrilling action as the world's best in kart racing meet again...

...and a marvellous day out for the family



Saturday 4th  
Sunday 5th August



# Coca-Cola Kart Grand Prix

Kart racing has a very special place in motor sport. For their size, the speed they develop in the straights and their cornering performance is truly astonishing and very exciting!

And this meeting at Silverstone shows Kart Racing at its very best.

On both days, there's a feast of great racing. There's the CIK World Championship for Formula E as well as the Grand Prix races for Formula E, 125cc, 210cc, and 250cc nationals

Saturday: (Racing starts noon) Qualifying  
Formula E CIK World Championship  
Cadet Kart Racing  
Organised by RACMSA  
Promoted by Silverstone Circuits Ltd



Sunday: (Racing from 11.30)  
210 National & 125 PR Grand Prix  
250 National Grand Prix  
125 National Grand Prix  
125 Open Grand Prix  
Formula E Grand Prix

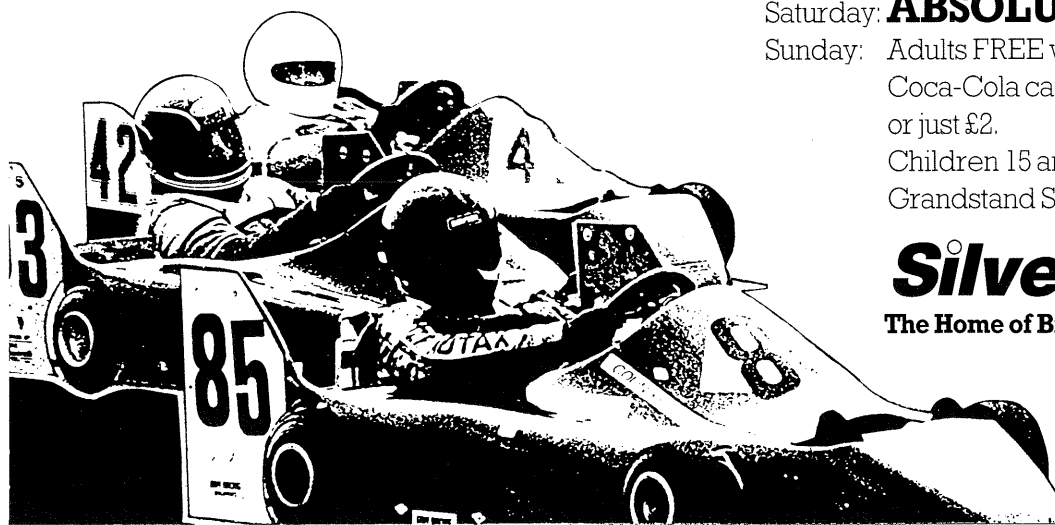
On the A43 between Towcester and Brackley

Entrance:

Saturday: **ABSOLUTELY FREE**

Sunday: Adults FREE with 2 empty Coca-Cola cans per person or just £2.  
Children 15 and under FREE  
Grandstand Seats Free!

**Silverstone**  
The Home of British Motor Racing



The Organisers/Promoters reserve the right to amend or cancel the programme without notice.



In a Word . . .

Please note there has been a change of competi- tion secretary for the Langbaugh Kart Club.

Margaret Lewis,  
18B Cherry Way,  
Dubmire,  
Fencehouses,  
Tyne and Wear DH4 5RJ

Tel: 091 385 6210

The South Somerset District Council has given Planning Permission to the Haynes Sparkford Motor Museum to use their new 1 km test track for two kart meetings in the coming months.

Sunday August 5th will see Cadets, Juniors and 100 UK competing whilst on Sunday September 16th they will be joined by 100 Britain and 100 National.

Entry forms can be obtained by phoning 0963 40804.

Apart from Motor Sport use the main objec- tive of the track is to bring to life on suitable occasions, the motoring heritage housed in the Museum.

A new Motorsport Club has been formed at Knockhill dedicated to all forms of the sport although it will initially focus on Karting. The Club already has over 60 members and recently organised a round of the RAC Long Circuit Championship. Its first social event was a great success with members taking part in Karting, buggy racing and Clay Pigeon shooting.

A number of ideas are in the pipeline including a 24 hour race and a reverse direction race meeting!

The Club Committee has much experience and interest in Motorsport with Derek Butcher its President . . . Tom McLaren, Chairman . . . John Corrieri, Secretary and Binkie Chapman the competition Secretary and Treasurer.

Further details can be collected from the Cir- cuit or by telephoning 0383 723337.

TV.S. have again asked the Clay Pigeon Kart Club to organise a meeting for a 6 programme Series on karting similar to those of last year which proved a success. The Television Company have stipulated that the top drivers in each class compete.

The Organisers have, therefore, decided that all drivers competing in the RAC Super One — British Championship will be invited to the meeting. Cadet drivers competing in the RAC British Championship Series will also be invited.

Each Class is restricted to 32 competitors and if the event is over subscribed the first 32 from each of the British Championship Series Classes will be accepted.

If any Trader or Sponsor would like to take advantage of either programme advertising or a banner around the circuit, please contact Neil Hann, c/o Stax, Newbury, Gillingham, Dorset. Telephone: 0747 82 3910.

Following the cancellation of the European Championship meeting scheduled for Three Sisters on August 26th/27th the Wigan Racing Club have wasted no time in coming up with an alternative.

The Club will now host a fully sanctioned International on the same Bank Holiday weekend for FORMULA C (125) and INTERCON- TINENTAL E (250 single cylinder). A sponsor has already been secured for THE WIGAN INTER- NATIONAL CHALLENGE TROPHY and it is planned that the meeting will become an Annual event over the August Bank Holiday Weekend.

Further details can be obtained from the cir- cuit 0942 270230.



Dear Sirs,

I would like to bring to the notice of all karters the formation of a Drivers' Association. The British Drivers' Karting Association, or BDKA, has been formed by some of the leading drivers including Current World Champion, Tim Parrott.

Two drivers from each class will represent their group.

The aims of the Association include:

- 1. To get some consultation of RAC Cham- pionships.
- 2. To have a say in matters relating to kar- ting Regulations.
- 3. To achieve more co-operation between Drivers, Clubs and the RAC.

Anyone interested in joining should contact:

Mr. R. G. Cullen,  
9 Stocks Gardens,  
Stalybridge,  
Cheshire SK15 2RD

Tel: Business 061 682 6271  
Home 061 338 6225

Membership Fee is £5 for 12 months and please enclose an s.a.e.

Dear K&S,

May I through the pages of your magazine express my concern regarding a safety aspect of the Kimbolton Circuit.

Whilst testing there on the 9th of June I was unfortunate enough to have a worrying crash, the result of which was a badly sprained ankle and a damaged kart.

I entered the first corner, before the hairpin which leads onto the straight, and hit a tyre wall at high speed. I have a Junior Britain outfit and was told whilst the tyre wall had met with opposition the RACMSA insisted on it being installed.

Had the wall not been there, I would have spun off safely. Instead, I suffered expense and injury. Although I consider safety aspects at Kim- bolton very good indeed, the inconvenience and danger caused by this tyre wall is outrageous. I feel very strongly that it should be removed before further accidents occur.

On a lighter note, thanks to everyone who helped me after my crash, the ambulance men, who were quickly on the scene, Adrian and his friends who took the kart back and my Dad for being so understanding. My apologies to Mum, who was very worried.

Yours sincerely,  
Damian O'Brien . . . Junior Britain

Dear Mike,

The date is Sunday June 3rd and I have just com- pleted a 425 mile journey from Knockhill on a day when I expected to be racing in the 4th round of the British Championships. After many hours of preparation . . . three days lost earn- ings and a considerable sum of money spent on engine, tyres, petrol, two days practice and all the other expenses one incurs with karting I was told by the scrutineer that the fuel tank on my outfit was in a dangerous position and that it would not be passed unless it was moved. Owing

to the narrow configuration of the bodywork mounting the tank below the steering column is not possible as it does not allow room for my legs. Therefore mounting the tank behind the driver and exhaust is the only alternative. To fail scrutineering might have been acceptable had the outfit been new and never previously presented for checking. As it is I have raced the outfit with the fuel tank so mounted since I began racing in mid 1989. I have raced at Cadwell, Snetterton, Pembrey, Silverstone and numerous short circuits. I have never been refused a race nor even been warned that the tank may be mounted in a dangerous position. When I told the scrutineer this he replied "The other scrutineers don't know what they are doing". Is that so, or do they have different rules in Scotland?

Faced with the prospect of returning home I spoke to the Club Stewards with the view to pro- testing. They both agreed that the tank was posi- tioned satisfactorily but advised against a protest saying they would have to uphold the scrutineer's decision. On hearing this I packed my equipment and left for home. After all the fuss about noise this year are we now faced with huge variations in scrutineering? Come on RAC let's have some consistency before Licence holders start to drop rather than increase. After all a footballer would not be asked to shoot at moving goalposts and neither should we, as pay- ing competitors.

Lee Gage  
Bury St Edmunds  
Suffolk

Copy of above letter has been sent to the RAC.

Dear Editor

Please allow me to express a few words of thanks, via the pages of your magazine, to the Officials of Cardiff Kart Club who made us all so welcome at their short circuit meeting on May 28th. I would also like to thank the Officials for interpreting the spirit rather than the letter of the Regulations and for taking the time and effort to explain their decisions in a friendly manner. Most of all I would like to thank Roy Johns for donating his winner's trophy to me . . . quote . . . "It's a shame to go home empty handed after a long journey because of a technical exclu- sion, however justified "I shall look forward to competing at their fast, demanding circuit again and can highly recommend it to others.

Yours faithfully  
Alan Ford  
125 P & R

Dear Sir

We would like to thank Ulster Kart Club Officials, Marshalls and Supporters all of whom worked tirelessly to put on the 2nd Round of the RAC Short Circuit Gearbox Champs.

Never having been to Northern Ireland before we wondered what lay before us . . . but what actually took place was one of the best kart meetings we have had for many a year.

The welcome, friendliness and dedication to assist towards our enjoyment will ensure our return again this year.

All mainland karters were asked to be ambas- sadors for karting at Nutts Corner and with great pleasure we will endeavour to do that. Once again, many thanks.

Andy Fairless  
Bob Blight  
Dave Bloomfield  
125 Open drivers

LETTERS NOT PRINTED THIS MONTH DUE TO LACK OF SPACE, WILL APPEAR IN THE NEXT ISSUE. APOLOGIES TO ALL. MS.

CLUB SCENE

the most concerned today were the 'bigger' boys who were well and truly stuffed by Panrucker, who raced Cadet last month, and Butler- Henderson who moved up this year: the other heat winner was Giles. From the off Panrucker set off like the proverbial bat and won hands down. Wright Stower and Giles led the pack but had no answer as B-H sliced through the field from a lowly start to take second with just two laps remaining. Wright drove his best race this year to take a creditable third from Stower Giles and Beales.

The restricted race was won by Button from pole position with Sagers second all the way.

210 NATIONAL

Pinney won all three heats with the quietest kart on the track proving that speed and noise do not necessarily go hand in glove. If you have a noise problem he must be the man with the answers. Riley led for one lap but then Pinney took over and won easily. Amps held second for several laps but Holloway with another Pinney whispered past to claim second.

250 RESTRICTED

Sharman won all the heats and from pole posi- tion comfortably led the race from start to finish. Stubbs held second place but was reeled in by Marten, who did well in the heats, and was relegated to third at half distance.

100 NATIONAL, BRITAIN & 100 UK RESTRICTED

The front row was filled by Coe and Appleby and these two drivers pulled well clear of the field, Coe eased away from Appleby until he had a ten length lead which he maintained to the flag. Cuttall and Edge were in third and fourth and had a tremendous tussle which Cuttall won by the smallest of margins.

Report by Duncan Taylor

100 BRITAIN RESTRICTED

1st	N. Cuttall	Dino/Parilla
2nd	S. Edge	Wright/Parilla
3rd	P. McGahan	Wright/Goff/TKM
4th	T. Baker	Wright/Parilla

100 BRITAIN CLUBMAN

1st	Richard Wallington	Wright/Parilla
2nd	Stuart Sagers	Wright/Parilla
3rd	Shaun Relf	Allkart/Parilla
4th	Colin Peacock	Wright/Parilla
5th	Paul Blumire	Gillard/Parilla

250 NATIONAL

1st	Darren Wenn	Zip/KTM
2nd	Collin Breeze	Anderson/Suzuki

RESTRICTED

1st	Alan Sharman	Anderson/Suzuki
-----	--------------	-----------------

100 NATIONAL

1st	Daniel Stilp	Wright/PCR
2nd	Gordon Chenery	Wright/Rotax

100 NATIONAL RESTRICTED

1st	D. Coe	Sprint/Rotax
-----	--------	--------------

Dunkeswell

SUNDAY, MAY 27th

Another gorgeous day . . . racing to match and still some comments regarding large number plates.This time it was the Club Officials who objected to my comments in

an earlier magazine although they were the voice of just about every 100cc competitor. I hope the matter is now closed.

JUNIOR BRITAIN

Heat 1: 1st Paul Freeman, 2nd Jamie Patten, 3rd Richard Williams

Heat 2: 1st Nicholas Passmore, 2nd Simon Spear- ing, 3rd James Lane

Heat 3: 1st Rupert Cue, 2nd Marc Hynes, 3rd Jamie Patten

Patten and Lane on the front with Patten show- ing his Super One class by taking an immediate lead. However Paul Freeman was about to start an inspired race . . . he improves week by week. These two opened up a gap on Downer with a good tussle going on for fourth between Lane, Cue and Hynes with Passmore and Freeman close by waiting to take advantage of any mistakes. By lap seven Patten had a comfor- table 30 yard lead over Freeman, who in turn, was 50 yards up on Downer. Lane appeared to have the edge on Cue and Hynes, the pair hav- ing a grand old dice. Hynes had three or four attempts but Cue managed to hold him off. Into the last lap and Patten had a 75 yard lead from Freeman . . . Downer a further 75 yards adrift followed by Lane whilst in the last half lap Hynes did manage to find a way past Cue.

SENIOR BRITAIN

With 42 entries six heats and a 'B' final were required with three Novice UKs tagged on the back.

Heat 1: 1st Marc Craddock, 2nd Matthew Isgrove, 3rd Julian Wilson

Heat 2: 1st Steve Lawry, 2nd Arthur Wood, 3rd Will Collinson

Heat 3: 1st Marc Craddock, 2nd Ben McLoughlin, 3rd Stuart Roach

Heat 4: 1st Steve Lawry, 2nd Andy Collins, 3rd Michael Graham

Heat 5: 1st Darren Maple, 2nd Michael Graham, 3rd John Hawkins

Heat 6: 1st Will Collinson, 2nd Steve Lawry, 3rd Marc Craddock

Heat 6 was red flagged due to an horrific crash at Paddock involving 'veteran' Arthur Wood. After a few moments he hobbled to the Ambu- lance and took no further part in the meeting . . . leaving before the finals.

'B' Final Steve Whitman, Derek Pratt, Matthew Gillard (from grid 20), Julian Wilson.

Top two from the last meeting, Lawry and Craddock, were obviously intent on renewing battle, occupying row 1. However Lawry was not going in for a scrap and opened up a small gap from lap one. Third was Isgrove followed by Graham, Evans, Folds and Collinson. For two laps there was no change then Folds and Col- linson squeezed by Evans with Roach close behind. Lap four and Evans was taken out whilst Lawry had 40 yards over Craddock. Whether the latter had made a mistake, I don't know, but next time round he had clawed most of it back. As the leading trio settled into a steady pattern Col- linson started his move, from 6th on lap five he was up to 4th on lap 8. As the leaders spread so he closed on Isgrove and with two laps to go it looked as though he might just make it but Isgrove hung on. Matthew Gillard had a fine drive to 11th from the 'B'.

100 NATIONAL

Heat 1: 1st Darren Maple, 2nd Dave Homer, 3rd Russell Maple

Heat 2: 1st Stewart Baker, 2nd Russell Maple, 3rd Nick Clark

Heat 3: 1st Malcolm Budd, 2nd Stewart Baker, 3rd Duncan Uren

With Baker and Homer on row one a good race was in prospect if the heats were anything to go by. Into Paddock and Homer snatched the lead after after one lap seven drivers came through together with a gap to the rest. Hill was having his best race ever, relishing the fight as he held sixth place. No quarter was asked nor given with Russell Maple moving up to third on lap two and no more changes evident until lap nine. The same driver in trying for second ran wide at Paddock letting in Darren Maple. Budd was thus third . . . Baker fourth . . . Clark fifth . . . Hill sixth and then Russell Maple. Homer and Darren Maple got a small break of about five lengths but the current 'Super' experience of the former was enough to hang on. Meanwhile Russell Maple was fighting back . . . first Hill and then Clark . . . Budd and Baker were still disputing third and at the close Homer had a couple of lengths over Darren Maple. Five to six lengths back a blanket would have covered the next five with the rest . . . miles behind . . . led by Ron Shone.

125 NATIONAL/OPEN

Heat 1: 1st Ian Williams, 2nd Chris Lord, 3rd Roy Atkinson

Heat 2: 1st Ian Williams, 2nd Chris Lord, 3rd Pete Bennett

Heat 3: 1st Ian Williams, 2nd Chris Lord, 3rd Roy Atkinson

OPEN

Heat 1: 1st Terry Giffard, 2nd Robin Thomas, 3rd Ernie Booth

Heat 2: 1st Terry Giffard, 2nd Robin Thomas

Heat 3: 1st Terry Giffard, 2nd Robin Thomas

With only eight starters the organisers must wonder what is to be done. However from the green Giffard took the lead from Thomas and Booth but the Nationals, appearing to roll faster, were right with them. At the end of the first lap the first five were together and at Paddock on lap two Williams and Lord both got past Booth. Lap four and Lord was trying to take Williams but without success, the latter deciding to go for the outright win as he dived for the inside of Thomas who in turn came under more pressure from Lord. Two laps later Lord was through and joined in the battle for the lead. Lap seven and Thomas and Booth both disappeared letting Novice, Bennett into 3rd National place. For the last three laps Williams tried everything but couldn't get through and Giffard took the win by just a length with Lord a further three lengths back.

COMBINED 250

Twenty five entries in total . . . a better turn out than the 125s. Richard Leitner took two Inter heat wins, the other going to Trevor Harvey whilst Max Faulkner took two National heats with Bisp having the third. At the final 'off' it was Leitner into an immediate and unassailable lead whilst Warren held off Harvey for a couple of laps before the latter was through. Bisp mean- while coasted to a halt with Faulkner deciding that Nats were quicker than Inters and not only caught Warren but passed him. Two laps from the end and Warren's race was over letting in Novices Biddiscombe and Lewis with Tillson- Hawke close by.

Overall another slickly run meeting . . . not much trouble . . . no real noise problem with officials being sympathetic to drivers in their efforts to comply. I am though concerned at the 'rolling' noise of gearbox karts which were going through the start area at 105 to 110 dBa whilst 100s were registering around 90/91.

Report by Brian Clark



## Shenington

SUNDAY, MAY 20th

Despite the attraction of the British Champs at Clay 220 entries were received for the third round of the Shenington club championships. The day was hot and sunny and only spoilt by the perennial noise problems — this time half a dozen 125's were refused out in the final as their noise was way over the limit. Please note that Shenington only permits the CIK approved inlet boxes on 100cc karts eg the KID or Swiss Hutless types.

## JUNIOR BRITAIN

Clubman and Super raced together, there being only three 'Supers' as at least a dozen regulars were racing in the British Champs at Clay. In the B Final Edward Mendel took the honours joining the A along with Stephanie Appadoo, Rowland Allen and Neil McGuinness.

Edwin Perry had pole but Martin Pierce came from behind him to grab the lead and keep it for the duration. Chris Chater on the other front row position vanished immediately leaving Ricky Homewood in third place after he had passed Jonathan Phillips. Matthew Bettley, last month's winner in Clubman held fifth and Neil Carlisle on a Bobby Game kart was sixth. Suddenly just behind the leaders Edward Mendel spun at Stratford hairpin, John Oakley's throttle jammed on as he took to the gearbox section and Jason Brooks oiled up, the resultant melee causing the race to be stopped and a result declared. This left Gareth Hunt as first 'Super' in ninth place.

## SENIOR BRITAIN NOVICE

Dean Gillard had the jump on poleman Andre Clare but by lap four Clare reasserted himself to take the lead and the win. Keith Cox climbed rapidly up the field from 15th on the grid on his Gillard to challenge and pass Julian Stiff and Darren Russell for third, Russell leaving the fray at this point.

## SENIOR BRITAIN

The B Final was won by Steve Boreham (Allkart/BG Parilla) from Duncan Paterson. Stuart Wood on another Allkart had pole on the A and it was he who led from start to finish, followed most of the way by Lee Seffron until the pressure told and David Storey took the place, Seffron rejoining at the back. Ian Robinson was promoted to third and Guy Wood to fourth whilst Simon Mauger was excluded from fifth leaving the place to Paul Rixon.

## 100 NATIONAL

There were only ten starters in 100 National but this is still more than some clubs are getting. Nick Clarke had pole on his PCR but Andrew Cook outwitted him at the start to take the lead, only lasting some two laps letting Clarke into the lead. Clarke now came under pressure from the RAF's Tony McLeod on an Allkart who finally took the lead just in time for the flag. Martin Rimán on a new CRG Kali had earlier succumbed to McLeod's advance but held onto third place followed home by novice M. J. Crane.

## 125 NATIONAL &amp; OPEN

There was no shortage of entries in 125 or 250 with 40 and 34 respectively. Alan Dell had pole and led from lights to flag followed all the way by Steve Harris, Shaun Taylor, Steve Arnold and Mark Evans after he had disposed of Maggie Dell.

The first Open was Ernie Booth, a novice, in 12th.

## 210 NATIONAL &amp; 250 NATIONAL

Trevor Harvey ran away from the field to win on the road and the 250 Ints class easily from Robert Perkins. Simon Bateman led the first three laps of the simultaneous 210 race but succumbed to Martin James' KMP power. Gordon Maidment watched from third position.

## 250 NATIONAL

Mark Allen won both his heats, Chris Tomkinson the other putting Allen on pole with Tomkinson back on 12 but pushing through to hold second behind Mark Allen's new Dino. Keith Bisp on yet another Dino worked up to third passing about eight karts on the way, the last being Clive Gardiner on his Anderson. Mike Doble took fifth followed by novice David Roberts on a Zip/KMP KTM.

