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ZIP EAGLE	BRITISH CHAMPIONS	FORMULA E
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Vicki Butler-Henderson

- ★ Cadwell Park
- ★ Paimio
- ★ Silverstone Grand Prix Preview

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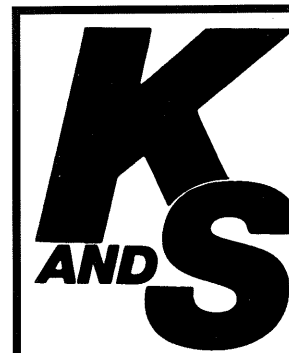
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100cc



FRONT COVER:

1989 Formula E
World Champion
Tim Parrott was
snapped in action at
Pembrey not so long
back. He should go
well at Silverstone
this weekend.

*Inset: Courtesy V B-H
Collection. (Pic: Doug Rees).*

MONTHLY

No. 136

Mike, Says....

It seems only five minutes since the Smith family set off on a two week three meeting kart expedition but here we are, back at the desk, with the Silverstone Grand Prix about to happen for the 13th time.

This year a Major new Sponsor has stepped in with valuable support so let us all hope that COCA-COLA will be suitably impressed to want to further their involvement.

To have a well known Multi National Company backing the big event of the year can only be good for both the event and karting in general.

The weekend also brings to us the 2nd round of the World Champs for Formula E and whilst the opening round wasn't too successful for all those Brits present Phil Glencross and Tim Parrott did come home with some points in the bag. All is not lost.

Some of you will no doubt be aware that as a result of earlier problems within the sport the Long Circuit Clubs got together with the RAC in order to get some sanity in the proceedings. Following that we had the formation of a Drivers Association and now we have with us a newly formed Association of British Kart Clubs centred around the Short Circuit scene.

Let's hope that all of those groups, together with our Governing Body can achieve their aims . . . to get the sport back on course for the nineties.

Enjoy the Grand Prix weekend . . . and have some fun.

MIKE SMITH

*Next month's features include:- Silverstone
coverage in full, European news including
Assen, K&S Rowrah, plus more.*

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CHAMPIONSHIPS**

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STRICTLY CLASSIFIED

STOP PRESS

Please note that as from the meeting on Sunday September 2nd the South Yorkshire Kart Club will run a 100 Heavy Class at 150kg.

All entries for their Wombwell events should go to Anna Hazlett on 0709 583204.



RAC NEWS

TO ALL REGISTERED KART TRADERS CLARIFICATION

KART TECHNICAL RULE S2-6

It would appear that there are varying views on rule 2-6 in the light of the impending removal of price control from the Britain and National classes.

The removal of price control in no way alters the requirement for engines to comply in all respects with the Technical Regulations as laid down in S.2-8-10 and S.2-8-12.

To qualify as British made; The cylinder head, barrel, liner, crankcase and crankshaft, castings, stampings and forgings must be made in the United Kingdom. From 1992 the connecting rod must also be totally made within the United Kingdom. All machining and assembly must be conducted within the United Kingdom.

100 UK CLASSES

Listed below are the manufacturers of homologated Karts for the 100 UK classes. Those Karts have to be available, as per the fiche, at the class price of £535.00 assembled + vat, with no additional extras.

As from January 1st 1992 only these karts may be used in the UK classes, and will have to be raced exactly as homologated. The use of *existing* Britain chassis will continue to be allowed until December 31st 1991, but no new Britain karts manufactured after December 31st 1990 will be allowed to be used after January 1st 1991.

ALL KART MANUFACTURERS AND IMPORTERS ARE REMINDED: that, as from May 1st 1990 new chassis for all classes must be permanently marked with the year of manufacture immediately before or after the number as required in S.1.14, and competitors purchasing new chassis would be advised to check that this requirement has in fact been carried out. There will be no further kart homologations for the UK classes until January 1st 1994.