Graham Smith

## JUNIOR BRITAIN

1st	Martin Pierce	Wright/Parilla
2nd	Edwin Perry	Wright/Parilla
3rd	Ricky Homewood	Sprint/Parilla
4th	Jonathan Phillips	Gillard/Parilla
5th	Matthew Bettley	Gillard/Parilla
6th	Neil Carlisle	BG/BG Parilla

## SENIOR BRITAIN NOVICE

1st	Andre Clair	Wright/Parilla
2nd	Dean Gillatt	Sprint/Parilla
3rd	Keith Cox	Gillard/Parilla
4th	Julian Stiff	Gillard/Parilla
5th	Stephen Hare	Wright/Dap/Arrow

## SENIOR BRITAIN

1st	Stuart Wood	Allkart/Parilla
2nd	David Storey	Jeta/Parilla/TKM
3rd	Ian Robinson	Gillard/TKM
4th	Guy Wood	Wright/BG Parilla
5th	Paul Rixon	Keg 90/Parilla
6th	Robert Marshall	Wright/Parilla/TKM

## 100 NATIONAL

1st	Tony McLeod	Allkart/Rotax
2nd	Nick Clarke	PCR/MRD Rotax
3rd	Martin Rimán	CRG Kali/Europa Rotax

## 125 NATIONAL

1st	Alan Dell	Anderson/Rotax
2nd	Steve Harris	Stratos/Sed Minarelli
3rd	Shaun Taylor	Stratos/Rotax
4th	Steve Arnold	Anderson/Rotax
5th	Mark Evans	Anderson/Minarelli
6th	Graham Bull	Anderson/Rotax

## 125 OPEN

1st	Ernie Booth	Anderson/Rotax
-----	-------------	----------------

## 210 NATIONAL

1st	Martin James	Dino/KMP
2nd	David von Gerard	Barlotti/Villiers
3rd	Gordon Maidment	Zip/Villiers

## 250 NATIONAL

1st	Mark Allen	Dino/KMP
2nd	Chris Tomkinson	Dino/KTM
3rd	Keith Bisp	KMP Dino/KMP Cagiva
4th	Clive Gardiner	Anderson/TKM
5th	Mike Doble	Zip/Honda
6th	David Roberts	Zip/KMP KTM

## 250 INTERNATIONAL

1st	Trevor Harvey	Dino/KMP Rotax
-----	---------------	----------------

## Kimbolton

SUNDAY, MAY 14th

The entry in both Junior and Senior 100 Britain was high showing the present popularity of this type of outfit; a separate race was required for the restricted juniors and three races accommodating the seniors — Supers, Clubman and restricted. The large entry required 40 races before all the trophies positions were finally settled.

Some machines were noisy and drivers should take a lead from Jeremy Pinney who was the quietest on the day at 101 dBA with his 210 gearbox.

## 100 BRITAIN CLUBMAN

A full grid of clubmen hotly contested the three heats and Paterson, Kinsey and Thompson were the winners, the consistency of Peacock put him in pole position. The early leader was Thompson but he spun at the Willows and Peacock took up the running from Wallington, Sagers and Relf. Wallington snatched the lead and with Sagers put several lengths between them and the pack now led by Relf and Peacock. Sagers took the lead briefly but at the flag it was Wallington by a kart length.

## 250's

With Roger Goff making one of his occasional appearances on short circuit, with a super looking outfit sporting Morning Press colours, the racing in the heats was for second places as the long circuit expert cleaned up and took his place on pole. Paul Allen, sponsor of Goff, had a very slow start but Goff was away first chased by Darlington until his equipment failed. Wenn drove a fine race to take second behind Goff, with Breeze third just in front of Allen who drove well after his poor start.

## 100 NATIONAL

The heats were won by Chenery, Horner and Stilp. Stilp led but was outfoxed at Stow by Chenery. Two laps later Stilp carried out the same move to take back the lead and then pull away for a clear win from Chenery with Horner driving third throughout.

## 100 BRITAIN SUPREME

Munro won the first heat and Hession cleaned up the rest. Hession quickly established himself in the lead and eased away from Munro to win easily. Reeks was running well and had quite a battle with Munro which he succeeded in winning to take second.

## 125

Stevens appeared in new leathers on a new outfit, sporting the yellow number plates of the 125 Open class, and won two of the heats with Saunders also winning. It was good to see Gary Thexton back in again, also with water cooling, but after a third place he disappeared from the action. Puddiphatt got a good start and led for three laps but Stevens wound up the power and went past entering Stow. Vomberg blasted past Saunders on the straight to take third; two more laps saw Saunders pull up with terminal problems. With no further changes up front Stevens took the flag.

## JUNIOR BRITAIN

Recently it has been suggested by the RAC that it is too big a jump from Cadets to Jnr. Britain but

## BLAIR'S BABBLINGS



## BLAIRS BABBLINGS

A strange thing happened on the way to Langbaugh recently. I attended a noise problem but a kart race broke out instead! Yes, people, the RAC (recumbent and comatose) nearly did it again. There was a great deal of grief at the meeting regarding noise but with my decision as Clerk of the course being to warn those on the track were at least rewarded by a finish. This dischuffed both the noise inspector and the RAC.

Hopefully, we can come to an agreement over what discretion I have at a race meeting and I can get on with the job without having to look out for my back the whole time. As the Ed has already reported, the racing was first class with all of the drivers giving 100% effort. The noise fiasco aside (thanks for the support at drivers briefing), there were no problems regarding driving or eligibility which I found most impressive. Well done to all concerned. It has recently been brought to my attention that knowledge of the rules is lacking a bit by some gearbox drivers. This comes as no great surprise as the gang are a great bunch who have to get very angry before recourse to the protest route. The opposite is almost true of most Super One drivers and teams who have an excellent working knowledge of the Blue Book and the desire to use it as and when required. This is guaranteed to keep the Clerk of the course on his toes but I worry that the gearbox lads may be missing out on their rights under the system, so here goes with a brief guide to some problem areas. The most recent thing is noise. For these "offences", only the Clerk can exclude and he alone has discretionary powers in this area. Of course, if the noise inspector throws a moody, he can report the Clerk to the Stewards and

have him replaced. He cannot, for instance, remove a kart from the grid on his own say so. That is way beyond his powers and he could find himself in trouble on that score. Upon Scrutineering, if you disagree with any of the decisions made by the Scrut, you may protest in accordance with section N of the Bible. The fees for this are printed on page 267 in Appendix Z. Interestingly enough, whilst waiting for the protest to be heard, you may race as normal. If you lose the protest or appeal, you'll lose the places or points gained but you'll at least have had a go. It is by no means uncommon for drivers to race for several meetings whilst waiting for their appeals to be heard. Protesting the results of races is a rather more tricky affair due to an extraordinary loophole in the regs. It seems that the responsibility for the results of an event lie with the timekeeper (long circuit) and chief lapscore (short circuit). According to the rules, both these people are designated as Judges of Fact and are therefore immune from protest or appeal. If you want to overturn a decision, then the person concerned must apply to the Stewards for leave to amend the results. There is no other way around it. For the average karter, I can only suggest that he/she has a good long look at the first paragraph of the pink (karting) section which tells us what in the General Regulations specifically applies to karting. Read them carefully. It ain't light bedtime reading but it can help you enjoy your sport better by knowing what the regs let you away with. Back with noise for a minute. As already seen elsewhere, the RAC have reverted back to the '89 regs regarding piston speed for the static test. Now I was an advocate of the static test when announced because logically it seemed easier to measure and apply. However, all assurances about limits and ease of measurement have proved to be unfounded. We are, for instance, not only measuring a lot of mechanical noise which does not carry, but in relation to car racing, measuring a lot more noise. Cars are allowed 115dBa at 0.5m as opposed to 104 for karts. That is not a 10% increase but substantially more as the amount of noise doubles every 4dB or so. My plea is this; in the review of noise measurement to be carried out for 1991, can we either achieve compatibility with the car limits or make the cars comply with the kart limit.

The car fraternity will never wear the latter alternative, THAT I'm sure of.

Despite the sponsorship gained, substantial support from the kart trade and drivers alike, the Wigan Euro meeting is off. The RAC's reason is sound enough, the loss incurred would be more than the prudent for the RAC to cover from licence payers money. Fair comment indeed. There are a couple of nagging thoughts however. Was the meeting costed adequately? For instance, Did the RAC get its sums right and secure enough dosh to cover the meeting's costs. It would be insane not to, so we'll assume the answer is yes. If that is the case, then the shortfall could conceivably come from a sudden hike in CIK costs. (Not only do the organisers have to meet CIK officials costs but make a payment to CIK coffers also.) Thus the CIK can be accused of killing the goose that laid the golden egg, just like they did with 100 International when 135 was created by bending to commercial pressure. In 1980, the last year of REAL International 100cc racing, the backbone of the British six-man team were Martin Smart, Mike Wilson, Terry Fullerton and Mickey Allen. Jostling for the other two places were Paul Jackson, Alan Lane, Simon Wright, Alan Gates, Martin Homewood and a few more besides. Engines involved were Parilla, Sirio, DAP, TKM, Yamaha, BM, PCR and Petry with an equally varied selection of chassis. Almost overnight, all that stopped with the Komet ruling the roost with no-one able to get on terms and only PCR breaking the stranglehold at World level. We have had ten years of 135 rule and it plainly hasn't worked with small grids at most meetings. The time has come to change. I dislike going backwards as it implies a regressive step but realistically, the honeymoon with 135 is over and the sooner we have the Worlds best drivers on 100cc equipment relevant to today's racing, the sooner the World Crown will mean something again. Costs could be kept down by the use of CIK homologated slide carbs and the use of a specific number of CIK homologated tyres. (Although the tyre situation was never a problem to the more enterprising teams!!). Within three years I predict we'd be back to the halcyon days of da Silva, Zoserl, Allen, Modena and Capelli slugging it out on fairly equal terms with close, exciting racing. Ah bliss!!

Iain Blair



# Long Circuit Championship

## Round 4

## Knockhill

## Sunday June 3rd 1990

Ian Shaw clinched the 250 Formula E British Championship with his third win in succession; Phil Featherstone took the honours in the 210 Nationals; Ryan Baptiste was the first 125 P&R home; Boyd Barrington romped away with the 125 National final; Martin Pluck scored a maximum in 250 Nationals and Trevor Roberts had first spot after an eventful 125 Open final.

That in a nutshell was the 4th Round of the Long Circuit Championships held at Knockhill on Sunday June 3rd. There was, of course, a bit more to it than that with the day providing some entertaining racing.

The event was organised by the Knockhill Motorsports Club with some valuable sponsorship from Skoda (Great Britain) Ltd.

After all the recent problems over noise a number of drivers had opted to miss this one and the entry was down to just 119 spread over the six classes. 125 Open and 250 National accounted for over half the total entry with 36 and 29 respectively. 23 125 Nationals were present . . . 13 210 Nationals . . . 12 Superkarts and half a dozen P&Rs.

The weather was quite good all weekend with just a brief spell of rain on Sunday afternoon . . . enough to get wet . . . but not too much to spoil the proceedings.

With a return to something like sanity on the noise front it appeared that few drivers experienced any problems although both Roger Goff and Mark Webster found it just a little difficult getting down to the limit. They did achieve it however though Roger did miss the Timed Session.

### Phil first

As usual, the 210's got the racing underway with the first of their two heats, both of which were shared by the small number of P&R's. British Champion John Brennan took the first eight lapper from Phil Featherstone and George Bett. Brian Borwell, Mark Johnson and Tom Earl completed the top half dozen. In the second heat Featherstone took the honours with Brennan having to settle for second ahead of Igor Ashwell. Borwell and Bett came next with Simon Quance slotting into sixth spot.

As the lights flicked to green it was Brennan who got away well in the final and after one lap the Kilkenny driver led them through with Bett second from Borwell, Ashwell and Featherstone. Quance came next from Earl and Percival. By the start of lap three the leading quintet had eased away from the rest . . . Borwell and Ashwell had both moved ahead of Bett with Featherstone also about to get the better of the Scot. On lap four Featherstone not only succeeded in getting past Bett but he made it up to second place as he disposed of both Borwell and Ashwell. At the



250 Formula E front row. Shaw(41), White(13) with World Champion Tim Parrott in the middle.

half way mark he began to close on Brennan . . . Ashwell held third whilst Borwell had dropped back just a shade. Bett had also fallen some distance behind as Quance and Earl were doing battle for sixth spot. Into lap seven and a few spots of rain settled the dust . . . and the racing order with Brennan still leading from Featherstone. By the close of lap eight Borwell . . . in fourth place . . . had the length of the straight over fifth placed Bett whilst Featherstone was closing the gap to leader Brennan. As they went into lap nine Earl had finally been shaken off by Quance and the rain was falling even heavier! Yes it was June! Featherstone had it all worked out though . . . knew where he could make his move . . . and sure enough that is just what he did on the last lap. Ashwell managed to do the same and as they crossed the line after ten laps Brennan was down to third place. Borwell came home a lonely fourth . . . Bett had fifth with Quance completing the top six.

<b>1st</b>	Phil Featherstone	Zip/FPV
<b>2nd</b>	Igor Ashwell	Aero/Longtune
<b>3rd</b>	John Brennan	Invader/Brennan
		Invader
<b>4th</b>	Brian Borwell	Aero/BBR
<b>5th</b>	George Bett	Anderson/APV
<b>6th</b>	Simon Quance	Zip/Longtune

### Right for Ryan

Just half a dozen 125 P&Rs joined the 210s on the circuit with heat wins going to Ryan Baptiste and Bernadette Stoney. All six drivers took a finish in both heats and after just one lap of the final it was Bernie Stoney leading from Baptiste, Bisp and Needham. On the second lap it all went wrong for Bernie though . . . a broken gearshift leaving her in a spectating role. Baptiste thus took first spot and held it without too much difficulty through to the flag . . . crossing the line in seventh place overall. Gary Needham took second from Steve Pell, Ian Bar-

ton and Keith Bisp.

<b>1st</b>	Ryan Baptiste	Stratos/Minarelli
<b>2nd</b>	Gary Needham	Stratos/TM
<b>3rd</b>	Steve Pell	Stratos/Minarelli

### Barrington again

The current British No 1, Boyd Barrington, once again showed his ability by taking both eight lap heats to firmly plant the Zip on pole for the final. Colin Mason and Wayne Bray were both in the top six each time out as was Eamonm Talbot. Graham Stephens had a second place from the first heat with Gary Ashurst third. Andrew Sowerby took fourth place in the second eight lapper whilst Derek Wilson collected a sixth place. So, at around twenty minutes to four the lights flicked to green and it was Mason and Bray who both got away well. Barrington, however, was quickly into his stride and as they completed one lap the Suffolk driver had the lead. Mason, Bray, Ashurst, Joanne Hurst and Peter Wilson were next as they went into lap two. By the close of that tour Barrington had eased away and was well clear of his pursuers. Mason, Bray and Ashurst had also broken away from the rest leaving Wilson in charge of the pack. At half distance Barrington had dropped his lead . . . Mason was still ahead of Bray whilst Ashurst had dropped back a little. Talbot led the rest ahead of Sowerby and Wilson. Hurst had slipped back but still held a spot inside the top ten as the field began to spread. Seven laps gone and Barrington was motoring on in style . . . seemingly untroubled . . . Mason and Bray still disputed second place with Mason having the edge. A long gap then appeared before Ashurst came through followed by Talbot and Sowerby. As Barrington went into his last lap and under the bridge so Mason and Bray appeared at the hairpin . . . such was his lead. Talbot was closing on Ashurst leaving Sowerby to run a lonely sixth. The last

### 100 National & 100 Super.

With Alexis Peake as the only super entrant two wins gave him pole for the final. Adrian Smyth had second place on the grid and the 2nd row housed Frank Hallworth , and Steve Golder. After the 2nd lap Smyth had pulled a small lead but Peake, having a few hiccups, went back to third place behind Hallworth. Then came the main group consisting of Steve Golder, Alister Boyd, Stewart Rawsterne and Mark Bird. However the next lap saw Hallworth and Peake close up on Smyth and pull a couple of lengths clear of Golder in 4th. I the 5th lap Peake had picked up and taken the lead with Smyth a few yards back in 2nd with Hallworth still close in 3rd. This was the pattern of the race until the 8th lap when Peake increased his lead, Smyth had pulled a vey slight lead over Hallworth as had Golder from the main group which was headed by Rawsterne. Peake crossed the line to win as the lone Super, leaving Smyth as the first National from a very close Hallworth. A short way back was Golder just keeping Bird and Boyd behind him.

### Result.

1. Alexis Peake
2. Adrian Smyth
3. Frank Hallworth
4. Steve Golder

### 210 National.

With three wins David Bailey was poleman with Roger Gregory and Chris Long making up the front row. Bailey took the lead from Gregory with Hilton ahead of Long. positions were held until the 3rd lap when Bailey missed a gear and Gregory overtook him. They were well spaced and it took Bailey 2 laps to get back on terms with Gregory. In the 6th Bailey retook the lead down the back straight. He progressed well until the 8th lap where he yet again missed a gear and Gregory shot by for the 2nd time. Unfortunately for Bailey with only yards to go demons entered the engine

and his race was over. That left Gregory to cross the line well ahead of 2nd placed Hilton who had only just made it with a good piece out of the piston. Novice Chris Long was 3rd.

### Result.

1. Roger Gregory
2. Bill Hilton
3. Chris Long

### 125 COMBINED

Pole went to Shaun Taylor (Nat) with Ernie Booth (Open) and Dave Spriggs(Open) joining him on the front row. The initial lead was taken by Spriggs followed by Taylor with a short gap to Holmes who made a good start on his P & R .Booth faltered badly on the line but managed to keep going albeit a good way back. Taylor got past Spriggs down the back straight as bonser moved into third with France and Holmes in tow.As the race progressed so Taylor increased his lead ...Bonser was up to second as Spriggs and France pulled away from Kendrick who had Chadfield and Booth on his tail.Spriggs fell further down the order as France took third before Booth moved ahead of Spriggs for fourth place. In the later stages Bonser did reduce the lead of Taylor but the latter made a last lap surge to take the flag three lengths clear of Bonser.France held third from Booth.

### RESULT

#### National.

1. Shaun Taylor
2. John Bonser
3. Mike France

#### Open.

1. Ernie Booth

#### P & R

1. Steve Kendrick
2. Dave Chadfield

### COMBINED 250

After three wins Gordon Darrow had pole with Karl Fisher and Carl Atkinson sharing the front row.At the 'off' Darrow flew into...and out of...the first bend heading Atkinson and Bagley whilst Fisher failed to get off the line.Halfway through the third lap Atkinson went out leaving Darrow with little opposition and he continued to increase his lead lap by lap as Roberts pulled away from third placed Bagley.The front three held their positions although Tanner suffered problems dropping a place to Miles.At the flag Darrow had a third of a lap advantage over Roberts ...on Novice plates....with Bagley holding third.

### RESULT

#### Formula E

1. Gordon Darrow
2. Neil Bagley

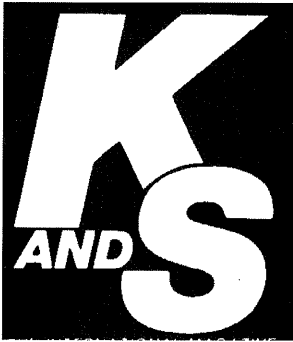
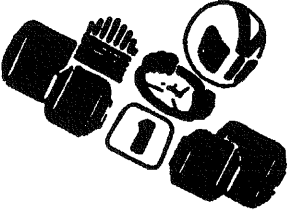
#### National

1. David Roberts
2. David Miles
3. Mark Tanner

### CHASE DRIPS

Karen Haddon, Assistant Competition Secretary,has had to retire .We would all like to thank her for her hard work during the first half of the season. Sue Remmers will continue as Competition Secretary.

### REPORT BY LIZ PETERS.



THEINTERNATIONALMAGAZINE

## SUBSCRIPTION RATES

U.K.....£23.00

### AIRMAIL RATES:

EUROPE (includes Eire).....£27.00

INTERNATIONAL.....£38.00

(NB: STERLING CHEQUES OR MONEY ORDERS DRAWN ON UK BANKS CAN ONLY BE ACCEPTED)

10%  
OFF  
FROM  
JULY

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

I WOULD LIKE A 12 MONTH SUBSCRIPTION BEGINING WITH THE \_\_\_\_\_ ISSUE

☐ I ENCLOSE A CHEQUE/P.O/MONEY ORDER FOR £ \_\_\_\_\_

☐ PLEASE DEBIT MY ACCESS/VISA/MASTERCARD NO \_\_\_\_\_WITH £ \_\_\_\_\_

☐ CARD EXPIRY DATE \_\_/\_\_/

POST TO: **KART & SUPERKART**, PINDAR ROAD, HODDESDON, HERTS. EN11 ODE.

**TELEPHONE: (0992) 444201 FAX: (0992) 447327**



# CHASEWATER WHEELS

## 13th MAY 1990

Again it was a lovely warm day for all the budding Nigel Mansells out for a Sunday drive. Noise testing was in force .....and fortunately the majority , after certain adjustments, had acceptable readings. This meeting was also the first round of the Castrol Challenge Trophy for the Senior Britain Class, the second round being in September.

### Restricted Cadets.

The success of Richard Woodley in the heats gave him pole for the final with Thomas Harper, Gareth Lewis and Paul Higman making up the first row. Woodley led from the start and was the first to emerge out of the first bend. Higman had a good start and got himself into second place from the second row, followed by Harper and Lewis. By the end of the first lap these four were already clear of Moore in 5th with Gibson and Miles some way behind. As the second lap was completed Woodley had made himself a comfortable lead from Higman with Harper in 3rd. Lewis had dropped behind a little. As the race progressed, with no change of positions it was clear that Woodley was in a class of his own being well clear of the rest. Behind him Harper and Higman were in close combat for second. Half way through Harper managed to pass Higman but a lap later the latter regained 2nd place the two being constantly engaged in close racing some distance ahead of Lewis who was in a comfortable 4th. So as they crossed the line it was an easy win for Woodley who had lapped the rear of the field. Higman just held 2nd despite Harper trying very hard to get through.

#### Result.

- Richard Woodley
- Paul Higman
- Thomas Harper

### Cadet Premier.

Today had shown that racing was going to be very close with the first half dozen drivers being very well matched. Poleman was Dean Haddon with Tom King by his side and David Lloyd and Trevor Flynn on the 2nd row. From the rolling start Dean used his grid advantage and emerged the leader out of the first bend from King, Flynn and Lloyd with the rest of the field snaking into the chicane. At the end of the first lap Haddon just had a slight lead over King with the others still very close. It took up until the 4th lap for the field to start to spread out. Haddon had increased his lead marginally but was by no means safe. The racing was close between King, Flynn, Lloyd, Wilson, Soden, Newby with Hallworth as anchor-man to this leading group, a couple of kart lengths ahead of Rodgers and Robert King. In the next lap a concerted effort by King moved him onto the tail of Haddon. Wilson had moved up into third ahead of Flynn and Lloyd. By the sixth lap Wilson had improved further and was now on Kings tail who in turn was threatening Dean. These three were a couple of karts lengths ahead of Flynn and Lloyd who were a similar distance in front of Soden. The last but one lap and it was all change again. Haddon, under pressure, secured his lead by pushing himself forward to get away from the menacing King and Wilson. With just over a lap to go Wilsons engine coughed and spluttered and he had to retire giving Lloyd the opportunity to get up with King once more. However the chequered flag dropped and hard work gave Haddon yet another win by two karts lengths but it was a comendable effort from both King and Lloyd a fair distance from Snodin in 4th.

#### Result.

- Dean Haddon
- Tom King
- David Lloyd

### Junior Britain.

After very close heats it was Wesley Jones who had pole for the final budd in second place and Garcia and Hensen on the second row. After a dubious start Jones took the lead from Garcia who was just ahead of Budd and Hensman. The first lap and the top half of the field were very close. However the third lap saw some spacing out. Jones had pulled away from Budd stillin second place with Hensman and Garcia right on top of him. The next lap and Jones increased his lead whilst budd and Hensman had dropped Garcia in 4th. Jonathon Phillips and Iain Remmers were having a close race with Richard Brunning moving up well to sit just at the back of them. A fair distance behind them was Adam Wilcox and Simon Manton. With just a few laps to go Jones continued to forge an impressive lead but Hensmans effort got him past Budd and he opened up a lead of some 3 karts lengths. Budd in turn was ahead of Garcia who looked to be slightly under par this meeting. From the rear or the main group Brunning had moved up well to 6th just behind Phillips. As they entered the final lap it was clear that excluding a major upset the unchal-lenged Jones would be the winner and that was how it ended. However budd was giving his all and cut back some of the distance Hensman had made but it was just a little too late. Garcia was quite a distance back in 4th but was well ahead of Phillips, Remmers, Brunning and Wilcox.

#### Result.

- Wesley Jones
- Ryan Hensman
- Peter Budd

### Senior Britain Restricted.

With two good wins Dave Ash was poleman. Keith Cox, David Wilcock and John Dawes had all been consistent in the heats and completed the front rows. From the green Ash zipped into the lead and emerged as the early leader out of the first bend with cox 2nd, Dawes 3rd ahead of Wilcock, Nicholas Flight, Peter Openshaw, and Paul Bell. As early as the second lap Ash had a considerable lead from Cox. Close on the heels of Cox were Dawes, and Wilcock who were a good few yards in front of Flight in 5th. In the third Ash had increased his lead and the next three had been joined by Flight after making up ground down the back straight. However in the subsequent lap Flight lost his advantage again and it was Michael Blackburn who had steadily been moving him-self up the field, in fifth place. The middle part of the race had Ash in command with Cox still a distance back but holding second with Black-burn now in third with a gap to Dawes and Wilcock whilst Flight was out on his own in 5th. Towards the end of the race with only two laps to go with Ash remaining well out in front Wilcock was to find himself on his own in second place as Blackburn after such a determined drive, was out of the race following a minor crash on the pit bend, which also involved Cox. Entering the last lap and Ash was a good 5 to 6 yards clear of Wilcock who was a similar distance in front of Flight. Bell, Openshaw, and Higman were just ahead of darren lee and Paul Palmer. However as Ash crossed the line an easy winner, with Wilcock an equally easy 2nd, Bell just nipped in front of Flight to take 3rd.

#### Result.

- Dave Ash
- David Wilcock
- Paul Bell

### Senior Britain Premier.

Lee Brookes guaranteed himself pole for the final with two very convincing wins and a third. Mike Mitchell came out best of the rest and took the other first row place. 2nd row housed Robert Marshall, recently of novice plates, and Craig Dollery. With the start underway Brookes pow-ered into the first bend with Mitchell close in 2nd from Marshall and Dollery. With the completion of the first lap Brookes was some four yards ahead of the rest of the field. Mitchell looked to be having serious mechanical problems and went out of the race. That gave Marshall 2nd place from Dollery and these two were a short distance in front of Coppock, Sketchley, Cupples and Davies. By the third lap Brookes was way out in front and marshall and Dollery, having touched in the previous lap, were seperated by a kart length or so. From quite a way back Winter came storming through to 7th place ahead of Davies. With just over half the race completed, the first three were holding their positions and fourth placed Coppock had broken away from the main pack, as had Winter. On the 8th lap a good piece of driving took Dollery into 2nd ahead of Marshall and a short way back Winter was gaining places with each lap in third having over-taken Coppock, who was just ahead of Cupples in 6th. Nik Berriman had stormed from the lower places to take 7th in front of daves. As the race went into the last lap, brookes had an unasailable lead of almost a third of a lap but behind him the battle for second was proving to be a good race to watch. Dollery, Marshall and Winter were so close but the experience of Winter paid off as he crossed the line in second place with Dollery a close third. Marshall just lost out in the last stages and crossed the line in 4th place.

#### Results

- Lee Brookes
- Chris Winter
- Craig Dollery

### 100 U.K.

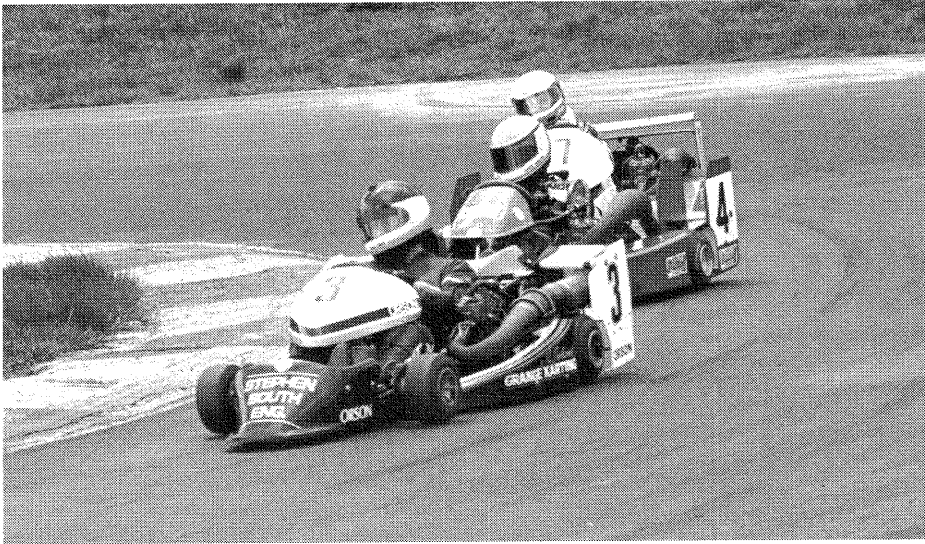
The heats had shown that the racing was to be close. Stewart Tye attained pole with James Workman, M. Pearson and Ian King taking the top grid positions of the 14 entrants. At the start Workman just had the edge taking the lead from Tye, King and Pearson. Workman had a small lead as they finished the lap with King just getting in front of Tye for 2nd place, these two being a short distance ahead of Pearson in 4th. Then came Terry Hadley quite a distance in front of Richard Smith, Marcus Arrowsmith and John Foulds all on novice plates. Over the next few laps Workman and King were very close together, with Tye only a little way behind. In the 6th lap Tyes' efforts got him into contention with Workman and King but by now Pearson was quite a way behind, as were Hadley and Arrowsmith. Over the last few laps Tye was just off the leaders but the last lap changed all the positions as the closeness of Workman and King caused them to just touch allowing Tye to take the lead. As they crossed the line Tye was about 10 yards clear of King with Workman next. A good attempt by by Pearson gave him 4th to be the best placed novice.

#### Result.

- Stewart Tye
- Ian King
- James Workman

Best Placed Novice:

**M. Pearson (4th)**



*250 National action..... Wilcox(3) leads Martin(4) with Allen partly bidden.*

tour produced no real problems and Barrington crossed the line to take another decisive victory. Mason held his second spot ahead of Bray with Talbot just pipping Ashurst for fourth place. Sowerby was next whilst Pridmore had edged out Peter Wilson to take the next spot.

<b>1st</b>	Boyd Barrington	Zip Bandit 2/CSK Rotax
<b>2nd</b>	Colin Mason	CMR Zip Bandit/CSK Rotax
<b>3rd</b>	Wayne Bray	Stratos/Price Minarelli
<b>4th</b>	Eamonm Talbot	Zip Bandit
<b>5th</b>	Gary Ashurst	Zip Bandit 2/CSK Rotax
<b>6th</b>	Andrew Sowerby	Kelgate Bandit/CSK Rotax

## A prize for Pluck

The single cylinder exponents produced some excellent racing with the official result sheets after the heats showing a win for Martin Pluck and Robin Gillam. All the 'names' were up there as you would expect . . . . Mark Allen, Andy Martin, Adrian Wilcox, Richard Dean and Paul Goodison in the top half dozen from heat one whilst Keith Bisp and Colin Fletcher slotted into second and sixth respectively in heat two. At about 4 o'clock the lights signalled the start of a rather hectic opening lap . . . or at least that was how Commentator Don Briggs saw it from his lofty viewpoint. Out of the hairpin for the first time and it was Wilcox in the lead from Dean, Pluck, Allen, Martin, Morgan, Matthews and Goodison. Kevin Maunder was following Goodison and for the first two or three laps the order stayed the same although it was extremely tight and competitive at the front. By the start of lap five Pluck had moved up to second . . . Allen was about to drop Dean to fourth whilst Jamie Vale and Rob Johnstone were both out of the running and into the paddock. Into the second half and it was lap seven when it all changed . . . Pluck emerged from the hairpin in first spot . . . Allen had second from Wilcox with Dean fourth. Martin, Matthews and Morgan were next whilst Maunder had moved ahead of Goodison and McAdam. Pluck held the advantage as eight laps were completed . . . closing on backmarkers and managing to ease away a little as they went into lap nine. At the start of the final tour the GP Plates were still leading from Wilcox and Martin as Allen dropped back to fourth ahead of Dean. There was then a small gap before Morgan came through ahead of Mat-thews and Maunder. That was how it stayed for the last lap with Pluck taking a fine win after

a close fought ten laps. Wilcox, Martin, Allen and Dean were next over the line with less than a second separating the first five.

<b>1st</b>	Martin Pluck	Anderson/RCR Yamaha
<b>2nd</b>	Adrian Wilcox	Anderson/Orson KTM
<b>3rd</b>	Andy Martin	F1 90/CKC Honda
<b>4th</b>	Mark Allen	Dino/KMP KTM
<b>5th</b>	Richard Dean	Anderson/Wood Yamaha
<b>6th</b>	Pete Morgan	Anderson/MWR KTM

## Trevor tops

A healthy grid of thirty plus contested two eight lap heats to decide final grid positions with wins going to Trevor Roberts and Alex Pettigrew. Steven Webb, Richard Crump, Graham Barker, Paul Molloy and Bryan King completed the top six in heat one whilst Simon Cullen and Frank Hynds took third and fourth places second time round. At the final 'off' it was Roberts who got away well but by the close of lap one Pettigrew had taken the front spot with Webb behind Roberts in third. Cullen was next from Poole and Richard Styryn.The leading quartet quickly eased away leaving King in charge of the rest and by lap four a gap had appeared between fourth placed Cullen and King. Lap six and it all went wrong for Pettigrew . . . the British No 3 spinning off at the hairpin . . . but gathering it all together in time to rejoin in fourth spot. As they crossed the line to start lap seven the lead was with Webb . . . Roberts had second and Cullen third. King still had fifth but was now behind Pettigrew with Poole and the rest following. After eight laps the field had spread out . . . the leading trio had the length of the straight advantage over Pettigrew whilst Molloy had settled into fifth place. Nine laps completed and it was Robert's turn to lead again . . . Cullen had moved ahead of Webb to take second, Pet-tigrew was running a lonely third with Molloy heading Wigg, King, Styryn and the rest. Down Railway Straight for the last time into the hair-pin and Cullen got it all wrong . . . he tried the outside line . . . got on the marbles . . . and his race came to a premature end in the grass alongside the tyre wall. A disappointing end to a fine effort. That little incident left Roberts and Webb clear at the front and it was the Lurgan



driver who made it to the line first from Webb. Pettigrew came home third from Molloy, Wigg and King.

<b>1st</b>	Trevor Roberts	/Rotax
<b>2nd</b>	Steven Webb	Zip/Rotax
<b>3rd</b>	Alex Pettigrew	Zip/Rotax
<b>4th</b>	Paul Molloy	Stratos/KPS Minarelli
<b>5th</b>	Nigel Wigg	Zip/CSK Rotax
<b>6th</b>	Bryan King	Anderson/EWT Rotax

## No 1 for Shaw

Just a dozen Superkarts made the journey to Scotland and after the Timed Session it was Ian Shaw on pole for the heats with a best lap of 53.52 seconds aboard the Eagle. John Denton and his Anderson surprised one or two present with the second best time . . . 53.53 whilst the Kodak colours of World Champ Tim Parrott took third place in the time sheets with a lap of 53.63. Peter Gray had been involved in a nasty practice accident and he took no further part in the racing. Fortunately he was not seriously hurt . . . more a case of being stirred and shaken. Two eight lap heats then to sort out final grid positions and Ian Shaw was quickly into his stride taking a win each time out. Tim Parrott collected a second and a fifth . . . Duncan White a third and fourth as did Phil Glencross. John Denton had a fifth in heat one whilst Mark Webster was sixth in heat two. Roger Goff began to find some pace with his Kelgate backed out-fit . . . improving from sixth in heat one to second in heat two . . . from the back of the grid too. So, with wedding bells ringing in his ears . . . not his own but those of brother Andrew . . . Ian Shaw lined up on pole for the ten lap final and as the green flicked on at about twenty minutes to five the Salford driver made his now customary rapid start. One lap gone and he led . . . Parrott had second with Goff making rapid progress. After two laps Shaw had pulled out a comfortable lead . . . Goff had powered his way through to second . . . White and Glencross were ahead of a down on power Parrott whilst Webbie was ahead of Denton and Pritchard. By the close of lap four White was out . . . Webbie had moved ahead of Parrott and Shaw was still leading in style. Denton had gone missing . . . rejoined . . . and after six tours was about to be taken by Shaw as the leader motored on rapidly. Goff still had second . . . Glencross was next from Parrott and Pritchard as Webbie pulled off into retirement. Seven laps gone and Shaw had put a backmarker between himself and Goff . . . the order behind was as before and despite the best efforts of Goff he was unable to make any real impression on the fly-ing Shaw. The remaining laps passed without any real drama and Ian Shaw crossed the line to take his third Championship Round victory and tie up the No 1 plates. Goff, Glencross, Parrott and Pritchard were next home with Edwards completing the top six. Topham and Conway were the only other finishers as Denton was removed from the results for receiving outside assistance. So, at last, Ian Shaw has the Long Circuit No 1 . . . . he played second to Kurt Luby for long enough in 125s . . . and judging from the reaction of drivers after the final it was a popular victory.

<b>1st</b>	Ian Shaw	Zip Eagle/Rotax
<b>2nd</b>	Roger Goff	Kelgate Ander-son/Rotax
<b>3rd</b>	Pil Glencross	Anderson/Rotax
<b>4th</b>	Tim Parrott	Kodak/Florigo Anderson/Rotax
<b>5th</b>	Alan Pritchard	Zip Eagle/CDPT Rotax
<b>6th</b>	Steve Edwards	Zip Eagle/Goff Rotax



# RAC BRITISH 100cc KART CHAMPIONSHIP ROUND 2 — CLAY PIGEON

David Cuff and Darren Gibbs consolidated their leads in the championship whilst Guy Smith just sneaked into the lead in the Juniors. But man of the meeting with a breathtaking drive from the back of the grid to second was Jamie Davies, the Junior win being taken by Ralph Firman, now mounted on a Dino. In the Nationals Richard Westbrook had an untroubled win to pull him up to third overall.

At the Clay Pigeon raceway in Dorset the second round of the RAC British 100cc Kart Championship took place on a fine sunny day with no sign of the threatened thunderstorms. The circuit itself is becoming outdated for this class of racing, overtaking being difficult on the narrow track often resulting in accidents. Improvements are also desperately needed to run-off areas and the pit entrance. Despite some shortcomings during Saturday practice the meeting ran well on Sunday. Many took advantage of noise testing and by the end of the meeting nearly all karts had been tested and passed with a little latitude given. . .

## JUNIOR BRITAIN

Heat 1: Guy Smith, Nick Fleming, Josh Cobb.  
Heat 2: James Matthews, Nataley Whaley, Michael Simpson.  
Heat 3: Darren Manning, Mark Blair, Damian Tigwell.  
Heat 4: Michael Simpson, Stephen Warburton, James Matthews.  
Heat 5: Ralph Firman, Jamie Davies, Henry Stanton.

Grid (pole):	
Firman	Matthews
Simpson	Malkin
Tigwell	G. Smith
Warburton	Lintern
Stanton	Cobb

In the hotly contested Juniors four reserves had managed entries. Ralph Firman had thrown down the gauntlet at the club meeting a week earlier on his Langcourt Dino, beating Jamie Davies' Wright/Solo. Firman carried on his winning ways taking pole position from James Matthews' Boxer. Michael Simpson and a steady Darren Malkin lined up on the second row with Damian Tigwell and Guy Smith next. Guy had been knocked off in a heat so was further back than he deserved. Jamie Davies though had to win the B Final after two bad heats, one with an ignition problem, and lined up on the second last row. Matthews led for the first two laps but Firman almost drove around alongside until through into the lead. Malkin watched from third until he went wide letting first Tigwell then Smith past who set about closing the not insignificant gap to second. But by now all eyes were on Jamie Davies who was driving the race of the decade just powering past the other karts. A murmur went round the crowd — could he actually win! Times dropped to 36.3s and absolutely no-one could keep ahead, not even Guy Smith in second, but the gap to the leader

was just too far. Henry Stanton in seventh followed Malkin, next being Matthew Davies, Charlie Butler-Henderson and Nick Fleming. It seems the Parilla TT27 has had its day with only five in the final and costs escalating fast on the new breed of engines.

1st	Ralph Firman	Dino/TKM
2nd	Jamie Davies	Wright/Solo
3rd	Guy Smith	Gillard/TKM
4th	James Matthews	Boxer/TKM
5th	Damian Tigwell	Wright/TKM
6th	Darren Malkin	Wright/Carr/TKM
7th	Henry Stanton	Wright/TKM
8th	Matthew Davies	Sprint/PCR
9th	Charles Butler-Henderson	Wright/TKM
10th	Nick Fleming	Sprint/PCR

Championship: Guy Smith (223), Jamie Davies (222), James Matthews (217), Damian Tigwell (209), Ralph Firman (199), Darren Malkin (191).

## SENIOR BRITAIN

Heat 1: Dene Roberts, Darren Gibbs, Simon Redman.  
Heat 2: Gareth Hession, Anthony Cleal, Phillip Whaley.  
Heat 3: Andrew Clark, Steven Cook-Martin, David Hodkin.  
Heat 4: Darren Gibbs, Michael Hair, Jim Rainbird.  
Heat 5: Darren Gibbs, Mark Beddall, Robin Chuter.

Grid (pole)	
Gibbs	Beddall
Cook-Martin	Hession
Verity	Court
Clarke	Clark
Whaley	Rainbird

Darren Gibbs again dominated the Senior Britain class with his TKM tuned by Paul Carr Racing who supplied TKMs to many other front-running Senior and Junior Britain racers. Many of the entries shown on Parillas were in fact racing on TKMs or PCRs. Steve hazlett tried out an ultra quick Sirio but had poor heats culminating in only fifth in the B Final. As Gibbs pulled out a five second lead over Mark Beddall with times in the very low 37s Solo powered Andrew Clark moved up through the gaggle of four karts fighting over second place. Martin Verity started in fourth but soon lost the first of several places to Hession's Allkart. Steven Cook-Martin regained his third place followed by Mark Beddall and Gareth Hession then another long gap now led by another fast mover Anthony Cleal on his Dino from a poor grid position.

1st	Darren Gibbs	Wright/Carr TKM
2nd	Andrew Clark	Wright/Solo
3rd	Steven Cook-Martin	Colt/Parilla
4th	Mark Beddall	TKM/TKM
5th	Gareth Hession	Allkart/GP Parilla
6th	Anthony Cleal	Dino/Parilla
7th	Martin Verity	Wright/Parilla
8th	David Clarke	Wright/Parilla
9th	Dene Roberts	PCR/PCR
10th	Fraser Wells	DAP/Parilla

Championship: Darren Gibbs (265), Mark Beddall (215), Martin Verity (207), Anthony Cleal (201), Simon Court (201), Gareth Hession (196).

## 100 NATIONAL

Heat 1: Daniel Stilp, Graham Jones, Simon Richardson.  
Heat 2: Mark Fothergill, Mark Cornwall, Phillip Askari.  
Heat 3: Richard Yorke, Christian Horner, Jason Flaum.  
Heat 4: Gordon Duncan, Paul Mace, Neil Hann.  
Heat 5: Steve Merry, Graeme Melville, Alan MacKay.