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CIK NEWS

OFFICIAL CIK/FIA COMMUNIQUE INTERNATIONAL KARTING COMMISSION

On the 29th June 1990, a Meeting of the CIK/FIA Executive Committee was held in Brussels under the presidency of Mr. Ernest C. BUSER, President of the CIK/FIA.

This official communiqué will inform about several decisions:

NOISE CONTROL ALL GEARBOX CLASSES

(Unanimous proposals from the Sub-Commission Gearbox)

1) From 1.1.91 Static Testing be done with a suspended microphone at the CIK height of 1.80 m and that the current FIM scale for engines speed to be used. The permitted noise level and the penalties to be those for non-gearbox karts. Further, there should be re-introduction of Silencer marking and the Test equipment to be available throughout the event to check and mark any alternative exhaust. Only karts with marked exhausts will be eligible for Time Trials and Heats or Finals.

2) Approved that from 1.1.91 Inlet Silencers be obligatory for Formula-C, Intercontinental-C and Intercontinental-E. For Formula-E, a method should be found to incorporate an Inlet Silencer by 1.1.1992.

3) Any form of electronic carburation management is authorized.

4) For all Engines, all systems of electronic engine management which may be varied while the kart is in motion are forbidden.

OFFICIAL DENOMINATION OF THE CATEGORIE FORMULA E

The name of the Class is FORMULA-E, the use of "SUPERKART" in the title of either CIK or International Events is *absolutely forbidden*.

CIK EUROPEAN CHAMPIONSHIP FORMULA-K and FORMULA-A

FORMULA-K

1) There will be one Category only which will comply with the existing technical regulations for Formula-K Division-2.

2) Although carrying the title "EUROPEAN CHAMPIONSHIP" it will be an open Championship for all drivers from anywhere in the World with the necessary Licence qualification.

3) The old "SUPERLICENCE" system ceases to exist and the necessary qualifications for Formula-K have already been approved and appear on page 199 of the 1990 Yearbook of Karting Sport "Annuaire".

Eligibility for Formula-K: From end 1990, all drivers which have scored points in a Continental Championship for Formula-A and the first 12 in the World Championship for Formula-A.

FORMULA-A

1) Although carrying the title "EUROPEAN CHAMPIONSHIP" it will be an open championship for all drivers from anywhere in the World with the necessary Licence qualification. Technical regulations to remain as applicable in 1990.

For the 1991 Sporting Regulations of these Championships it was decided unanimously:

1) Both Pre-Final and Final shall be of equal length, 25 km.

2) The winner of each Round is the Winner of the Final. However, equal points will be awarded to the first 12 in both the PRE-FINAL and the FINAL. This means that for the 5 Round Series there will be 10 results for which points are awarded. For the Championship, each driver will be allowed to score 50% of the results plus one. (For a 5 Round Series, there would be 10 results and a driver would score 6 results).

TECHNICAL REGULATIONS — FORMULA C

On Short Circuits lateral bodywork as for Formula K is obligatory and the minimum weight is 160 kgs. For Long Circuits bodywork to Formula E specifications and minimum weight 165kgs.

Intercontinental C: On Short Circuit, no body; on Long Circuit bodywork to Formula E specifications and minimum weight 165kgs.

(NOTE: As the World Championship for Formula C and the European Championship Intercontinental C in 1990 will be held at Laval (Short Circuit), bodywork for Formula C is obligatory but no bodywork may be used by Intercontinental C).

CIK/FIA TROPHY GRAND PRIX FORMULA-C and INTERCONTINENTAL C

It is an unanimous decision that there should be a second CIK Trophy Grand Prix to provide International outlets for these two Classes.

There will be two Events — a Central European CIK/FIA TROPHY Grand Prix and a West European CIK/FIA TROPHY Grand Prix for these Classes with both Events open to *all* competitors qualified for the Classes.

Further, to encourage participation, *all* those taking part in these Events would receive a negative points Bonus of 3 points for each Event in which they took part. These points to be counted at the World Championship — European Championship.