Grid (pole)	
Westbrook	Askari
Yorke	Mace
Stilp	Duncan
Powell	Horner
MacKay	Gannon

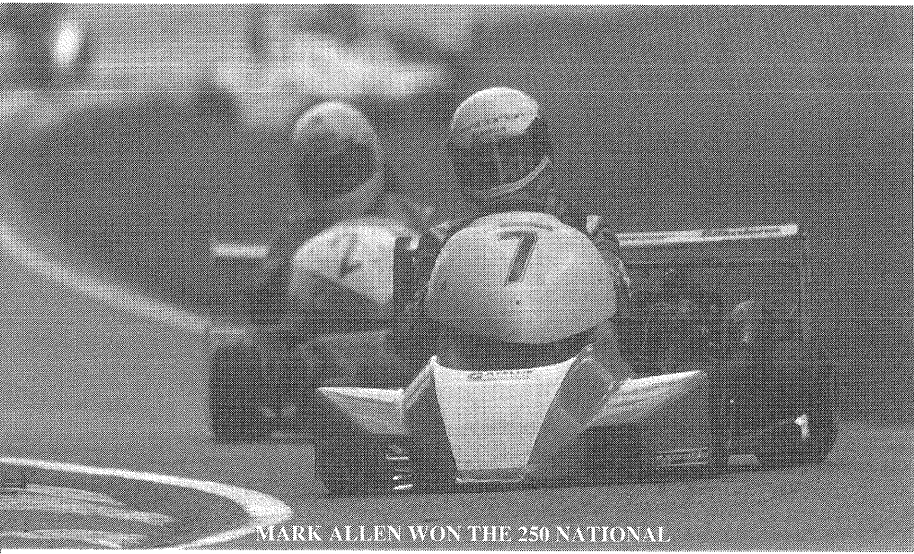
Two reserves managed entries but Richard Westbrook had no real opposition as the other front row man — Phillip Askari — slipped back to a non-finish. Daniel Stilp led the rest with Gary Powell in third until bumped to eleventh. Horner, Melville and Keenan must have had an early incident as they circulated at the rear, gradually making up a few places. First round winner Neil Hann made up the odd place at this local track to finish fourth behind Steve Merry but his times were nowhere nearly as quick as the previous weekend. Stuart Freegard (PCR/PCR), who struggled to third in the B Final with no time to change an exhaust gasket, stormed through the field to fifth followed by Richard Yorke and Graham Gannon.

1st	Richard Westbrook	PCR/Atomik
2nd	Daniel Stilp	Wright/Rotax
3rd	Steve Merry	ARC/Rotax
4th	Neill Hann	Wright/Solo
5th	Stuart Freegard	PCR/Atomik
6th	Richard York	PCR/Atomik
7th	Graham Gannon	PCR/Atomik
8th	Tony Edney	Wright/Rotax
9th	James O'Neill	PCR/Rotax
10th	Matthew Payne	DAP/Rotax

Championship: Neil Hann (213), Daniel Stilp (213), Richard Westbrook (210), Graham Gannon (208), Richard Yorke (203), Christian Horner (199).

## 100 SUPER NATIONAL

Only a handful got into the 34's in timed practice topped by Rob Schirle, seemingly driving better in Super than in National last year. Bobby Game was next using the factory Parilla TT36, but he missed the cut into the pre-final when the motor seized in a heat. Jamie Spence, Jeanette Peek and Paul Evans followed with David Cuff well down only managing 35.3s.  
Heat 1: Paul Evans, Robert Schirle, Gary Moynihan.



MARK ALLEN WON THE 250 NATIONAL

the Mountain for the fifth time Maunder had first again...Morgan was second with Allen heading Dean,McAdam ,Fletcher and Wilcox. Rodgers was next but his luck was to run out yet again on lap six. Into the second half of the race and the leaders were in amongst the backmarkers with first place having changed again. At the close of lap six Allen was in charge...lap seven and Morgan had it from Maunder,Allen and Fletcher with Dean, McAdam, Wilcox and Babington next. Morgan held on for the next couple of laps but as they approached the Mountain for the last time Allen was back in front ! Through Hall Bends he held on and as all eyes focussed on Barn Corner it was indeed Allen who appeared first to cross the line just ahead of Morgan. His race time was a mere 3/10ths of a second quicker than Morgan with just 1.3 seconds separating the first five. Fletcher came home in third place from McAdam ,Dean and Wilcox with Maunder having slipped to seventh at the flag. A fine race with the result in doubt to the end.

## RESULT

1.	Mark Allen	Dino/KMP KTM	15m 40.6 s	83.05 mph
2.	Pete Morgan	Anderson/MWR KTM		
3.	Colin Fletcher	Anderson/CJF KTM		
4.	Stephen McAdam	Zip/KTM		
5.	Richard Dean	Anderson/Wood Yamaha		
6.	Adrian Wilcox	Anderson/Orson KTM		

Fastest lap of the final...Babington....1m 31.8 s 85.09 mph

## MORE MOLLOY

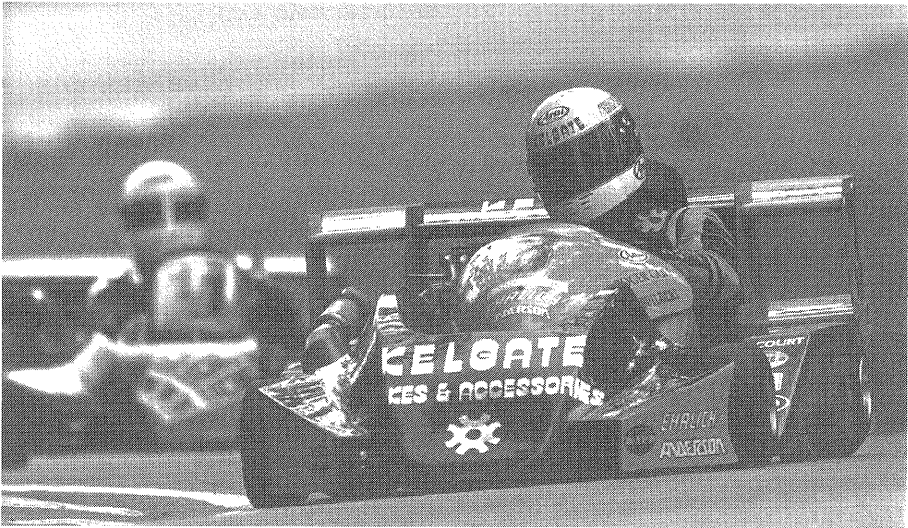
The 125 open category produced wins for Steven Webb,Paul Molloy and Simon Cullen with most of the regulars appearing in the top half dozen of the heats. Stuart Mead,Graham Barker,Bryan King and Graham Stephens featured in the first qualifier whilst Trevor Roberts, Derek Price, Richard Crump and Andy Bratley added their names to the top six in heat two. The only 'new' name to appear in the top placings from Sundays heats was that of Alex Pettigrew. So,on the green the front row all got away well with the field safely negotiating Coppice for the first time with the exception of Nick Costin who was left struggling to get away. By the close of lap one Webb had the upper hand from Molloy,Price, Roberts,Pettigrew and Wigg whilst Costin was really out of luck.....calling it a day. Five drivers quickly made a break and eased away from the rest and by lap four Molloy had moved into first place with Price having second. All manner of things had happened out in the country with Cullen,Roberts,Pettigrew and Wigg all disappearing from the lap charts. Mead was holding third place as they went into lap five with Bratley and King behind. By the end of six laps the leading duo...Molloy and Price....were in amongst the backmarkers as they continued their formation display.Mead eased away from the rest to make third place a comfortable spot whilst King ,Bratley and

Tupper held the next places. As they went into the final tour Molloy had about six lengths over Price with a long gap back to third placed Mead. Little changed over the last couple of miles and Molloy took a convincing win with team mate Price holding second from Mead. King was next to cross the line with Tupper and Bratley completing the top six.

## RESULT

1.	Paul Molloy	Stratos/Minarelli 15m 58.6 s	81.49 mph
2.	Derek Price	Stratos/Minarelli	
3.	Stuart Mead	Anderson/Anderson Rotax	
4.	Bryan King	Anderson/Rotax	
5.	Gary Tupper	Anderson/Rotax	
6.	Andy Bratley	SRS Lazer/Goff Rotax	

Fastest lap of the final..Cullen...1m 33.3 s 83.72 mph



ROGER GOFF WHO FINISHED 3rd OVER ALL

## GOOD FOR GLENCROSS

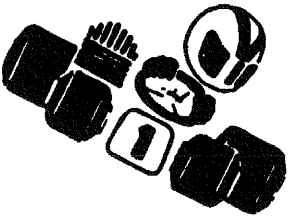
Just a small number of Superkarts present for this one and it was the Anderson of Roger Goff which headed the Timed Session.....the Kelgate backed driver recording a best of 1m 25s. Phil Glencross was next on 1m 25.6s a time matched by Mark Webster. World Champion Tim Parrott put the Kodak/Florigo backed outfit into fourth spot with a lap of 1m 27s. Keith Ellis Hall was next on 1m 27.2s whilst Stuart Mead was doubling up in 125's and 250E and he recorded a best time of 1m 27.7. The first heat on Saturday went to Goff from Glencross with Webster, John Denton, Chris Topham and Mike Wilkinson next. Glencross took the next two heats with Parrott and Goff each having a second

place. Goff added a third to that with Parrott taking a fourth whilst Mead acquitted himself well with a couple of fifth places. Webbie was in there too as was Ellis Hall. One heat was brought to a premature halt when John Denton had an 'off ' necessitating a visit to the local hospital. He returned to the circuit later on Saturday but took no further part in the racing. At around 4.45 pm on Sunday the grid formed up and on the green it was Glencross away well and by the time he had reached Coppice the Anderson was six to eight lengths clear. One lap gone and Glencross came through in the lead from Webbie, Goff, Parrott, Ellis-Hall and Griffiths with Atherton next. By the close of lap three Glencross was well clear..Webbie still had second whilst Parrott was about to relieve Goff of third. Into the second half of the race and Parrott began to close on Webbie as did Goff with the rest of the runners well spaced out. Lap seven and it changed as Webbie pulled into the paddock leaving Ellis-Hall in fourth behind Goff and Parrott. Glencross was still well clear and with Goff unable to do anything about Parrott the order at the flag was unchanged...Glencross taking an overdue, yet deserved win ,Parrott in second by about half a dozen lengths and Ellis-Hall taking fourth behind Goff. Griffiths and Atherton completed the top six.

## RESULT

1.	Phil Glencross	Anderson/Rotax	14m 20.9 s	90.74 mph
2.	Tim Parrott	Anderson/Rotax		
3.	Roger Goff	Kelgate Anderson/ Erhlich Rotax		
4.	Keith Ellis-Hall	Zip/Rotax		
5.	Andy Griffiths	Anderson/Rotax		
6.	Charles Atherton	Barlotti/KMP Rotax		

Fastest lap of the final Glencross...1m 25.3 s 91.58 mph





# RAC LONG CIRCUIT CHAMPIONSHIP

## ROUND 5 CADWELL PARK 16th/17th JUNE

PHIL GLENCROSS was back to winning ways in the Superkart class taking a lights to flag victory in style;BOYD BARRINGTON retained his 125 National Title with yet another resounding win ;JOHN BRENNAN took the honours in the 210 Nationals ;PAUL MOLLOY led home Derek Price in the 125 Open class ; MARK ALLEN was victorious in 250 National after a tremendous final and BERNIE STONEY collected the 125 P & R

take backmarkers...Parker still had the edge over Borwell whilst Adnit was closing on the Aero driver. Featherstone was in eighth place as they went into the last lap and about to get the better of both Thacker and Quance. Out of Barn for the last time and it was indeed Brennan who emerged first .....well clear still of Parker and with a backmarker between them. Borwell hung on to take third from Adnit whilst Featherstone had moved up to fifth at the flag.



BERNADETTE STONEY WON 125 P & R

honours. The Cadwell Club had received a good entry for this two day meeting on the full circuit and the weather played its part by staying fine all weekend.All classes produced some fine racing with the 250 Nationals in particular providing some first class competition. Certainly the noise problem seemed to have gone away with no exclusions and testing being carried out in an orderly and amicable fashion.Let's hope it stays that way. Certainly the atmosphere was much more relaxed and all in all it was a pleasant weekend.

The 210 National, as always, got the business of racing underway so let's have a look at how that went.....

### BRENNAN BEST

From three Villiers heats British No 1 John Brennan emerged with a couple of wins with Igor Ashwell taking the other. Familiar names feature dinthe top halfdozen places.....Poultney, Featherstone,Quance,Johnson,Parker,Borwell and Sutch with Ellison doing well in the first qualifier. It was around 2.15 on Sunday when the final grid lined up and on the green Gary Parker got away well whilst Phil Featherstone was having problems ,being swallowed up by the pack as he struggled to get mobile. After one lap Bonarski led them through with Ashwell ,Parker ,Adnit and Borwell following. Featherstone was running towards the back but looking much more mobile. By the close of lap three John Brennan had moved up to take over the front spot by about six lengths from Bonarski with Parker heading the rest. As half distance approached so the field became fairly well spread.Brennan was well clear of Bonarski...Borwell was closing on Parker and Adnit had a good cushion over Quance. After seven laps Brennan was way ahead...going up Coppice before the second placed Parker appeared out of Barn Corner. Bonarski had left the fray and Borwell was constantly looking for a way past Parker with Adnit running a long way ahead of the rest. Lap nine and Brennan was about to

### RESULT

- |                      |  |
|----------------------|--|
| 1. John Brennan      | Invader/Brennan<br>Invader 16m 45.6 s<br>77.68 mph |
| 2. Gary Parker       | Aero/Longtune Villiers                             |
| 3. Brian Borwell     | Aero/BBR 210                                       |
| 4. Gary Adnit        | Anderson/Invader                                   |
| 5. Phil Featherstone | Zip/FPV  |
| 6. Tom Thacker       | Invader/Invader                                    |

Fastest lap of the final....Brennan..1m 38.8s  
79.06 mph.

Just a handful of P & R's shared heats and final with the Villiers and at the 'off' it was Bernie Stoney who got away well. Ryan Baptiste though was soon into the lead .....a position he held until lap eight...when he was forced into retirement. Bernie had felt the motor 'nip' but it all came right for her as the Castleford Lady went on to take victory.....a fine performance which gave her fifth overall. Steve Pell was the only other P & R finisher.

### BARRINGTON No 1

It was yet another clean sweep for the Zip of Suffolk based Boyd Barrington..the British No 1 taking all three heats.Eamonm Talbot claimed a couple of second places. Wayne Bray,Gary Cordner,Colin Mason,Gary Ashurst,Derek Wilson,Andrew Sowerby,Mark Gellatly and Steve Young were all in the top six during the heats but the man to beat was certainly Barrington. Just before 3 o'clock on Sunday the lights flicked to green and it was Barrington who got off the line well to lead the pack into Coppice. Sowerby tried a bit of grass tracking in an effort to improve his position but after one full lap he was down in 13th place.....unlucky for some ! Barrington led as they went into lap two and he was already beginning to ease away leaving the rest to fight over the places. By the close of lap two the battle for second was between four drivers...Bray....Talbot....Cordner...and

Mason. There was then a gap before Pridmore came through ahead of Wilson,Birkett,Joanne Hurst and the rest. At half distance the field had spread out...Barrington was still well clear....Cordner had gone leaving Talbot ,Bray and Mason disputing second. Pridmore still led the rest and as Barrington completed six laps he was closing on backmarkers. The scrap for second was tight with Bray slipping to the back of the trio after seven laps as they too closed on slower runners.Rob Rickards,after a promising start,had gone missing and after eight laps Pridmore was behind Wilson and Hurst. Barrington motored on confidently...extending his lead....and it was the last lap when the battle for second was resolved. Into the wooded section of Hall Bends for the last time and Bray had the advantage...but then ,at the Hairpin,he got it all wrong,made an off track excursion and Mason was through to second with Talbot gratefully accepting third. Bray recovered...rejoined....and finally crossed the line in tenth place. Barrington it was who crossed first...his race time being 11 seconds quicker than that of Mason with Talbot just 9/10ths of a second adrift in third. Derek Wilson had fourth whilst fifth placed Steve Pridmore was excluded for a yellow flag infringement and sixth placed Nick Whitehead was found to be underweight. That all moved Ian Ashworth up to an official fifth ahead of Nigel Puddiphat.

### RESULT

- |                    |                                      |
|--------------------|--------------------------------------|
| 1. Boyd Barrington | Zip/CSK Rotax 16m<br>5.3 s 80.92 mph |
| 2. Colin Mason     | CMR Zip/CSK Rotax                    |
| 3. Eamonm Talbot   | Zip/Rotax                            |
| 4. Derek Wilson    | Stratos/Rotax                        |
| 5. Ian Ashworth    | Zip/Rotax                            |
| 6. Nigel Puddiphat | Zip/Goff Rotax                       |

Fastest lap of the final...Barrington....1m 35.5 s  
81.80 mph

### ALLEN MARKS TIME !

The 250 national Class goes from strength to strength and is consistently producing some excellent entertainment from some very close racing. This weekend was no exception with heat wins going to Mark Allen,Simon Babington and Kevin Maunder. All the 'names' were there too...Pete Morgan, Richard Dean, Martin Pluck, Adrian Wilcox, Andy Martin, Stephen McAdam ,Barry Sherriff,Paul Eaton,Paul Flinders,Jason Schofield and Andrew Harvey all featuring in the top half dozen during the heats.All it needs is for Derek Rodgers to get back on the pace with some consistency ...light the blue touch paper...and stand well back !

As it was the final promised to be a cracker and from the green it lived up to all expectations. Allen was the one to make the most of the start whilst the unlucky Tony Draper travelled only a few yards before taking up the role of spectator.By the time one lap was complete a new leader emerged in the shape of Bolton based Kevin Maunder ....Allen had second from Dean,McAdam,Mprgan and Eaton. Two laps gone and Martin was out of it...pulling off on Coppice into retirement .Maunder still had the lead but it was all change behind as Dean went into lap three ahead of McAdam with Allen down to fourth. Morgan ,Wilcox and Fletcher followed as the pace hotted up. With positions constantly changing lap four produced a different order...Allen was leading from Maunder.....Morgan was up to third from Dean,McAdam and Fletcher with Wilcox not far behind. Steve Matthews was called in under the black flag as his rear number plate flapped in the breeze and as the leaders hit the foot of

Heat 2: Jamie Spence, Gary Chapman, Paul Evans.

Heat 3: Darrell Beasley, Gary Chapman, Stephen Day.

Gary Chapman recovered from ninth to win the Pre-Final on his Gillard as poleman Evans slipped back to fifth. Jamie Spence would have been on pole with two heat wins had he not been excluded in one of them for passing under a yellow flag. A whole lot came off after only a few laps, Cuff and Peck restarting but not Stephen Day.

Grid (pole)	
Chapman	Schirle
Beasley	George
Evans	Harris
Moynihan	Franchitti
Caldwell	Rennison

As the lights flicked green Chapman emerged in the lead of the roaring pack but Spence, desperate to make up places, collided with another kart on the second corner, putting himself out as Gary Moynihan pitted with a bent axle and Paul Evans rejoined at the back. As the face settled with Chapman controlling the pace, Dario Franchitti seized, but suddenly Chapman flung up his arm and pulled to the side. The de Bruyn Rotax had stopped with a broken rotary valve — a bitter disappointment. Rob Schirle led briefly from Andy george but David Cuff had moved rapidly up through the field from what should have been thirteenth on the grid to take over at the front followed by Steve Brogan (12th on grid), George, Schirle, Paul Ibbottson and Jeanette Peek. Cuff (Kali/Atomik) then lost the lead to Brogan into the hairpin but was struck close to Brogan's back bumper harrying him at every turn, soon retaking the lead. Jeanette Peek had worked up from 18th to fourth but she flung that away with a late passing manoeuvre that

went all wrong. George, Schirle, Ibbottson, Harris and Steve Tillett followed the two leaders home. At the end Brogan protested Cuff for allegedly jumping places on the grid but it was deemed the two in front of him had oiled up and after a counter protest a truce was called.

1st	David Cuff	Kali/Atomik
2nd	Steve Brogan	Wright/Rotax
3rd	Andy George	Kali/JAG
4th	Rob Schirle	Sprint/Rotax
5th	Paul Ibbottson	Hutless/Atomik
6th	Biff Harris	CPC/DAP
7th	Steve Tillett	Hutless/Rotax
8th	Chris Hogben	Whippet/Rotax
9th	Ricky Flynn	Wright/Rotax
10th	Craig Caldwell	ARC/Rotax

Championship: David Cuff (60), Steve Tillett (44), Paul Ibbottson (41), Rob Schirle (36), Steve Brogan (36), Biff Harris (30).

Graham Smith

## RAF Championships Little Rissington 2nd/3rd June 1990

With drivers arriving from Cyprus, Germany, Ireland and various UK bases plus a number of ex RAF drivers a good day's racing was promised. Unfortunately some lads didn't have wets and missed heats giving them poor grids for the final.

Reigning Champ Phil Hill was on the front row for the twenty lap final but his race was short lived as FL.Lt. Nick Smith punted the Army man out of contention. Pulling rank. No ... a sticking throttle really.

That let in Pete McNicol who was going

brilliantly with a Parilla leading from Cliff Hobbs also Parilla powered. For three laps the Parilla pair held on but Tony McLeod and his Rotax power began to close and by lap six he had the front spot, gradually pulling out a commanding lead.

Coultas and his Atomik seemed unable to get past the Parillas and it took to lap nine for him to get in touch and then to lap sixteen before he was through . . . taking Hobbs with him. McNicol appeared to be slowing and before the end he was taken by Steve Pauls. McLeod also slowed allowing Coultas to reduce the deficit but the former went on to take the flag first.

1st	Tony McLeod	Allkart/Rotax
2nd	John Coultas	PCR/Atomik
3rd	Cliff Hobbs	Allkart/Parilla
4th	Steve Pauls	PCR/Rotax
5th	Paul McNicol	Wright/Parilla
6th	Steve Cox	Wright/Rotax

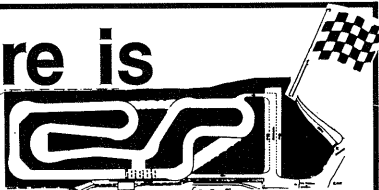
A team event was also run with the RAF and Bromsgrove each being represented by ten drivers in a ten lap final. John Coultas led from lap two after Bob Stansbury of Bromsgrove spun at the Dog Leg. Cliff White held 2nd for three laps with Horner 3rd before Stilp showed in 3rd spot. Phil Hill was on a charge and with three laps left he was up to third.

It's different and exciting and despite team tactics being discussed before the start everyone wanted to win . . . just like a Super One race I'm told!

1st	John Coultas	PCR/Atomik RAF
2nd	Daniel Stilp	Wright/PCR Bromsgrove
3rd	Phil Hill	Wright/Rotax RAF
4th	Ian Dale	Wright/Rotax RAF

Report by Brian Clark

## Buckmore is Racing



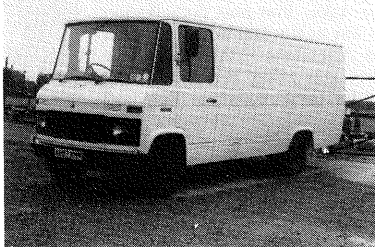
Kents leading purpose built kart circuit, recently resurfaced, is RAC licensed and normally available for practice seven days a week. The 700 metre long venue is ideal for all non gearbox karts. There is a shop on site and facilities for Corporate entertainment.

1990 B.P.K.C. meetings: 20th May, 17th June, 15th July, 19th August, 16th September, 21st October, 18th November.

1990 Exclusive Week-end Corporate days (Track closed) 12th May, 27th May, 2nd June, 10th June, 23rd June, 30th June, 7th July, 21st July, 28th July, 4th August, 12th August, 8th September, 22nd September, 29th September, 6th October, 14th October, 27th October, 10th November, 9th December, 16th December (Provisional).

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.

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



## KARTING VAN FOR SALE

Mercedes 407D with built in storage racks and bench, vice etc.

Plated until August 1990.

*Tel: Bill Sisley 0474 879011*

ND

# DENSO



## ROTAX

TRADE ENQUIRIES WELCOMED

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

Widest stocks and full technical service.



## Andover Norton

International Limited



## (0264) 50855

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



RAC SHORT CIRCUITGEARBOX
CHAMPIONSHIPS. ROUND 2.
NUTTS CORNER NORTHERN IRELAND

The CROSSEN ENGINEERING sponseed round of the RAC Short Circuit Gearbox Championships got underway at Nutts Corner on 25th/26th may. One hundred and twenty five entrants were attracted to the Ulster Karting Club LTD promoted event which was round 2 of the 4 round Championship and which went off incident free in excellent weather conditions. The main spectator attractions were World Champion Tim Parrott and British Champion Ian Shaw, both racing for their first time at Nutts Corner which is mainly a right hand bend Circuit.

125 P&R.

The heats were dominated by super woman Bernadette Stoney having scored two wins and a second to put her on pole position. Fifteen machines were out with a good mixture of mainland and local drivers, amongst them the ever sharp Alister Rooney and Ken Graham.

Table with 3 columns: Driver, Position, and Notes. Rows include Graham, Hughes, Stoney, Rooney, Hyde, Taggart, Barton, Bisp.

From the drop of the flag Alister Rooney made his move up to take second behind Bernadette Stoney, the opening laps however seeing the lady of the class hold her own. Some hundred yards back was Keith Bisp with Hughes challenging. By halfway Rooney had closed the gap slightly and was beginning to start his challenge in earnest. Down the field a bit some spectacular overtaking was being done by Hyde who lost ground badly at the start but was regaining his fifth place in a single manoeuvre to take him past both Barton and Allen. Luck was not in for him however when a misfiring engine let Allen take fifth. Meanwhile up at the front Rooney was piling the pressure on but the real race was for third between Bisp and Hughes as half a Kart length seperated the two. Coming on to the last lap and Stoney was holding a 1 second lead on Rooney which she held to the flag with a 6 second gap between Rooney and the eventual third placed Bisp. Rooneys second place put him equal first with Bisp in the championship.

210 National

This class had not raced at Nutts Corner for some years and the only Irish representation was Kilkennys John Brennan who had a terrific set of heats against Vernon Burgess. Two out of three wins put Burgess on pole though.

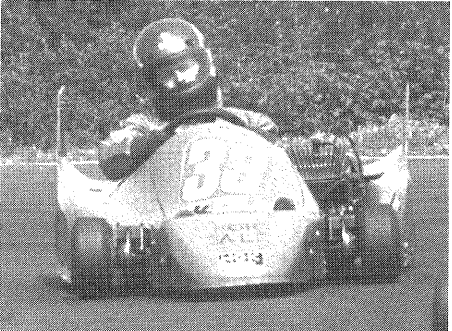


Table with 3 columns: Driver, Grid, and Pole. Rows include Thacker, Brennan, Burgess, Haigh, Johnston, Flitney, Fry, Von Gerard.

Brennan came off best at the start and immediately started pulling away from Burgess and Johnson who were right together at the end of the opening lap with Haigh up there as well challenging for second. Lap four saw Haigh make his move to second, however Brennan was still pulling away from the battle behind. Another terrific challenge was going on well down the field for seventh between Fry, Flitney and Mee with the oldest man racing at the meeting Bill Mee doing some spectacular driving to lead the pack at the halfway stage. Lap 13 was to be unlucky for Brennan when he went missing after holding an unchallenged lead which he handed over to Haigh who had come out the better of the battle for second earlier. Bett had made it to second with Thacker challenging hard at the three quarters stage. Up front Haigh was heading for the chequered flag with almost eight seconds of a margin on Bett, a win which put Haigh and Bett on Equal first in the championship. Thacker came home third after losing a lot of ground to Bett late on, however his third gave him enough points to hold third in the championship.

125 National.

Some spectacular driving went on in the heats between Chris Stoney and Brian Kennedy with each heat being more like a final. In the end three narrow wins by Stoney put him on pole with Kennedy beside him and every spectator in the place also with



BRIAN KENNEDY WON 125 NATIONAL the very popular Kennedy.

Table with 3 columns: Driver, Grid, and Pole. Rows include Thomas, Kennedy, Stoney, Puddiphatt, Gellatly, Williams, Stephenson, Vomberg.

From the off it looked like Kennedy was going to dominate the race as he opened a healthy lead on Gellatly who came through to take second. Stoney seemed to be lagging with Mason racing through the pack to challenge. By the end of lap 6 Stoney had regained his ground on Gellatly and two laps later went past to take second. The order for the next five laps was Kennedy, Stoney, Gellatly and Mason. At the halfway stage Stoney was definitely closing the gap on Kennedy and by lap 13 was only 1 second behind. As Mason took third two laps later Stoney was right with Kennedy and looking past. Kennedy was having none of it and each time Stoney looked up the inside he found the door firmly snapped shut. Spectators were roaring their heads off as the pair went into the last lap almost side by side with Kennedy just having the edge. Onto the back of the circuit and it looked like Stoney might get past but first into the hairpin was Kennedy, with only only 200 yards to go. At the line it was Kennedy by only the narrowest of margins from Stoney. Mason came in third after coming out best against Sowerby who had made excellent ground late on to take fourth.

125 Open.

Heat 1 looked like local driver Leslie Currie from Drumbo was going to dominate the racing as he set a blistering pace. Disaster struck at the very last bend on the last lap when his engine blew. With no spare engine he got spare parts late on and set about rebuilding the engine - a task which took him until 3am Saturday morning. With two wins and a second Stephen "Spyda Man" Webb was certainly going to be the man to watch, however a win by Currie in the third heat showed that he was by no means down and out.

Table with 3 columns: Driver, Position, and Notes. Rows include King, Currie, Webb, Mead, Fairless, Hynds, Pettigrew, Maguire.

The first lap of the final had Webb and Currie locked in early battle and for the first couple of laps the lead changed hands many times. Other locals Maguire and King were two seconds down on the leading pair by the fifth lap but were setting up their own battle. Raymond Johnston was also making rapid progress through the rest of the field. Lap 6 saw King retire as Currie held a very slender lead on Webb. A pack of four drivers, Maguire, Fairless, Broly and Johnston were all in the battle for second. After being dogged by engine troubles in the heats, it was obvious that Johnston had got his problems sorted out as he made a move up one place on lap 8 followed by a superb bit of overtaking the next lap which took him up the leaderboard a further two places to hold third. Back at the front and Webb and Currie were at it hammer and tong in what was developing into a real nail biter of a final between the two championship leaders. Lap 9 saw Webb in front again only to have it snatched away as Currie once again took the lead going onto the back straight. Johnston was not wanting to be left out of it and as the race went into its second half he started to close the gap between himself and the leading pair down to two seconds and was doing a great job holding off the challenge of Maguire, Fairless and Brian Kennedy.

Kennedy not content with winning the 125 National went out at the back of the Open class and had moved his way through to seventh. At the three quarters stage the crowd was once again going mad as the lead changed rapidly between Webb and Currie with neither one being dominant. With five laps to go Kennedy had made it past Maguire and Fairless and was one second behind Johnston. Onto the final lap and Currie was just holding onto a fairing length of lead, a lead which he managed to hold to the flag and one which put him the joint leader with Webb in the championship. A couple of kart lengths back was the pack of three all battling for third with Johnston just having it and no more from Kennedy who drove a tremendous race.

250 National.

The suprise entrant for this class was Lurgans Trevor Roberts on a loaned and unsponsored machine as he awaits his new 125 Open machine arriving from the Anderson camp. Roberts certainly showed he was not going to hang around as he stormed off to a huge lead in the first heat which he held to the finish. Mistakes and engine trouble in the next two heats didn't help him though, but they did give the consistent Alan Hyde from Tandreege the chance to take pole for the final, with the usually dominant driver Stephen McAdam on the third row.

RIP SPEED INTERNATIONAL 081-803 4355
Racewear in London
The Largest Specialised Accessory Centre in Britain!
KART RACE SUITS (C.I.K. Approved)
Sparco Clubman Red.....£69.50
Sparco Blue or Red.....£130.00
Sparco Black.....£130.00
Sparco Red & White Two Tone.....£140.00
Sparco Blue & Yellow Two Tone.....£140.00
Sparco Superlook D.Blue & Yellow Two Tone.....£155.00
Sparco Black and Yellow Two Tone Pro Suit.....£155.00
MIR Red & White Two Tone Shiny.....£125.00
MIR Black & Fluorescent Yellow Two Tone.....£125.00
Jaybrand Yellow and Blue Two Tone.....£99.50
Jaybrand Blue and Yellow Two Tone.....£99.50
Jaybrand Red and White Two Tone.....£99.50
SPARCO RACEWEAR (Double Layer F.I.S.A. Approved)
Single Layer Nomex Red/White/Blue/Black.....£125.00
Double Layer Nomex Pinstripe Red/Blue.....£240.00
Double Layer Nomex Box Quilt Red/Blue.....£295.00
Double Layer Nomex Box Quilt Shiny White.....£346.00
Knitted Nomex Underwear Set-S,M,L.....£50.00
Super Smooth Nomex Underwear Set-S,M,L.....£55.00
Short Nomex Socks-S,M,L.....£8.00
Long Nomex Socks-S,M,L.....£10.00
Knitted Nomex Open Face/Toe-Hole Balalaava.....£11.00
Super Smooth Nomex OF/EH Balalaava.....£13.00
Double Layer Nomex OF/EH Balalaava.....£16.00
RACEWEAR (Double Layer F.I.S.A. Approved)
Proban Clubman Suit Blue/Black/Red/Green.....£49.50
Proban H/Buty Suit Blue/Black/Red.....£49.50
Double Layer Nomex Box Suit Green/White.....£195.00
Double Layer Nomex Box Suit Grey/Red/Blue.....£195.00
Proban Underwear Set - S,M,L.....£43.00
Eye Hole Balalaava.....£12.95
Slot Type Balalaava.....£12.95
Race suits available in many other colours
SPARKO GLOVES
PFR1 Suede/Nomex Gloves Red/Blue.....£38.00
Single Layer Nomex Gloves Red/Blue.....£29.50
Indy Double Layer Nomex Gloves Red/Blue.....£44.00
Kevlar Mechanics Gloves.....£43.00
Fireproof Working Gloves Red/Blue.....£16.95
All Leather Black Kart Gloves (not Sparco).....£16.95
RACE KIT BAGS
SPARCO Bag (Takes kit and helmet).....£33.00
Sparco Professional Bag.....£56.00
.....(Takes the kitchen sink).....£56.00
OMP Pro Bag (Takes kit and helmet).....£29.50
RIPSPED Helmet/Cit Bag.....£14.95
RIPSPED Helmet Sack.....£5.95
RACING BOOTS
SPARCO Clubman Leather/Nomex Boots Red/Blue/White.....£62.00
Sparco Top Driver Suede/Nomex Boots Blue/Red/Grey.....£62.00
Sparco Classic Black Leather Nomex Boot.....£62.00
Zapelli Suede Clubman Boot Red/Blue.....£47.50
Puma Suede/Nomex Boot Red/Blue.....£39.50
Overshoes suitable for all boots.....£13.50
HELMETS (RAC Approved)
Bell R2 Full Face (No VAT).....£155.00
Bell Racerstar 2 Full Face (Inc. VAT).....£155.00
New Bell Magnum RS Open Face (Inc. VAT).....£175.00
Bell IF M1 Full Face (Inc. VAT).....£299.00
Bell AS1 Full Face (Inc. VAT).....£370.00
Simpson Bandit 2 White Full Face(Inc.VAT)£199.00
Simpson Voyager Full Face (Inc. VAT).....£155.00
Simpson ZX 4 Full Face (Inc. VAT).....£299.00
Shoel 282 Full Face (Inc. VAT).....£199.00
Shoel US14 Full Face (Inc. VAT).....£145.00
Shoel 283 Open Face (Inc. VAT).....£135.00
Toptek Nimrod 2 Full Face (No VAT).....£45.00
Toptek Panther Full Face (No VAT).....£79.00
Toptek Spectra Open Face (No VAT).....£65.00
Toptek Ace Full Face (No VAT).....£29.50
LAP BOARDS
Corsa Clubman Pit Board.....£49.50
OMP Board, Automatic Lever.....£199.00
Digital Board.....£19.95
Road & Racing Pit Board.....£75.00
Ear Defenders.....£5.95
HEUER STOP WATCHES
Heuer 1030 Splitter or Taylor.....£47.83
Heuer 1035 Dual Read Out.....£72.17
Heuer 1040 Single Read Out.....£52.17
Heuer 7030 Free Standing.....£59.13
Heuer 7031 Single Timing Board.....£95.65
Heuer 7032 Dual Timing Board.....£155.52
Heuer Stop Watch with Printer.....£186.95
Comp. Split/Taylor Stopwatch.....£25.50
RALLY JACKETS by RipSpeed
A completely re-designed range of jackets in all new styles.
Benetton Green.....£30.00
Canel Yellow/Blue.....£30.00
Marlboro McLaren Red/White Chevron.....£30.00
MG Black/Red.....£30.00
Ferrari Long Red.....£35.00
RS Cosworth Blue/Green Chevron.....£30.00
RS Sport Dark Blue/Light Blue.....£30.00
RS Turbo White/Blue.....£30.00
RipSpeed Jacket Black/Yellow.....£30.00
RipSpeed 3-Sleeve Rugby Shirt Black.....£16.47
RipSpeed 3-Sleeve Rugby Shirt Black.....£11.26
RipSpeed Baseball Cap Black or Yellow.....£4.30
Brand names or badges are used only to adorn the above jackets. they do not indicate any affiliation with the manufacturer/sponsor.
RIPSPED T-SHIRTS
New stock of RipSpeed T-shirts now available in yellow with black or black with yellow logos.....£4.30
Mail Order & Export Specialists
54 UPPER FORE STREET, EDMONTON, LONDON N18 2SS 081-803-4355
FAX 081-807 7495

HAYNES SPARKFORD MOTOR MUSEUM
SPARKFORD · NR YEOVIL · SOMERSET BA22 7LH · TELEPHONE (0963) 40804
RACING ON
Sunday August 5th
Cadet, Junior, 100UK
.....
Sunday September 16th
Cadet, Junior, 100UK
100 National, 100 Britain
.....
For Entry Forms phone
0963 40804

CUMBRIA KART RACING CLUB PRESENTS
NOT ONLY!
KART & SUPERKART CHAMPIONSHIP ROUND 4
Saturday & Sunday 11th & 12th August
Race entry plus Saturday practice £25.00. Race entry only £15.00
BUT ALSO !!!
AUGUST BANK HOLIDAY BONANZA
Sunday 26th & Monday 27th august
Stupendously famous barbecue on Sunday evening
Two wonderful days racing plus fabulous prizes.
All RAC classes welcome (especially 100UK!!)
Race entry fees: Members £12.50, Non-Members £15.00
(per driver per day) All race entries to;
Mrs Fiona Glynn, 56, Napier Street, Workington, Cumbria.
By 1st and 21st August respectively.
ROWRAH NOT THE BIGGEST BUT CERTAINLY THE BEST !!



From the off Hann took the lead with Yorke ahead of Freeguard, Powell,Wilkes and Stansbury after one lap.By the third lap Hann was pulling away and by lap four the gaps appeared to be growing though Melville had taken third whilst Wilkes had siezed. For the next three laps there was no change...the race was by no means dull though...Gannon and Martin were out,the former needing ambulance treatment whilst the rest were trying hammer and tongs. Lap ten and Freeguard was right on the bumper of Hann and on the next lap he was leading. ‘B’ runners Duncan and Keenan were 15th and 17th and with just two laps to go Hann had obviously settled for a safe second. He was losing a length a lap to Freeguard but third placed Melville was not getting any closer and the first three crossed the line comfortably placed. The dash to the line by Powell,Stansbury and Yorke was hectic though.

### RESULT

- |                     |               |
|---------------------|---------------|
| 1. Stuart Freeguard | PCR/Atomik    |
| 2. Neil Hann        | Wright/Rotax  |
| 3. Graeme Melville  | Mondial Rotax |
| 4. Gary Powell      | Wright/Atomik |
| 5. Bob Stansbury    | Hutless/Rotax |
| 6. Richard Yorke    | PCR/Atomik    |

### VEGA 100 SUPER TIMED PRACTICE

- |                  |       |
|------------------|-------|
| 1. Bobby Game    | 42.48 |
| 2. Steve Brogan  | 42.51 |
| 3. Steve Tillet  | 42.63 |
| 4. Jamie Spence  | 42.63 |
| 5. David Cuff    | 42.66 |
| 6. Gary Moynihan | 42.68 |
| 7. Gary Chapman  | 42.77 |

Bobby Game using a Parilla T 36 seems to find speed for the Time Trials but is off the pace in a race. From the off his motors don't seem to clear and he is immediately losing ground.

### PRE FINAL

Spence was lucky to be in this having been severely spoken to by C of C Steve Clayton for trying his damned best to get a heat stopped whilst he changed a plug. One solution is to carry a plug and spanner with you. To quote the late Eddie Waring an early bath was on the cards for Burford,Henderson,Gavin,Peake and Capstick. At the lights it was Brogan,Tillet,Moynihan and Harris with Cuff at the back following a sieze in a heat....half a lap behind in fact...but flying !

Brogan and Evans vied for the lead with the following bunch close....too damned close for comfort....and spectators must have been having heart failure watching a fantastic race between Tillet,Moynihan,Chapman,Harris,Brown,Flynn and Caldwell .Cuff meanwhile was charging but having reached 13th spot....bang!...he siezed with 3/4 of a lap to go...what a drive but he must have felt sick.

### FINAL The Grid

- |        |              |
|--------|--------------|
| Tillet | Brogan(Pole) |
| Evans  | Chapman      |
| Brown  | Moynihan     |

At the off Brogan grabbed the lead and at the end of one lap it was Chapman,Evans,Moynihan and Tillet behind him with Brown ,Beasley and Spence following.On lap two Chapman and Moynihan indulged in a little wheel banging which allowed Tillet to close up. After three laps Brogan and Evans were easing away with Chapman, Tillet,Moynihan and Brown next. Cuff was on another flier up to 9th by lap eight but the leading bunch had built a commanding cushion and he eventually finished eighth. Up front though Tillet had third on lap six but Chapman hit back regaining his position two laps later.Brogan was comfortably clear of Evans and all eyes turned to the battle behind as Tillet and Chapman swapped places with Moynihan and Brown waiting to take advantage of any slips. Further back Franchitti and Homer had a race long battle whilst Game was dropping further and further back and in danger of being lapped.At the finish of another excellent race the order was;

### RESULT

- |                  |               |
|------------------|---------------|
| 1. Steve Brogan  | Wright/Rotax  |
| 2. Paul Evans    | PCR/Atomik    |
| 3. Steve Tillet  | Hutless/Rotax |
| 4. Gary Chapman  | Gillard/Rotax |
| 5. Gary Moynihan | Sprint/PCR    |
| 6. Charlie Brown | Kali/TKM      |

### CHAMPIONSHIP POSITIONS AFTER THREE ROUNDS

### BRIDGESTONE JUNIOR BRITAIN

- |                |     |
|----------------|-----|
| Guy Smith      | 340 |
| Jamie Davies   | 334 |
| Ralph Firman   | 318 |
| Damion Tigwell | 299 |
| Nick Dudfield  | 293 |

### BRIDGESTONE 100 BRITAIN

- |                   |     |
|-------------------|-----|
| Darren Gibbs      | 370 |
| Mark Beddall      | 326 |
| Steve Cook Martin | 307 |
| Martin Verity     | 301 |
| Anthony Cleal     | 287 |

### CHENG SHIN 100 NATIONAL

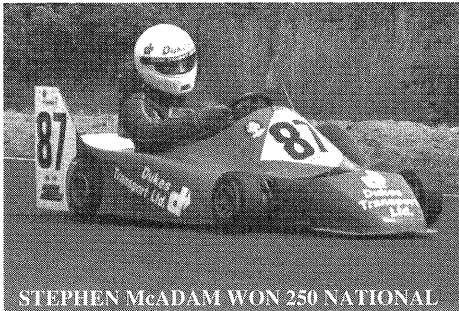
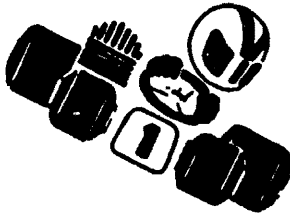
- |                   |     |
|-------------------|-----|
| Neil Hann         | 330 |
| Richard Yorke     | 310 |
| Richard Westbrook | 303 |
| Stuart Freeguard  | 303 |
| Christian Horner  | 299 |

### VEGA 100 SUPER

- |               |    |
|---------------|----|
| David Cuff    | 77 |
| Steve Tillet  | 67 |
| Steve Brogan  | 66 |
| Paul Ibbotson | 53 |
| Rob Schirle   | 52 |
| Gary Chapman  | 44 |

Rissi provided some exceptional racing with Dave Cuff driving brilliantly , it being a case of ‘if only’...Too many other good drives to mention all. One must,however,question the temperament of one or two recently upgraded to Senior ranks who showed their immaturity under pressure. Almost all the exclusions were in the Junior Class for Technical infringements.....the scrutineers doing a grand job. The Club would like to thank everyone who helped in running the event and making it such a big success. Hopefully Rissi will get a round of the Championship next year. With ample pit space...an excellent circuit and a well run meeting it deserves it.