CIK EUROPEAN CHAMPIONSHIP FORMULA-E and INTERCONTINENTAL-E

Unanimous decision, for 1991 this to over 5 Rounds, selected amongst the events already entered in the International Calendar (one to be a Round of the Swedish International Series, one a Round of the German International Series with further Rounds in France, England and Austria).

The Winner of the Final of each Round to be the Winner of the individual event, but equal points towards the Championship to be awarded for both, the PRE-FINAL and the FINAL.

In consequence, competitors can collect points *from 10 results*. For the Championship he may score 50% of the total number of results plus one. (For 5 events there would be 10 results so a competitor could score his best 6 results).

Further, official practice for each event to be reduced to *one hour*. (20 minutes free practice

Strictly Classified!

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on page 8**

CLUB SCENE

Heat 2: 1st Kim Marks, 2nd Steve Arnold, 3rd Malcolm Weaver

Pole: Dell	Weaver	Marks
Taylor	Ms Dell	
Arnold	Stockford	Priest

Kim Marks stalled on the rolling lap, rejoining at the end. Malcolm Weaver had a good start on his Dino/KMP Rotax but lost the lead to Alan Dell's Anderson in the chicane, Shaun Taylor and Steve Arnold watching closely. As Kim Marks sped up through the pack, team mate Lorraine Wilson took the other lady racer Maggie Dell for fifth pushing back novice Robert Tindall into seventh, soon to be swallowed by Marks. At the front Arnold started to move, muscling past taylor in the chicane and usurping Weaver's place at Wilkins. Next in sight was Alan Dell, and he succumbed to a late braking manoeuvre into the chicane.

210 NATIONAL

Heat 1: 1st Martin James, 2nd Gordon Maidment, (Tim Gibson excluded underweight), no other finishers

Heat 2: 1st Simon Bateman, 2nd Martin James, 3rd Bob Bannellick

Pole: James	Maidment	Bateman
Bannellick	Gibson	
Hokins	Bisp	Jones

Bateman set off into an unchallenged and reliable lead with James next followed by Bannellick until he spun at the chicane on the first lap letting Clive Bisp into third, soon to be second to start the unfruitful chase after the leader. The field stretched out, the leader lapped the slower karts and Gordon Maidment stayed in fourth followed by novice Tim Gibson.

250 NATIONAL

Heat 1: 1st Chris Tomkinson, 2nd Pat Tomkinson, 3rd Lenny Knox

Heat 2: 1st Chris Tomkinson, 2nd Dennis Gale, 3rd Pat Tomkinson

Pole: C Tomkinson	P Tomkinson	Ashe
Roberts	Peary	
Gardiner	Walker	Powis

It wasn't long before the Tomkinson brothers had a Chris-Pat 1-2 Dino once Pat relegated Mark Ashe from second to fourth to start his downward slide. Barrie Peary led a group with

Dennis Gale, Keith Bisp, Ashe and Clive Gardiner until Bisp's engine blew leaving Gale climb in all over the back of Peary. Lenny Knox joined the rear of this trio, Gardiner and novice David Roberts a good bit back, as Dennis Gale made it to third at Wilkins.

250 INTERNATIONAL HESKETH CHALLENGE

Heat 1: 1st Trevor Cryor, 2nd Bob Kennings, 3rd Ian Woodcock

Heat 2: Woodcock*, Martin Wall*, 1st Paul Pedalty, 2nd Bob Kennings, Malcolm Green*, 3rd Richard Leitner. (*excluded noise)

Pole: Woodcock	Kennings	Pedalty
Leitner	Cryor	
Hems	MillwardWarren	

Bob Kennings made a pretty exceptional start for an immediate large lead on his Anderson giving Ian Woodcock's Zip a lot to do once past Paul Pedalty. The Superkarts were impressive in power, speed and spectacle on the three quarter mile circuit. Karl Fisher held fourth followed by Paul Sydenham, Richard Leitner, until demoted two places at Hangar, Trevor Cryer and Neil Hems. Leitner lost more places with Malcolm Green now nine seconds behind Hems. At the front Woodcock had caught Kennings, aided by backmarkers, but despite trying very hard into Stratford on the last lap had to settle for second. Although Pedalty's motor was going off he was taken out at Stratford on the last lap, losing fifth to Hems with Green surviving for sixth.