### REPORT BY BRIAN CLARK.



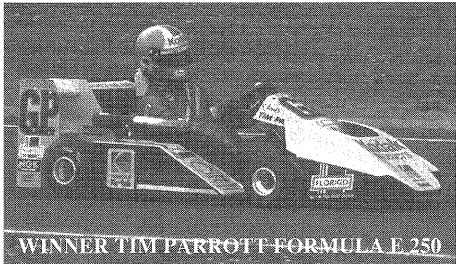
### Final Grid. (Pole)

- |           |         |        |
|-----------|---------|--------|
| Allen     | Roberts | Hyde   |
| Tomkinson | Peary   |        |
| Stewart   | Lynch   | McAdam |

As the lights went green Roberts charged off and at the end of the lap was some 2 seconds ahead of Hyde with McAdam rapidly chasing in third having shot past the five mainland drivers ahead of him on the grid. By lap 3, the championship leader Allen had gone missing from fourth leaving Hyde and McAdam to battle it out together. A real battle was developing for fourth by lap five, with Pedlow going around the outside of both Peary and Scott. A lap later and McAdam took the inside line going into the bottom of the circuit and came out of it in second. However a lap later the challenge was over from Hyde when he had to retire with engine trouble. A few laps later and both Peary and Scott fell by the wayside as yet another local, Telford, was in the running for fourth with Lynch coming on strong behind him. By lap 8, Roberts lead was up to 8 seconds and increasing with McAdam still in second ahead of Pedlow, Telford and Lynch. Another big battle was going on for sixth between anyone of four drivers....Feeny, Vance, Peary and Bartley. A touching of machines past the start/finish line sorted that one out with the spinners leaving Vance in sixth. By lap 12 it looked like McAdam was never going to pull back any ground on his old team mate Roberts. Like they say however “the race is never over until you pass the line” and true it was as drama struck when Roberts chain broke leaving him helpless as McAdam shot past and into a four second lead on Pedlow who was not giving up. In the final five laps Pedlow closed the gap considerably, however, going onto the last lap he showed what looked like potential engine trouble. At the flag it was a jubilant McAdam with about three seconds to spare on Pedlow. Telford came in third with Walkinshaw who drove consistently coming in fourth.

### 250 Formula E.

This was the class that everyone had come to see with the main attractions being World Champion Tim Parrott and British Short Circuit Champion Ian Shaw. Never before had such fast machines been to Ireland and in heat 1 Shaw went out and shattered the lap record by bringing it down about a second to 35.10 seconds and in the same heat finished 12.1 seconds ahead of Roger Goff and Tim Parrott. Drama struck the camp overnight when Parrott was taken to hospital after tripping over a compressor hose and putting a bone out of place in his hand when he fell. Doctors however got the suspect joint back in place and Parrott



returned to the scene with his wrist bandaged up. The second heat once again saw Shaw carve through the field to win from Goff, Parrott this time settling for

fourth. In the process once again Shaw broke the lap record with a time of 35.00 seconds (80.95mph). With Parrott on pole for heat 3 and Shaw right at the back of the grid this heat was for Parrott although once again Goff was up there in second,however two wins by Shaw put him on pole.

### Final Grid. (Pole)

- |                 |            |      |
|-----------------|------------|------|
| Parrott         | Goff       | Shaw |
| McBride         | Menary     |      |
| PedaltySydenham | McCullough |      |

The atmosphere was electric as the 22 drivers came down to the starting lights. Goff came off best as the lights changed but it wasn't long before Shaw had taken the lead. Parrott was right with the three of them and in a very brave overtaking manoeuvre coming off the back straight on lap 2 took a slender lead by going past Goff and Shaw. Local ace Menary pulled out all the stops for the final and was right on Goff's rear wing. By quarter distance Parrott and Shaw were pulling away from the rest with Shaw desperately looking for an opening,however each time he tried the gap was promptly closed by Parrott. Going out into lap 10 and Shaw made his move but didn't make it when his engine “nipped up” leaving Parrott on his own some 3 seconds ahead of Goff with a further 2 seconds to Menary who was having a drive of a lifetime and breaking the Irish record into the bargain with a 35.7 second lap (79.36mph). Lap after lap Parrott put in times consistently under 35.5 seconds with Goff just holding his second place not wishing to do a repeat of Shaw's troubles in the chase. The big racing in the second half was for fourth with Allen and Woodcock the main contenders just ahead of McBride. As Allen faired out the better McBride was coming under attack from Griffiths and was just holding out. Up front and Parrott was heading for a victory which put him 10 points clear in the championship. Goff came in second three and a half seconds behind with Menary driving a superb race to come in third just behind Goff. The club would like to thank all the drivers for making the weekend's racing so enjoyable and a special thanks go to the large turnout of mainland drivers. Luckily the weekend's racing was relatively incident free and thanks go to the St John Ambulance Brigade for their attendance at practice, heats and racing over the three days. Also a big word of thanks to all the marshalls and everyone involved in the running of the event including the RAC officials. Hopefully the club will see some of the drivers return for the two day Ulster Championships in August.

### RESULTS.

#### 250 Formula E.

- |                    |   |
|--------------------|---|
| 1. GP Tim Parrott  | (Anderson/Rotax)<br>12m. 2.5s (78.43mph)      |
| 2. 21 Roger Goff   | (Anderson/Goff Rotax)<br>12m. 5.9s (78.06mph) |
| 3. 83 Colin Menary | (Anderson/Rotax)<br>12m. 7.4s (77.90mph)      |
| 4. 2 Ian Woodcock  | (Tristar/CDPT Rotax)<br>12m. 15.8s (77.01mph) |

Fastest lap: 1 Ian Shaw 35.30s (80.26mph)  
Outright lap record: 1 Ian Shaw (Heat 2) 35.00s (80.95mph)  
Irish lap record: 83 Colin Menary (Final)  
35.70s (79.36mph)

#### 250 National.

- |                          |   |
|--------------------------|---|
| 1. 87 StephenMcAdam      | (Zip Bandit/KTM)<br>12m. 55.20s (73.10mph)  |
| 2. 43 Robert Pedlow      | (Anderson/KTM)<br>12m. 57.50s (72.88mph)    |
| 3. 57 Drew Telford       | (Anderson/Suzuki)<br>13m. 03.80s (72.29mph) |
| 4. 42 Robert Walkingshaw | (Zip GPHonda)<br>13m. 11.20s (71.62mph)     |
- Fastest lap: 2 Trevor Roberts 37.00s (76.57mph)

#### 210 National.

- |                   |  |
|-------------------|--|
| 1. 1 John Haigh   | (Invader/Quantum)<br>13m. 53.20s (68.01mph)    |
| 2. 10 George Bett | (Anderson/APV Villiers) 14m. 00.50s (67.42mph) |
| 3. 8 Tom Thacker  | (Invader/Invader)<br>14m. 20.50s (66.47mph)    |

Fastest lap: 11 John Brennan 39.5s (71.73mph)

#### 125 Open.

- |                        |   |
|------------------------|---|
| 1. 30 Leslie Currie    | (Dino/Rotax) 12m. 54.20s (73.19mph)           |
| 2. 55 Stephen Webb     | (Spyda/CSK Rotax)<br>12m. 54.50s (73.16mph)   |
| 3. 73 Raymond Johnston | (Anderson/Rotax) 12m. 57.70s (72.86mph)       |
| 4. 35 Brian Kennedy    | (Kelgate/Johnston Rotax) 13m. 4.3s (72.25mph) |

Fastest lap: Joint.. Currie/Webb/Johnston. 38.1s (74.36mph)

#### 125 National.

- |                     |   |
|---------------------|---|
| 1. 33 Brian Kennedy | (Kelgate/Johnston Rotax) 13m. 4s (72.28mph)     |
| 2. 3 Chris Stoney   | (Zip Bandit/CSK Rotax) 13m. 4.4s (72.24mph)     |
| 3. 27 Colin Mason   | (CMR Bandit/CSK Rotax) 13m. 9.2s (71.80mph)     |
| 4. 12 Andy Sowerby  | (Kelgate Bandit/Rotax)<br>13m. 18.1s (71.00mph) |

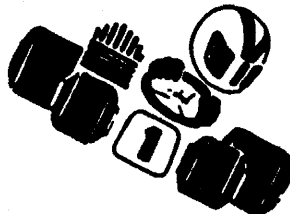
Fastest lap: 3 Chris Stoney 38.3s (73.97mph)

#### 125 P&R.

- |                          |  |
|--------------------------|--|
| 1. 189 Bernadette Stoney | (Zip Bandit/CSK Rotax)<br>13m. 23.6s(70.51mph) |
| 2. 24 Alister Rooney     | (Anderson/Minarelli)<br>13m. 24.6s (70.43mph)  |
| 3. 50 Kieth Bisp         | (Dino/KMP KTM)<br>13m. 39.40s (69.15mph)       |
| 4. 29 Malcom Hughes      | (Ferrari Allkart/KTM)<br>13m. 39.6s (69.14mph) |

Fastest lap: Joint... Stoney/Rooney 39.6s (71.55mph)

### REPORT BY JOHN BELSHAW.





# Endyke

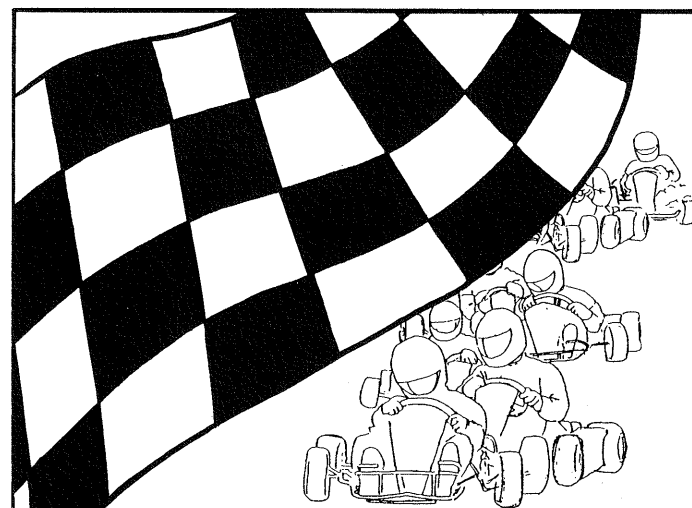
## Hull City KART CHAMPIONSHIPS

Hull City Centre  
Sunday 19 August

Britain's First  
Street Kart Race



Organised by  
Lincolnshire Kart  
Racing Club



## Do it in Colchester!

Do it. Come Indikart Racing in Britain's premier indoor karting stadium, now open in Colchester. Individuals, groups or corporate events. Full hospitality facilities available. Phone 0206 369511 for full details and immediate bookings.

**INDIKART**  
RACING  
OPEN 10am TO 10pm. SEVEN DAYS A WEEK  
17 Grange Way, Colchester, Essex.  
Tel: 0206 369511

## CUMBRIA KART RACING CLUB

### PRESENTS

#### NOT ONLY!

### KART & SUPERKART CHAMPIONSHIP

#### ROUND 4

Saturday & Sunday 11th & 12th August

Race entry plus Saturday practice £25.00. Race entry only  
£15.00

#### BUT ALSO!!!

### AUGUST BANK HOLIDAY BONANZA

Sunday 26th & Monday 27th august

Stupendously famous barbecue on Sunday evening

Two wonderful days racing plus fabulous prizes.

All RAC classes welcome (especially 100UK!!)

Race entry fees: Members £12.50, Non-Members £15.00  
(per driver per day) All race entries to;

Mrs Fiona Glynn,  
56, Napier Street,  
Workington,  
Cumbria.

By 1st and 21st August respectively.

#### ROWRAH

#### NOT THE BIGGEST

#### BUT CERTAINLY THE BEST !!

# RAC/SUPER ONE LITTLE RISSINGTON ROUND 3

Race day, 10th of June dawned sunny with a haze over the surrounding downs after a miserable damp practice on Saturday. Sunday got better though and as the day progressed so it became shirt sleeve order. A good days racing was on offer...much elation...and much more disappointment at the end of a well run meeting, despite some moaning by a few disgruntled 'helpers'. This was the half way stage in the Championship and whilst I didn't meet him I understand Ron Brassey graced the meeting with his presence. There appeared to be no noise problems so he must have been pleased.

### BRIDGESTONE JUNIOR BRITAIN

- |         |   |
|---------|---|
| Heat 1. | 1. Ralph Firman<br>2. Nick Fleming<br>3. Darren Malkin        |
| Heat 2. | 1. Michael Simpson<br>2. Nick Dudfield<br>3. Matthew Davies   |
| Heat 3. | 1. Doug Bell<br>2. Guy Smith<br>3. Jamie Patten               |
| Heat 4. | 1. Ralph Firman<br>2. Nick Dudfield<br>3. Charles B-Henderson |
| Heat 5. | 1. Jamie Davies<br>2. Gut Smith<br>3. Matthew Davies          |

Some hectic and erratic driving in the heats with various drivers and helpers being spoken to by the C of C and his Assistant. One heat was red flagged even though the driver was up and walking and his kart clear of the track.

### B FINAL

A few drivers in this who ought not to have been and no doubt there was panic in a few camps. They included current Champ (3rd in this years series) James Matthews and Doug Bell. On the front row were Charles Butler-Henderson and reserve Marc Hynes. End of lap one and it was C B-H, Matthews, Bell, Cox and Hynes. Only four places on offer and the 4 leaders were off like scalded cats. By lap three they were comfortably ahead of the rest but did they settle for the 'A'? Did they hell! They were at it hammer and tongs...Hynes was losing ground but in no danger from behind where a titanic struggle was going on between Harlow, Nick Smith, Wilson, Robertshaw and Cullum. Lap three and Smith grabbed 6th. Lap five and Matthews and Bell passed C B-H whilst Robertshaw took seventh. Lap eight he was sixth and closing. At the front Bell made a move and took the lead whilst behind Cullum ha charged from 10th to 7th .....and then disaster for Champ, Matthews out with bent steering and almost in tears. His chances of retaining the title must have gone. The other three took no risks and circulated almost at cruising speed to the finish. There was still more drama to come though as Robertshaw went out and Cullum closed on Hynes the latter having inherited fourth. Length by length...inch by inch...he closed the gap and into the last but one corner he snatched the essential 4th place from a tiring Marc. There were some disappointed drivers and dads, I'm sure.

### A FINAL The Grid

Dudfield	Firman (Pole)
J. Davies	Malkin
Fleming	G. Smith

One or two drivers were fresh back from Le Mans the previous week and no doubt had gained valuable experience. At the off Firman went into the lead followed by Dudfield, Jamie Davies, Malkin, Guy Smith and Simpson. By lap three there was no change in the leaders but Matthew Davies, Johnny Eastwood and Doug Bell decided to waltz together and finished upside down on the grass at the start/finish line. Eastwood did not restart but the other two put up good performances to get back on terms. By lap six the leaders were covered by the proverbial blanket and by lap nine Fleming had closed up to make it five under the blanket...a single one at that! Lap eleven and Guy Smith made the decisive move...took the lead and slowly but surely opened up a comfortable lead which he held to the finish. No such easy ride for the following drivers though as Firman got back to Dudfield dragging Davies with him whilst Fleming had Malkin climbing all over his bumper. Three laps to go and Dudfield was under tremendous pressure. He cracked and Firman and Davies were through. Try as he might Nick couldn't regain lost ground. Into the Scrutineering Bay and disaster for some...Malkin excluded for incorrect restrictor. Linten, not scrutineered...excluded...Warburton...hollow axle...excluded. Who is to blame? I wouldn't think it was the JUNIOR driver. It must be Dads/Helpers...Sirs...cheat and you get your just desserts.....don't risk your lads chances.

### RESULT

- |                      |                 |
|----------------------|-----------------|
| 1. Guy Smith         | Gillard/Parilla |
| 2. Ralph Firman      | Dino/Parilla    |
| 3. Jamie Davies      | Wright/Solo     |
| 4. Nick Dudfield     | Wright/Parilla  |
| 5. Nick Fleming      | Sprint/PCR      |
| 6. Paul Higginbotham | Gillard/TKM     |

### BRIDGESTONE 100 BRITAIN

- |        |   |
|--------|---|
| Heat 1 | Andrew Clark<br>Graham Pettit<br>Anthony Cleal      |
| Heat 2 | Steve Cook-Martin<br>Frazer Wells<br>David Hodkin   |
| Heat 3 | Kevin Mills<br>Graham Pettit<br>Steve Cook-Martin   |
| Heat 4 | Nick Lamb<br>Darren Gibbs<br>Simon Redman           |
| Heat 5 | Jim Rainbird<br>Gareth Hession<br>Philippe Guijarro |

### B FINAL

Some fancied runners languished in the depths of the 'B' including Simon Court and Patrick Walsh. From the flag it was Neil Robinson Lee Brookes, Court, Cullum and the rest. No changes for four laps but then it became Court from Robinson, Brookes and Walsh with Cullum back in ninth after a 'moment'. A few laps later and Brookes was out as Walsh passed Robinson with Gary Matthews putting pressure on Robinson until he got by on lap 10. A glance over the shoulder reassured Robinson that he was in no further danger and it was home to a well deserved 'A'.

### A FINAL The Grid

Verity	Cook Martin (Pole)
Hazlett	Gibbs
Mills	Beddall

Two very lucky drivers at the front of this grid. Cook Martin survived a protest that had originally, I believe, excluded him from a heat and Championship leader Gibbs oiled a plug on a rolling lap. He was almost helped by a mechanic...luckily he wasn't...but he did cause another rolling lap to be allowed and fortunately for him he did manage to restart. From the lights he took an immediate lead from Cook Martin, Verity and Beddall. Hazlett was next followed by the pack. For five laps the leading five stayed that way until Beddall grabbed second and started to close on the leader. Some tremendous battles were going on in midfield whilst Andrew Clark was circulating slowly with a bent axle. Lap eleven and Redman found some extra power to start charging, disposing of Mills and closing on Hodkin. Meanwhile the four 'B' runners were climbing through the field and on lap ten Court was 12th...Walsh...13th Matthews...16th and Robinson 20th. Court went no further and in fact dropped to 13th as Walsh moved up to finish a creditable 10th. Lap sixteen and suddenly excitement grew as Beddall and Cook Martin closed the gap on Gibbs with Beddall taking the lead but a wheel on the grass let Gibbs back on the next lap. Lap nineteen and they were side by side but Gibbs had the inside into the elbow...70 yards to go and Gibbs was leading...just...with Beddall and Cook Martin on a tow rope behind. Over the line to win again went Gibbs from Beddall, Cook Martin, Hazlett. Redman got back to fifth followed by Hodkin and a much improved Mills and Wells.

### RESULT

- |                      |                       |
|----------------------|-----------------------|
| 1. Darren Gibbs      | Wright/Carr TKM       |
| 2. Mark Beddall      | TKM/TKM               |
| 3. Steve Cook Martin | Colt/TKM              |
| 4. Steve Hazlett     | Knight/Patron Parilla |
| 5. Simon Redman      | Sprint/PCR            |
| 6. David Hodkin      | Gillard/Parilla       |

### CHENG SHIN 100 NATIONAL

- |        |  |
|--------|--|
| Heat 1 | 1. Simon Richardson<br>2. Vince Martin<br>3. Neil Hann         |
| Heat 2 | 1. Richard Westbrook<br>2. Paul Wilkes<br>3. Chris Hawes       |
| Heat 3 | 1. Graeme Melville<br>2. Richard Yorke<br>3. Tony Edney        |
| Heat 4 | 1. Christain Horner<br>2. Stuart Freeguard<br>3. Bob Stansbury |
| Heat 5 | 1. Stuart Freeguard<br>2. Neil Hann<br>3. Mark Fothergill      |

### B Final

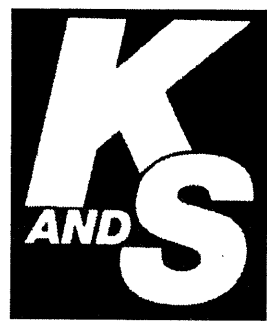
Metcalfe and Hill were on the front row with Gannon and Duncan also in this one. Into the first bend and Metcalfe led from Keenan with Duncan, Martin, Stilp, Gannon and Cox next after one lap. On the third lap Cox and Metcalfe had a coming together at the elbow, restarting last and with a bit of needle creeping in. As the race progressed the leading group stayed the same...Duncan, Keenan, Martin, Gannon and Docker with the latter climbing all over Gannon on lap nine. They all went into the last lap together and whilst it was close there were no further changes to the top five at the flag.

### A FINAL The Grid

Hann	Freeguard (Pole)
Yorke	Powell
Horner	Richardson



# KART AND SUPERKART CLUBMAN'S CHAMPIONSHIP PRIZES



**AROLIN**

**Comer**  
"Team"

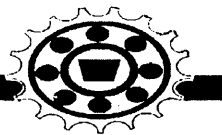
**schemes**  
Screen Printers



**KARTELL**  
Racing  
Karts n' Parts

**ZIP KART**  
**BRIDGESTONE**

**A & M Bearings & Transmission Ltd.**  
INDUSTRIAL BEARING & TRANSMISSION SPECIALISTS



# SHORT CIRCUIT GEARBOX ROUND 3 SHENINGTON 23rd/24th JUNE 1990

The RAC Short Circuit Gearbox Championship moved to Shenvington for the third Round over the weekend of June 23rd /24th and whilst the entry was not large by Shenvington standards there was some good racing. The weather was, to say the least, rather wet at times on Saturday although Sunday stayed dry if a bit breezy.

## 125 P & R

Chris Stoney took over the entry of wife Bernie for this one as she was suffering from damaged ribs. He fairly romped away with the 20 lap final but being the gentleman he is .... and not registered for the Championship..... he stopped short of the line, allowing Keith Bisp to come through and take the flag first. Stuart Cruddis had second place from Northern Ireland visitor Alistair Rooney.

## 210 NATIONAL

Current Champion in the Villiers class, John Haigh, showed everyone a clean pair of heels after taking the lead on lap two. With George Bett forced into the role of spectator Brian Johnson held second spot throughout and he was followed home by Tom Thacker and Vernon Burgess.

## 125 NATIONAL

It took Colin Mason just one lap to hit the front and from then on he was never headed ... easing away to a comfortable victory. By half distance he was in amongst the backmarkers and at the flag was well clear of second placed Brian Kennedy from Northern Ireland.

## 125 OPEN

Andy Fairless was the early leader in this one but

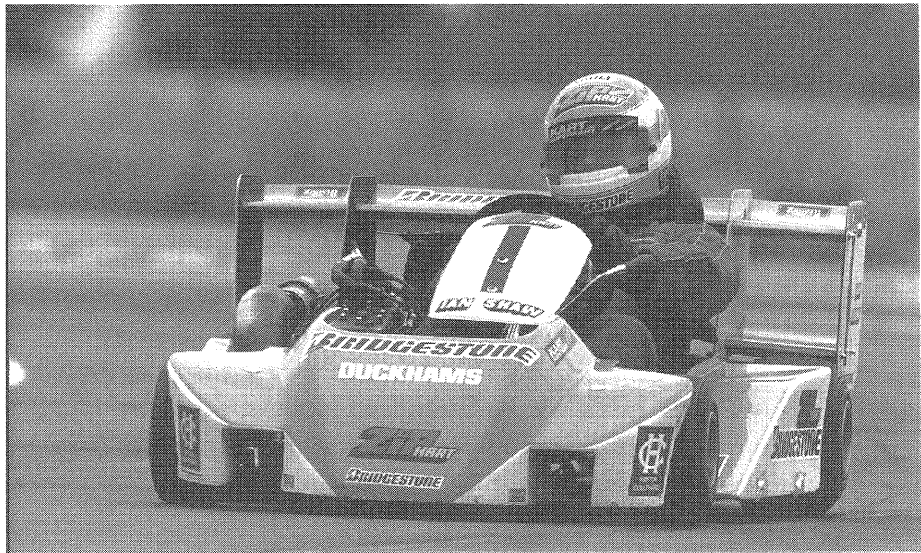
## 250 NATIONAL

Mark Allen put his local knowledge to good use as he ran away with the single cylinder final. By half distance he was well clear of Chris Tomkinson in second place with Brian Peary and James Ponting taking the next two places at the flag.

record in the process in one heat and finishing the final some 15 seconds ahead of Parrott.

## 125 P & R

1st Keith Bisp	Dino/KMP
2nd Stuart Cruddis	TKM
	Phoenix/
	Yamaha Sago



IAN SHAW WON THE 250 FORMULA E

## 250 FORMULA E

Despite a slightly damaged chassis Ian Shaw dominated the Formula E final with yet another

## 210 NATIONAL

1st John Haigh	Anderson/
2nd Brian Johnson	Quantum
	Aero/KMP

## 125 NATIONAL

1st Colin Mason	CMR Bandit/CSK
2nd Brian Kennedy	Rotax
	Kelgate/Johnson Rotax

## 125 OPEN

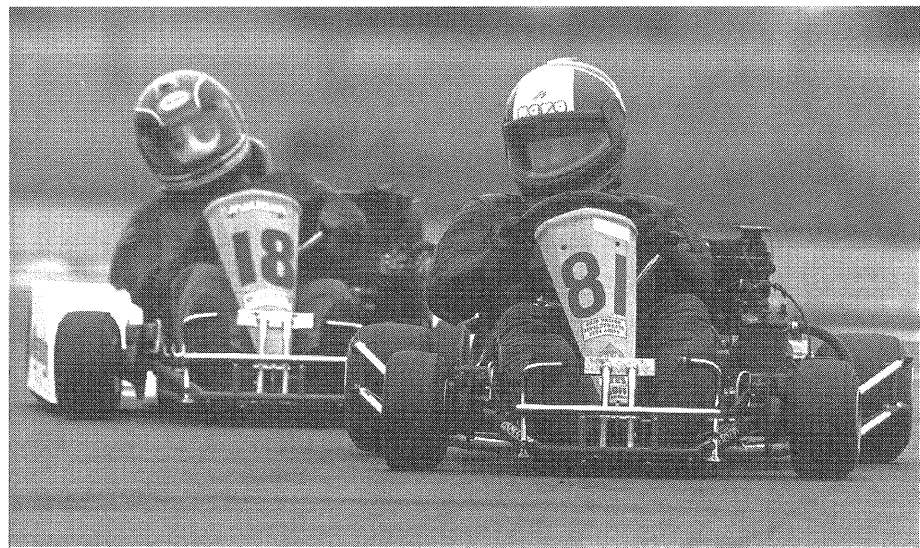
1st Stephen Coward	Fastrak/Rotax
2nd Leslie Currie	Dino/Rotax

## 250 NATIONAL

1st Mark Allen	Dino/KMP
2nd Chris Tomkinson	KTM
	Dino/KTM

## 250 FORMULA E

1st Ian Shaw	Zip Eagle/
2nd Tim Parrott	Rotax
	Anderson/
	Rotax



125 OPEN WITH ALAN POOLE (81)

after two laps Stephen Coward picked him off going into Wilkins and went on to take the flag in style. Fairless went missing in the later stages whilst Steven Webb moved up to second only to be demoted to third by another visitor from Northern Ireland, Leslie Currie. That was how they finished with Stuart Mead taking fourth spot.

first class front running performance. The front row of Shaw, Goff and Parrott all got away well and Shaw quickly hit the front where he stayed for the whole of the twenty laps. By half distance he was in amongst the backmarkers.....Parrott had seemingly settled for a safe second as had Goff in third. Griffiths, Kennings and Woodcock enjoyed their own battle for fourth place finally crossing the line in that order. Shaw was on form throughout the weekend, knocking 3 1/2 seconds off the lap

PHOTOS BY DOUG REES



# CB-H RACING ENGINES

TEL 076 387 335

30 Years in Karting

**Comer**

Specialists

Following four years proven success with S.60's. We can now offer to all Cadets anything from legality checks & engine rebuilds to fully prepared CB-H engines, all spares available plus new Dyno facility.

Congratulations on their success

James Wright, Jensen Button, Kevin Sale, Paul Rivett & Max Winslade all using CB-H/Wright Comer engines.

Ring 076 387 335 for a friendly Professional Service day or evening  
Guy Butler Henderson Beckfield House, Sandon, Buntingford Herts. SG9 0RL  
3 Minutes West of A10 Royston, Buntingford Road.

## LAZER KARTS

### NO

LAZER KARTS HAVE NOT GONE OUT OF PRODUCTION

### YES

WE ARE STILL PRODUCING OUR CHAMPIONSHIP RANGE OF WINNING CHASSIS

125 SHORT CIRCUIT BRITISH & WELSH KART CHAMPIONSHIPS 1989/90  
250 LONG CIRCUIT SILVERSTONE KART GRAND PRIX WINNERS 1989

### WE

ARE NOW DEVELOPING FOUR NEW CHASSIS FOR THE 1991 SEASON.

\* CADET \*

\* 100cc \* 100 UK & BRITAIN \*

\* 100cc \* 100 NATIONAL & SUPER \*

\* 250cc \* FORMULA E FULLY ADJUSTABLE GEOMETRY \*

FOR FURTHER DETAILS CONTACT

STUART

SRS Racing, Lazer Karts, 23, The Green, Great Staughton, Huntingdon, Cambridgeshire. PE19 4DQ  
TELE:- (0480) 860823 or CAR:- (0860) 742386

## INVADER ENGINES UK

18 Old Hednesford Road, Cannock, Staffs WS11 2LD  
Tel: Cannock 0543 578522 2 Lines. Isle of Man 0624 851867  
Fax: 0543 578445 24 hour service



### SPECIAL OFFER FOR APRIL & MAY ONLY

TYRES	RRP	SALE PRICE
100 NAT CLASS		
CHENG SHIN RAC DRY PER SET	£78.00	£69.00
CHENG SHIN RAC WET PER SET	£86.53	£82.00
100 BRITAIN CLASS		
BRIDGESTONE YBN PER SET	£83.00	£79.00
210 NAT CLASS		
VEGA CIK SL PER SET	£90.00	£85.00
VEGA WET PER SET	£90.00	£85.00
125 OPEN/250 NAT		
CHENG SHIN EXPERT DRY PER SET	£88.53	£74.09
CHENG SHIN WET TYRES PER SET	£86.53	£81.30
FREE LINE MONO WHEELS PER SET	£65.00	£52.00 CLASS 1 ONLY
SWISS HUTLESS CIK NOISE BOXES	£25.00	£14.00
TKM BT 82 100 UK ENGINES	£380.00	£375.00
SHOEI 280 HELMETS	£95.00	£85.00 NO VAT
ROTAX 100 DSB6 LATEST MODEL	£670.00	£640.00

**BRITISH LONG CIRCUIT CHAMPION JOHN BRENNAN, BRITISH SHORT CIRCUIT CHAMPION JOHN HAIGH BOTH USE AND RECOMMEND THE NEW INVADER SE 90 KART. ONLY £840 + VAT**

If your dream is to start racing, but the cost worries you, why not visit our showroom at Cannock, and we will only be too pleased to show you how cheap kart racing really is compared with other forms of motorsports, or ring our friendly sales rep Sonia at Cannock or Graham on the Isle of Man.

OPENING TIMES MON TO FRI 10AM TO 6PM WEDNESDAY 10AM TO 8.30PM.  
POST OR SECURICOR MAIL ORDER SERVICE.

Manufacturers of Invader 210 engines & spares for 210 National, Invader gearbox karts. Distributors of TKM, PCR & Rotax 100 engines, TKM, WRIGHT & Swiss Hutless karts. Champion & Nippon denso plugs, Amal carbs, Castrol oils, Swiss Hutless CIK noise boxes. Facet fuel pumps & regulators, Orion race suits. Shoei & Bieffe helmets, Freeline wheels, Aussi wheels, Kart component wheels.

**Sole UK importers of Cheng Shin tyres & Grimeoa brakes.**

VAT TO BE ADDED AT 15% EXCEPT HELMETS & JUNIOR CLOTHING.

#### ATTENTION

Now open for the Isle of Man karters.  
**INVADER ENGINES UK IOM**  
Contact: Graham Poultney  
Ballacalin BEC  
Marown, Crosby, Isle of Man.  
Tel: 0624 851867.  
*For all our kart racing products.*

#### STOP PRESS

**INVADER SE 90 KART WINS AT CADWELL & FINISHES 2ND, 3RD & 4TH AT SHORT CIRCUIT GEARBOX CHAMPS AT FELTON.**



prise move on Geeson to snatch the lead, as Graham, still very close in third, also tried to find a way by. Geeson retaliated immediately on the approach to the small hairpin, Williamson finding himself on the grass at the exit as both Geeson and Graham powered alongside. Geeson and Graham were almost side by side as they left the Complex, with the unfortunate Williamson left to trail in third as he lost contact, with possible damage from the contact he received. Out of the top hairpin it was Graham who appeared first, to take the flag fractionally ahead of Geeson. Williamson survived to third after a good drive, ahead of Ridley, Winn and Chapman who were all well spaced out.

SENIOR BRITAIN

*Heat 1:* 1st Jonathan Sedgewick; 2nd Patrick Walsh; 3rd Stephen Quinn.

*Heat 2:* 1st Steve Hazlett; 2nd Patrick Walsh, 3rd Gary Broughton.

*Heat 3:* 1st Anthony McHugh; 2nd Chris O'Hara; 3rd David Mansell.

The largest grid of the day, with poleman Patrick Walsh looking as though he had no answer to the speed of Hazlett, who was only on the second row because of a bad heat result.

An extremely slow rolling lap, signified by a mass of exhaust smoke, with a number of karts chugging. Walsh surged forward on the green, hotly pursued by Hazlett, from Sedgewick, Mansell, Broughton, McHugh and Russ Giles. By the end of lap one, O'Hara and Stephen Quinn had entered the frame, moving ahead of Broughton and Giles, to take up the chase of McHugh in fourth place.

Out of the small hairpin on lap two, Hazlett powered past Walsh as though the former British Champion had braked mid straight. As Hazlett edged away once in the lead, so Walsh was able to build a cushion between himself and Sedgewick who was secure in third. The interest in this race centered on the scrap for fourth between Mansell, McHugh and O'Hara. McHugh's assault lasted until lap 6 when he was relegated to the rear only for O'Hara to take up where McHugh left off, giving Mansell no respite. Quinn then tagged onto O'Hara to make it a three way scrap once again. Just behind Quinn was Giles who was coming under pressure from Andrew Hayden after a cautious start, who was working his way through the field.

With four laps to go, O'Hara was the first to make a mistake when he missed a chicane and was docked a lap. Unfortunately for Quinn, Mansell was driving like a man possessed and was after one of the better trophies. Hazlett was still motoring strongly at the front, waving to the backmarkers as he lapped them. Walsh had kept the gap to around five seconds and had to be content with second place at the flag. A similar distance behind after a lonely race was Sedgewick, whilst Mansell had driven well to hold Quinn for fourth. The top six was in doubt all the way to the flag because of Hayden's persistent assault on Giles. Around the last lap Hayden became airborne when Giles chopped him on the straight and at the flag they were side by side across the line, Giles getting the nod.

REPORT BY MIKE HAYDEN

CLUB SCENE  
NEEDS YOUR  
PHOTOGRAPHS  
— NOW!  
GET SNAPPING

HESKETH SUPER CHALLENGE  
ROUND 3 LITTLE RISSINGTON — 6th MAY 1990

The day was blessed with glorious sunshine as 17 drivers gathered to compete in this, the third round of the Challenge.

Surprise! Surprise! The day was somewhat marred by yet more noise problems as the first three were excluded for being over the limit.

As one driver commented "The environment is there for ALL to enjoy. It does seem strange that such a fuss is made about noise in one area and on one day a month when Industry can abuse the environment 24 hours a day for 365 days in a year."

(The situation re noise has of course changed since this was written. Ed.)

Two heats were on the cards then and it was Paul Studley on pole for the first one. On the green Cryer got a flier off the fourth row to pip Peters as they went into the first bend. Hems was up to third but by the close of lap one Cryer had moved a couple of lengths ahead with Non Challenge driver Perkins holding fourth spot.

At half distance the leading quartet were well spaced. . . . Cryer led from Hems. . . . Woodcock and Peters with Green leading the rest some distance back from the leaders.

Pedelty had spun out whilst the Yamaha section was being led by Steve Smith. Into the final stages and Cryer held firm at the front. . . . Woodcock had made progress and was on the tail of Hems with a down on power Peters next. As the last lap board came out Cryer had about a quarter of a lap advantage. . . . Woodcock had passed Hems whilst Kennings was some way back in fourth. Cryer then took a convincing win from Woodcock, Hems, Kennings, Sydenham and Peters with Studley and Wall completing the top eight. Smith was the only Yamaha driver to finish.

The second heat had Gordon Darrow on pole but on the green it was Pedelty who made the best of it to take the lead as Hems did a bit of grass tracking to claim second from Woodcock.

After three laps the field was a little spaced out. . . . Pedelty still led. . . . Hems, Woodcock and Fisher were close for second place with Darrow a lonely fifth. Half distance and Pedelty was still in command but on the next lap both Woodcock and Kennings took Hems after the latter had an excursion on to the grass. Cryer was making ground to take seventh spot and lead the main group ahead of Green. One lap to go and Woodcock and Kennings closed on Pedelty and it was Woodcock who got through first quickly followed by Kennings. . . . dropping Pedelty to third.

That was how it finished with Fisher, Hems and Darrow next home.

THE FINAL

Woodcock had pole for the final after impressive heats with Kennings in the middle and Cryer completing the row.

As with the heats a couple of rolling laps were needed before the green but at the change it was Kennings who took the lead from Woodcock and Cryer. Hall, after problems all day, didn't get away whilst Peters motorbogged down putting him in last place.

By lap two Kennings was comfortably ahead. . . . Woodcock, Cryer and Sydenham taking the next three places whilst Hems had begun to ease away from the main group. Laps five and six. . . . the leaders were now well established with some close racing going on for midfield places as Studley headed Pedelty. Nine laps gone and the leaders were some 2 to 3 lengths apart whereas

the main group had closed right up with Studley still in charge.

With just two laps to go Woodcock had closed on Kennings and Sydenham had reduced his deficit to Cryer.

Out came the last lap board and Kennings still led. . . . Woodcock still closing whilst Sydenham had got past Cryer.

Myers and Peters were playing a cat and mouse game further back and some very late braking from the former allowed Peters through. Darrow was the next to make a slight mistake and that let Peters through once again. Despite the efforts of Woodcock it was Kennings who took the flag first with Sydenham a long way back in third and Cryer a distant fourth. Then came the fun and games. . . . only the first three were noise tested found to be over the limit and excluded. Whilst the other finishers were not tested that meant that only three had been 'punished'. Is there anyone out there with the answer? (Last month's issue containing the RAC decision should answer that. Ed.)

The results then looked like this:

- 1st Trevor Cryer
- 2nd Neil Hems
- 3rd Paul Pedelty
- 4th Karl Fisher
- 5th Paul Studley
- 6th Martin Wall
- 7th Malcolm Green
- 8th Rob Peters
- 9th Gordon Darrow
- 10th Roger Mayers

OVERALL CHALLENGE POINTS AFTER  
THREE ROUNDS

- 1st Bob Kennings 190
- 2nd Neil Hems 159
- 3rd Paul Studley 147
- 4th Trevor Cryer 143
- 5th Paul Pedelty 128
- 6th Malcolm Green 126
- 7th Ian Woodcock 120
- 8th Martin Wall 114
- 9th Rob Peters 107
- 10th Roger Mayers 103
- 11th Andy Griffiths 98
- 12th Karl Fisher 90
- 13th Gordon Darrow 73
- 14th Steve Smith 51 (Yam)
- 15th David Heard 34
- 16th Paul Sydenham 29
- 17th Richard Leitner 28
- 18th David Hall 27
- 19th Clive Causer 16
- 20th David Hoult 7 (Yam)
- 21st Mark Ellis 3

SNELSON SMART KART TROPHY

- 1st Paul Pedelty 12
- 2nd Neil Hems 11
- 3rd Martin Wall 9
- 4th Roger Mayers 7
- 5th Bob Kennings 4
- 6th Andy Griffiths 2

TAKE A MINI-AD

Tel: Hoddesdon  
(0992) 444201

FULBECK-CADET

MINI SERIES ROUND 1

*Heat 1:* 1st Anthony Davidson; 2nd Daniel Wheldon; 3rd Matthew Shaw.

*Heat 2:* 1st Anthony Davidson; 2nd Daniel Wheldon; 3rd James Wright.

*Heat 3:* 1st Anthony Davidson; 2nd James Mills; 3rd James Wright.

The Cadets can always be relied upon to produce a very exciting, competitive race. With his heats whitewash, the rising star of 1990 Anthony Davidson lined up on pole, with the reigning British Champion Wheldon on grid two. Number 3 Mills and Wright were on row two, with the improving Tom Coupland and Westley Barber on row three.

As the packed grid reached the green lights, a superb start from Wright saw him forge ahead, trailed by Wheldon, Mills, Davidson who had been slow away, Tom Coupland, Shaw and Tom's brother Judd.

Into the small hairpin for the first time and Mills drifted wide to let the closely following Davidson by into third place. At the end of the opening lap, the impressive Wright still led the numbered talent. Wheldon was second but was coming under pressure from Davidson, whilst Mills was being pressed very hard by Coupland, as Shaw hovered close behind, these six slowly edging away from the rest of the field.

Davidson slammed by Wheldon to snatch second at the main straight chicane on lap 2, only for Wheldon to fight back before the lap scorers chicane to retake second before the end of the lap. Mills, Coupland and Shaw were only feet behind this battling duo, with a gap of several seconds having opened up back to Judd Coupland, who was holding back the advances of Barber and Max Winslade. Half a lap later and Davidson was past Wheldon again, after a move by the latter on the leader was resisted on lap 3.

By half distance all six were still nose to tail, the braking area of the main straight being the place to be, as a varied combination of these six drivers arrived three abreast. It became a little bit fraught on lap 7 when wheel contact amongst the leading bunch let Wheldon back into second place. Davidson launched a new attack at the end of the main straight, at the same time as Wheldon's attack on Wright. As they exited the chicane, the unfortunate Wright was back in third, with Wheldon the new leader, but under heavy pressure from Davidson. At the same point on the following lap, the three front men arrived at the chicane three abreast once again, only this time it was a disaster for Wright who spun on to the gravel, restarting back in sixth place.

The remaining five came across a bunch of backmarkers on their penultimate lap, with the inevitable bumping and weaving when the three lapped unfortunates got in the way. Davidson was the first to take advantage to emerge the leader, with Shaw up into second, ahead of Wheldon, Mills and Coupland. From this point on Davidson literally flew, arriving on the main straight for the final time with a two second advantage. Wheldon stormed down the inside of Shaw at the chicane, so by the flag the order read Davidson, clear of Wheldon, who had Shaw, Mills and Coupland all line astern, less than a couple of seconds separating them. Now that was a motor race.

CADET

- 1st Anthony Davidson Allkart/Comer
- 2nd Daniel Wheldon Allkart/Comer
- 3rd Matthew Shaw Allkart/Comer

REPORT: MIKE HAYDEN

CADET COLUMN

KIMBOLTON  
SUNDAY 13th MAY

The heats were won by Niki Richardson, Kevin Sale and Alistair Goss. From pole position Richardson quickly hit the front followed closely by Goff, Goss and Sale. The leader started to pullaway as Goff slowed slightly and was swallowed up by Sale who went after the leader and quickly closed in but was unable to find room to overtake as Richardson drove a tight line to be first across the line.