by Graham Smith

JUNIOR BRITAIN CLUBMAN

1st	Ryan Hensman	Wright/TKM
2nd	Matthew Bettley	Gillard/Parilla
3rd	Paul Reynolds	Gillard/Parilla
4th	Edward Mendel	Allkart/BG Parilla
5th	Neil Carlisle	BG/BG Parilla
6th	Gavin Jones	Gillard/1988 TKM
7th	Ian Seffron	Anderson/SKS Parilla

Novice: Daniel Eaves Wright/Parilla

JUNIOR BRITAIN SUPER

1st	Darren Malkin	Wright/Carr TKM
2nd	Nick Smith	Dino 090/BG Parilla
3rd	Paul Higginbottom	Gillard/TKM
4th	Nick Dudfield	Wright/TKM

CLUB SCENE NEEDS YOUR PHOTOGRAPHS — NOW! GET SNAPPING

SENIOR BRITAIN NOVICE

1st	Andre Clare	Wright/Parilla
2nd	Simon Andrews	Wright/Parilla
3rd	David Williamson	DAP/BG Parilla
4th	Pete Johnson	Dart/Arrow
5th	Lance Lennard	KEG90/Arrow
6th	Dean Bastock	Gillard/TKM
7th	Steven Chandler	Zip/TKM

SENIOR BRITAIN CLUBMAN

1st	Duncan Paterson	Wright/Parker Parilla
2nd	Rob Norton	Zip/Parilla
3rd	David Dixon	Gillard/TKM
4th	Robert Marshall	Wright/Parilla
5th	Lee Seffron	Anderson/Parilla
6th	Brett Upperton	Wright/Sirio
7th	Chris Coppock	Hutless/TKM

SENIOR BRITAIN SUPER

1st	Martin Verity	Wright/Parilla
2nd	Guy Wood	Allkart/BG Parilla
3rd	Nick Watkins	DAP/Parilla
4th	Ian Robinson	Gillard/TKM
5th	Chris Watson	Jeta/Parilla
6th	Vincent Young	Kali/TKM
7th	David Hand-kammer	DAP/Parilla

100 NATIONAL

1st	Steve Merry	ARC/Rotax
2nd	Stuart Freegard	PCR/Atomic
3rd	Vince Martin	Sprint/PCR
4th	Martin Riman	CRG/Europa Rotax

125 NATIONAL

1st	Steve Arnold	Anderson/Rotax
2nd	Alan Dell	Anderson/Rotax
3rd	Malcolm Weaver	Dino/KMP Rotax
4th	Shaun Taylor	Stratos/Rotax
5th	Lorraine Wilson	Stratos/Minarelli

210 NATIONAL

1st	Simon Bateman	Dino/Villiers
2nd	Clive Bisp	Barlotti/Villiers
3rd	Martin James	Dino/KMP

250 NATIONAL

1st	Chris Tomkinson	Dino/KTM
2nd	Pat Tomkinson	Dino/KTM
3rd	Dennis Gale	Anderson/Cagiva
4th	Barry Peary	Anderson/KTM
5th	Lenny Knox	Anderson/KTM
6th	Clive Gardiner	Anderson/KTM
7th	David Roberts	Zip/KMP

Novice: Ross Powis Dino/Yamaha

250 INTERNATIONAL HESKETH CUP

1st	Bob Kennings	Anderson/BKMS Rotax
2nd	Ian Woodcock	Zip/CDPT
3rd	Paul Sydenham	Dino/Rotax
4th	Trevor Cryer	Zip GP/Rotax

plus 2x20 minutes timed practice session — each session separated by at least 1 hour).

Race distances to be increased to: 25 km Pre-Final and 40 km Final.