CADETS

- 1st Niki Richardson Allkart
- 2nd Kevin Sale Zip
- 3rd Darren Goff Zip
- 4th Gary Rolfe Allkart
- 5th Mathew Pinney DAP

CADETS (RESTRICTED)

- 1st Oliver Winslade Allkart
- 2nd Tom Wilson Zip

SHENINGTON  
SUNDAY 20th MAY

For the first time enough Cadet novice entries were received for them to have a race of their own. Maybe a pace kart will be needed next time as they could never all remember which way to go on the rolling lap. Young Daniel Greig had dominated the heats on his Gillard and was consequently on pole and leading the first six laps by a large margin. The crowds' hearts went out to Daniel when his engine failed on him on the next lap leaving Elliot Nash in the lead. Elliot had come up from tenth on the grid and was chased by Gareth Lewis, Andrew Tinsley and Adam Jakeman. Jamie Richards, son of the PRO-DRIVE boss, and having his first ever race, recovered from a coming together and a bent track rod to sixth on the road. At scrutineering the leader was excluded as way under weight plus an overstamped carburettor so Gareth Lewis took the win.

CADETS

Jeremy Gumbley and Lars Sexton shared the honours in the heats and consequently the front row. Gumbley on his Allkart got away first from pole but Sexton passed for the next lap, only to lose the lead again. The two had a grand thrash resolved eventually in Sexton's favour on lap seven. Michael Brinkworth retired from third promoting Philip Charles, with David Hinds winning the battle for fourth from David Lloyd. Stefan Hodgetts held station in sixth place.

CADET NOVICE RACE

- 1st Gareth Lewis Dart
- 2nd Andrew Tinsley Allkart
- 3rd Adam Jakeman Wright
- 4th Chris Brinkworth Wright
- 5th Jamie Richards Allkart

CADETS

- 1st Lars Sexton Zip
- 2nd Jeremy Gumbley Allkart
- 3rd Philip Charles Allkart
- 4th David Hinds Zip
- 5th David Lloyd Allkart

REPORT: GRAHAM SMITH

BLACKBUSHE  
SUNDAY 22ND APRIL

White won the first heat from Jackson and Gardner with the latter taking the second one from Alcock and Richardson.

So pole for the final went to Gardner (Allkart) and he led at the end of the first lap from Alcock (Dap) and White (Dap) Fourth was Jackson (Superdart), chased by Richardson (Allkart) and Coatsworth (Allkart). After two laps Alcock squeezed past Gardner for the lead but Jackson was really flying and up to third with second being his a lap later. He was not satisfied with that though and put his local knowledge to good use, closing on Alcock and taking the lead at half distance. Alcock held on to second at the flag ahead of Gardner and White.

CADETS

- 1st Richard Jackson Superdart
- 2nd Nathan Alcock DAP
- 3rd Jason Gardner Allkart
- 4th Scott White DAP
- 5th N Richardson Allkart
- 6th Daniel Greig Gillard

SUNDAY 27th MAY

Since the championship meeting here for Cadets, the entries have been high and there was a full grid this time.

The first heat was won by Rivett from Sexton and Gumbley and the second heat went to Gumbley, Sexton and Rivett. So those three looked set to dominate the final and that was the way it turned out. Paul Rivett (Wright Comer) took the lead with Jeremy Gumbley (Allkart Comer) glued to his bumper. Next through was Lars Sexton (Zip Comer) chased by Scott White (DAP Comer) and Richard Jackson (Superdart Comer). After a couple of laps, Richard eased past Scott White for fourth place. Ross Stoner (Gillard Comer) was also moving up and he also passed Scott to set off after Richard Jackson. The order among the leading five, then settled down but Jeremy Gumbley was not giving up and on the penultimate lap he managed to take the lead but Paul Rivett grabbed it back on the last lap to win.

- 1st Paul Rivett Wright/Comer
- 2nd Jeremy Gumbley Allkart/Comer
- 3rd Lars Sexton Zip/Comer
- 4th Richard Jackson Superdart/Comer
- 5th Ross Stoner Gillard/Comer
- 6th Oliver Wood Allkart/Comer

REPORT: ROGER ABBEY-TAYLOR

DUNKESWELL  
SUNDAY 27th MAY

*Heat 1:* 1st Gareth Penn, 2nd Marcus Bazley, 3rd Peter Clarke

*Heat 2:* 1st Marcus Bazley, 2nd Louise Colin, 3rd Peter Clarke

*Heat 3:* 1st Marcus Bazley, 2nd Peter Clarke, 3rd Gary Catt

With Bazley and Clarke on the front row a good race was expected. For the first time the Cadets were using the full circuit with lap times below 44 seconds (100 Nats. . . . 36 secs) and they were not hanging about. Bazley took an immediate lead followed closely by Clarke and Catt with Scott Cooper, Penn, Colin and Daniel Hazelwood a couple of lengths behind. Lap two and Catt was out allowing Cooper up to third

CONTINUED OVERLEAF . . . .



# CADET COLUMN

whilst Bazley inched his way ahead for three laps before Clarke fought back . . . almost alongside into the dog leg, riding the kerbs like a veteran. The two opened up a gap over the following bunch as Cooper, Pen, Colin and Hazelwood climbed all over each other without actually swapping places. Lap four and Penn did find a way past Cooper but couldn't get away and up to the line any one of the bunch could have had third. A credit to these kids for the way they took to their 'new' circuit. First novice, Jonathan Hynes finished a creditable 7th.

REPORT: BRIAN CLARK

## LITTLE RISSINGTON SUNDAY 3RD JUNE

*Heat 1:* 1st Lee Hammond, 2nd Peter Clarke, 3rd Jamie Ross-Mckenzie  
*Heat 2:* 1st Lee Hammond, 2nd Jamie Ross-McKenzie, 3rd Martyn Smith  
*Heat 3:* 1st Mark Deal, 2nd Dean Haddon, 3rd Jamie Ross-Mckenzie

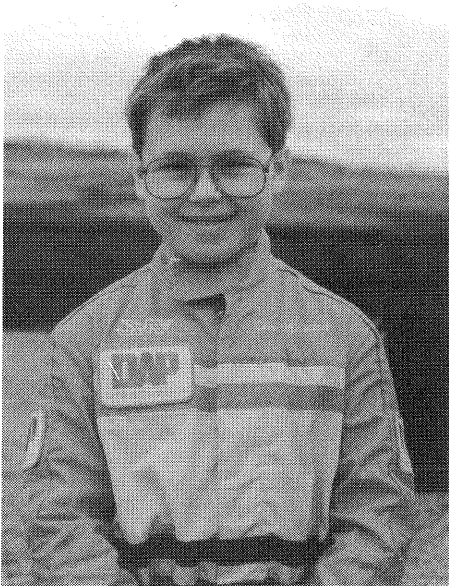
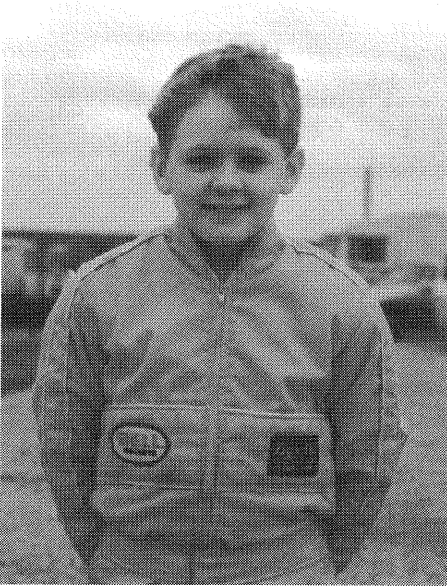
Mckenzie from pole snatched an early lead but before the lap was complete it was Hammond in control followed by Ross-Mckenzie, Deal, Haddon and Colin. Hammond comfortably led through lap two with his pursuers in a tight bunch but well away from the rest. Lap three and Haddon went through to second but then disaster on the far side for as the field streamed through it was Hammond, Deal, Colin, Catt, Goode and Clarke with the latter . . . on his

first ever visit . . . really flying. On lap five he was fifth . . . lap six fourth and on lap seven he took Deal for second spot as they crossed the line to start their last tour. After sixth place the field finished well strung out.

CADETS		
1st	Lee Hammond	Allkart
2nd	Peter Clarke	DAP
3rd	Mark Deal	Zip
4th	Louise Colin	Allkart

## CADET FOLIO

PHILLIP AND CHRIS MORETON



Photos: Courtesy Malcolm Fell

# WIGAN MONDAY MAY 28th 1990

For those of us who hadn't had enough it was back to Wigan on Monday and another glorious warm Bank Holiday. Still a three figure entry and many new faces who presumably raced elsewhere on Sunday and another bumper crowd sunbathing on the banking.

### CADETS

Some good scraps in the heats,including one which had to be sorted out on the finishing line,saw Paul Jones collect two wins and Scottish Champion ,Peter McClaren the other.If those had been good then the final was even better. Jones led them away followed by McClaren,Moreton,Eaton and Cannon and from thereon in they chopped and changed places throughout with the lead shared between Jone and McClaren almost equally. However when it mattered at the flag it was McClaren who had it by a length from Jones with Moreton inches behind and Short just edging out Eaton. The next home was Dean Haddon,almost half a lap adrift followed by Bobby Cannon.

### JUNIOR BRITAIN

Three different heat winners in the Juniors with Adrian McDade,Lee Jones Michael Knaggs taking one each. The final saw Jones grab the lead from the outside and the middle order disappear in an untidy muddle at the end of the straight as McDade slotted into second ahead of Wesley Jones. Main loser in the pile up was heat winner Knaggs who was left with a mountain to climb being well over half a lap adrift. For seven laps McDade tried to make his speed advantage count without success until he finally got onto the straight on Jones bumper and squeezed through at the end of it,pulling away to provide a nice cushion. Knaggs, meanwhile, was charging through the field up to a very creditable 5th by the finish whilst McDade held on to win from the two Jones,Banff,Hill and Knaggs.

### SENIOR BRITAIN NOVICES

Two heat wins for Simon Rayner and the other to Mark Griffiths with the top places being shared by a good chunk of the grid. In the final Rayner shot

off from pole followed by Philip Edmondson who siezed on lap three leaving Griffiths to chase in vain. The only battle involved Griffiths and Mark Wells in the later stages as they disputed second whilst Rayner left a smoke screen just to rub in his superiority. So,at the end an easy win for Rayner from Griffiths ,Wells,Tryer and Cairns.

### SENIOR BRITAIN

Stephen Cook Martin took all three heats but only after Blair Mollinson had to lose his win through being underweight. Steve Wild was the most consistent of the other front runners which included Ray Smith and Gary Livesey. In the final Cook Martin shot off for a flag to flag win followed by West,Livesey,Michael Butler and Spencer Wilkinson. Mollinson was charging through the field to finish 5th on the road only to be excluded for over exuberance. At the end the order was little changed with Livesey spinning out and Stephen Hall pulling up to 4th only to fail post race checks leaving Wilkinson to inherit the last trophy place.

### 100 NATIONAL and 100 UK

Two heat wins for Gary Gough and the other to Mike Barnard with the nearest challenge from Stuart Rawsterne and Carl Muchulec . In the final Gough failed to make the most of his pole position and Barnard snatched a lead he held on to despite a very spirited challenge from the Manchester driver. The pair had pulled away from Muchulec back in 4th ahead of Brian Talbot and the UK winner Kevin Boland.

### COMBINED GEARBOX

Karts from every gearbox class making for some interesting comparisons but it was the brute power of the Rotax twins that gave Trevor Cryer (2) and Roger Mayers the heat wins although Albert Roberts (250 Nat) and Stephen Coward (125) kept them on their toes. In the final David Hall got the best start but Mayers was through at the pit bend and he literally left the field for dead,leaving the crowd to enjoy Cowards tremendous charge as he flew through the field to take second place. Wayne Bray pushed his 125 National up to 3rd overall ahead of Hall,Roberts,

Terence O'Neill and Warburton the leading P & R.

RESULTS		CADET
1.	Peter McClaren	Zip
2.	Paul Jones	Zip
3.	Chris Moreton	Jeta

### JUNIOR BRITAIN

1.	Adrian McDade	Colt/TKM
2.	Lee Jones	Colt/TKM
3.	Wesley Jones	Wright/TKM

### SENIOR BRITAIN NOVICES

1.	Simon Rayner	Boxer/Parilla
2.	Mark Griffiths	Fastrak/Parilla
3.	M.Wells	Jeta/Dap

### SENIOR BRITAIN

1.	Steve Cook Martin	Colt/TKM
2.	Steve Wild	Boxer/Parilla
3.	Michael Butler	Sprint/Parilla

### 100 UK

1.	Kevin Boland	TKM/TKM
----	--------------	---------

### 125 OPEN

1.	Stephen Coward	Fastrak/Rotax
----	----------------	---------------

### 125 NATIONAL

1.	Wayne Bray	Stratos/Minarelli
----	------------	-------------------

### 250 NATIONAL

1.	Albert Roberts	Anderson/KTM
----	----------------	--------------

### 250 E

1.	Roger Mayer	Zip/Rotax
----	-------------	-----------

### REPORT BY BRIAN LORD

# FULBECK

## ROUND 1 CLUB CHAMPIONSHIP & ROUND 1 OF THREE ROUND MINI SERIES (MAY/JUNE/JULY)

A very warm day greeted the entrants for the first round of the new mini series, where each entry over the next three meetings will earn an entry into a grand prize draw in July, for a first prize a Bell Racestar II crash helmet, followed by an RRS racesuit, racing boots, racing gloves and team sweatshirts of the winners choice. So if you race in all three meetings, then your name will go into the hat three times. Fulbeck's August meeting will be on the 12th August, but not at Fulbeck. This event will be a race around the city streets of Hull, a la Birmingham, and should be of real benefit to karting. Entry is open to invited drivers only.

### JUNIOR BRITAIN

*Heat 1:* 1st Justin Wilson; 2nd Simon Adams; 3rd Stuart Moseley.  
*Heat 2:* 1st Darren Wandless; 2nd Martin Brackenbury; 3rd Justin Wilson.  
*Heat 3:* 1st David Wandless; 2nd Gavin Pell; 3rd Martin Brackenbury.

Wilson was on pole with the Signfit of Workshop Boxer kart, from Brackenbury, also on a Boxer with backing from Brackenbury Homes. Wilson's colourful kart hit the front at the lights to lead away from the top hairpin. David Wandless was next, ahead of Brackenbury, Adams, Moseley, Davidson and Darren Wandless. As they surged past the lap scorers building for the first time, a quick move from Davidson saw him down the inside of Moseley into the left hander to take fifth. His joy however was short lived when what seemed to be a carb problem hit on lap two, first Moseley going by and then Darren, before he went missing on lap four. Darren Wandless was motoring very quickly and relieved Moseley of fifth place before the end of lap two.

By the half way mark Wilson was making it look very easy, as he pulled away from his pursuers at close to a second a lap. David Wandless and Brackenbury were still hammering away nose to tail, as a small gap opened out over Adams in fourth. He in turn had a four second advantage on Darren W. and Moseley. With Wilson comfortable at the front, all eyes were focused on the scrap for second place, David W. having to pull out all the stops to stay Brackenbury's advances, who now had Adams to think about who had found extra pace in the closing laps to haul in the second place scrap. On lap ten of 12, Brackenbury squeezed by Wandless for second and as he accelerated towards the small hairpin, his loss of momentum from the previous corner, allowed Adams up into third. Unfortunately for Adams, he came to grief at the top end of the circuit, coming past the scorers to start his last lap quite a way behind in fifth.

Towards the flag and it was an easy win for Wilson. Brackenbury hung on to second place although David Wandless had made a rapid recovery from Martin's earlier overtaking manoeuvre, only to depart from the proceedings at the final chicane before the flag with what was thought to be a holed piston. All was not lost for the Wandless name though as David now took the chequered flag for a good third place, clear of Adams fourth, novice Tom McCullough

and former Cadet pilot Gavin Pell.

**125/210**  
*Heat 1:* 1st Jamie Robinson; 2nd Steve Beckett; 3rd Kevin Norman. 1 210 (5th) Nick Scrimshaw  
*Heat 2:* 1st Jamie Robinson; 2nd Steve Beckett; 3rd Kevin Norman. 1 210 (5th) Glynn Jones  
*Heat 3:* 1st Steve Beckett; 2nd Jamie Robinson; 3rd Kevin Norman. 1 210 (4th) Nick Scrimshaw  
Robinson on pole and Beckett off two. Norman was on grid three with novice Fletcher on four. First 210 was Scrimshaw in fifth on row three.

Into the chicane by the scorers building for the first time and Scrimshaw led after an amazing start, from 210 rival Jones off grid 8, Mee, Beckett and Fletcher, with no sign of either Robinson or Norman. By the end of the opening lap though, Jones led, hotly pursued by Scrimshaw. Beckett was up into third and with his two main heat rivals no longer present, it was only a matter of time before the faster 125 took over at the front. Oxyby was fourth, shadowed by Mee, Fletcher, 210 Roger Gregory and Sharpe. As Beckett went by both 210's on lap two to head the field, Scrimshaw appeared to be in difficulties when Oxyby also went past later that lap and then lost another place to Fletcher a couple of laps later.

Beckett's Zip/Rotax was far too quick for the rest as he continued to romp away into the distance. It was however a good fight for second place as Jones thwarted Oxyby in his efforts to find a way into second place. The danger man was novice Fletcher, who had dropped to sixth on the opening lap, but who was now pressing very hard for Oxyby's third place, which he took on lap six, the half distance mark. He then quickly set his sights on Jones and succeeded in taking second place on the following lap without too much difficulty, but with Beckett long gone, he would need to settle for the runner-up spot.

After such a good start Jones was still far from safe in third, because Oxyby was looking very threatening and Gregory was not too far behind him. Lap 8 saw Oxyby advance to third and two laps later Gregory moved ahead, dropping Jones to fifth. Scrimshaw had been battling with Gregory for 210 honours, but his day ended on the last lap when he coasted into the pits to retire. So at the flag an easy win for Beckett, eleven seconds ahead of the 125 novices Fletcher and Oxyby, from first 210 Gregory in fourth, 210 Jones fifth and 125 novice Sharpe.

### 100 UK

*Heat 1:* 1st Neil Richardson; 2nd Michael Riley; 3rd Richard Guest.  
*Heat 2:* 1st Neil Richardson; 2nd Michael Riley; 3rd Jonathan Stringer.  
*Heat 3:* 1st Neil Richardson; 2nd Michael Riley; 3rd Richard Guest.

Richardson and Riley were obviously the front row drivers, although there seemed little to choose between them in terms of performance. Guest held grid three and was the best of the rest, with novice Stringer alongside him on the second row.

The starter was happy at the first time of asking, Richardson holding his pole advantage to

lead towards the first chicane, shadowed very closely by a determined Riley, Guest, Stringer, Darren Tagg and Paul Cooper. As Richardson and Riley ended the first lap nose to tail, a few spots of rain started to fall and would do so on and off for the rest of the race, although not sufficiently to cause any problems. Guest was still in third place, but was losing a couple of lengths each lap and could not quite get on terms. Guest in turn had opened up a comfortable gap between himself and fourth placed Stringer, who was under pressure from Tagg. Leaving the Complex on lap 6 Tagg tried to nip through on the left hander leading onto the main straight, but Stringer stuck to his line, Tagg hit his left rear and took them both off. They both started quickly but not before Cooper and Clarkson had hammered past into fourth and fifth places.

It was still impossible to get a feeler gauge between the two leaders, Riley keeping Richardson honest with sustained pressure, the leader holding his composure and not making any mistakes. These two were so evenly matched it would need a mistake from one or the other to stop Richardson taking the win. And so it stayed to the flag, nose to tail across the line, Guest taking third place half a dozen seconds later. The fight for fourth went down to the line, Clarkson having driven well in his pursuit of Cooper, and a fast recovering Stringer now tucked up tight behind Clarkson. At the final chicane Stringer's presence gave Clarkson the incentive he needed to go for a gap on Cooper's outside under braking, which he succeeded in pulling off to snatch fourth, leaving Cooper fifth and Stringer sixth.

### 250

*Heat 1:* 1st Peter Geeson; 2nd Alistair Graham; 3rd Gary Williamson.  
*Heat 2:* 1st Alistair Graham; 2nd Peter Geeson; 3rd Ron Ridley  
*Heat 3:* 1st Ron Ridley; 2nd Peter Geeson; 3rd Gary Williamson.

This was the most open race of the meeting, with the consistent Geeson securing pole ahead of Graham. Novice Williamson and number 7 Colin Kay were on row two, in front of novice Hudson and Ridley on row three.

From the start Geeson rocketed into an early lead, chased by Graham, Kay, Williamson, Ridley and Hudson. By the end of the lap the rapid Williamson had moved ahead of Kay, a move which would start Colin's fall from grace as he dropped down the order on each lap, until he pulled in to retire on lap 6. The first three however were edging away from Ridley in fourth, who had put daylight back to Darren Winn, who in turn had disposed of Hudson on the third lap, who retired two laps later.

On lap four Williamson outraked Graham at the top hairpin and immediately put Geeson under pressure. Geeson was driving very smoothly through and appeared to have just enough to keep himself out of harms way. Fifth placed Winn got a shock on lap 8 when he lapped Martin Cleaveland as they banged wheels, much to Winn's displeasure. With no apparent damage Winn continued to the flag.

As the three leaders approached the chicane on their penultimate lap, Williamson made a sur-



# BESTSELLERS

*Everyone's a Hero Racing With Bridgestone Kart Tyres*



No matter how much horsepower your kart pumps out, quicker lap times ultimately depend on tyre performance. That's why more racers get that extra competitive edge with Bridgestone kart tyres. So whether you're involved in the cut-and-thrust action of professional or amateur racing, or just out for a good time with the family, Bridgestone has the right tyres for your kind of kart. Book your next laps on the best tyres around. Because everyone's a winner with Bridgestone.

SOLE U.K. DISTRIBUTORS

ZIP KART. PINDAR ROAD, HODDESDON, HERTS, ENGLAND. TELE:- (0992) 463371/468503/444439. FAX:- 447327.



**BRIDGESTONE**

## "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



WOMBWELL 11TH MAR

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

LANGBAURGH 18TH MAR

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

BLACKBUSHE 25 MAR

1st LARS SEXTON  
2nd MARK DEAL

THREE SISTERS 25TH MAR

1st DANIEL YEOMANS

PINDAR ROAD, HODDESDON, HERTS  
Tel: Hoddesdon 463371/468503 Telex: 266343G ZIP Fax: (0992) 447327

**TAILOR MADE FOR THE CHAMPIONS OF TOMORROW  
TAILOR MADE FOR YOU  
ZIP: YOUR PASSPORT TO SUCCESS IN ANY CLASS**