CIK WORLD CHAMPIONSHIP FORMULA-E

For 1991 this Championship to remain over 3 Rounds but as in the European Championship, there will be 2 Point results from each Round. All 6 Points Results to count towards the Championship. Length of Races as for European Championship.

EUROPEAN CHAMPIONSHIP INTERCONTINENTAL-E 1990

Following the Report of the International Stewards for the European Championship Intercontinental-E held at Paimio on the 16th/17th June 1990, the Executive Committee of the CIK has noted that there was a serious and flagrant violation of the Regulations in force with regards to the tyres to be used.

In view of the fact that not one Competitor used the homologated ICE/CIK tyres, the Executive Committee agreed unanimously *that the result of the race would not be homologated and that no Championship Title would be awarded for the Class in 1990.*

*Commission Internationale de Karting CIK/FIA
Ernest C. Buser, President*

ADDITIONAL REQUIREMENT FOR ALL KART TRACKS LICENCED BY THE CIK

With immediate effect, ALL Flag Marshall Posts must be numbered. The numbers running in order commencing from the Start Line. The numbers shall be Black on White boards which are at least 50cms square. The Boards to be placed so that they are facing the on-coming drivers and clearly visible.

CLARIFICATION

USE OF THE YELLOW FLAG IN KARTING

When a Yellow Flag is shown, whether waved or motionless, NO OVERTAKING IS ALLOWED FROM THE PLACE WHERE THE FIRST YELLOW FLAG IS SHOWN UNTIL THE DRIVERS REACH A FLAG MARSHAL POST WHERE A YELLOW FLAG IS NOT SHOWN.

In order that all drivers can easily recognise the official Flag Marshal Posts, they will be numbered in order, commencing from the Start Line, with the numbers in Black on White boards which will be placed facing the on-coming drivers and easily visible.

LUXEMBOURG GRAND PRIX ROARS OFF THE GRID

Radio Luxembourg has announced an on-air competition with real Formula One pedigree — The Radio Luxembourg Grand Prix. From autumn 1990, listeners will be competing for major prizes in hour-long programmes which will be full of tension — and fun. Prizes in each week's show will include Tyco Grand Prix Racing Sets, subscriptions to a top racing magazine, a day out at Brands Hatch and a top prize of a trip to next season's Belgian GP.

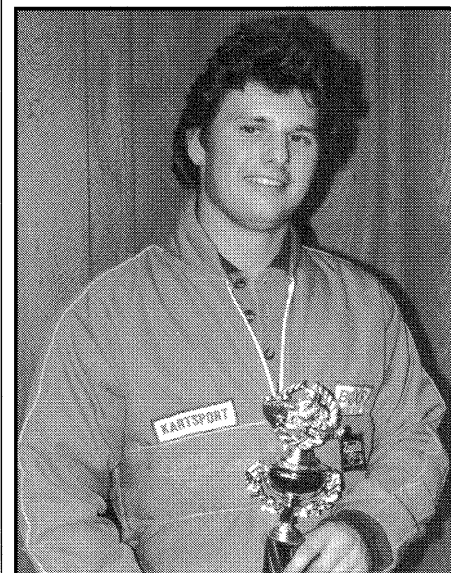
Popular 208 DJ Mark Page will host the shows, aided and abetted by Steve Malkin from Brands Hatch. Four phone-in contestants will take part in each show, and by answering questions will

TOM WITTS

The sad news was received by Bromsgrove Kart Club on Tuesday 27th June, 1990 of the death during the afternoon of founder member and past Chairman Tom Witts. Many karters will be aware of the important role Tom played in establishing Karting as a sport in the U.K. Certainly without his enthusiasm it is doubtful whether the Bromsgrove Kart Club would be in existence today.

I am sure a great number of competitors, past and present, will wish to join the Club's committee in sending Tom's wife Silvia, daughter Ann and son David their sympathy and condolences. Tom will be sorely missed.

David White,
Chairman,
Bromsgrove Kart Club Ltd.



Jonathan Hughes, Senior Britain K&S winner, Langbaugh.

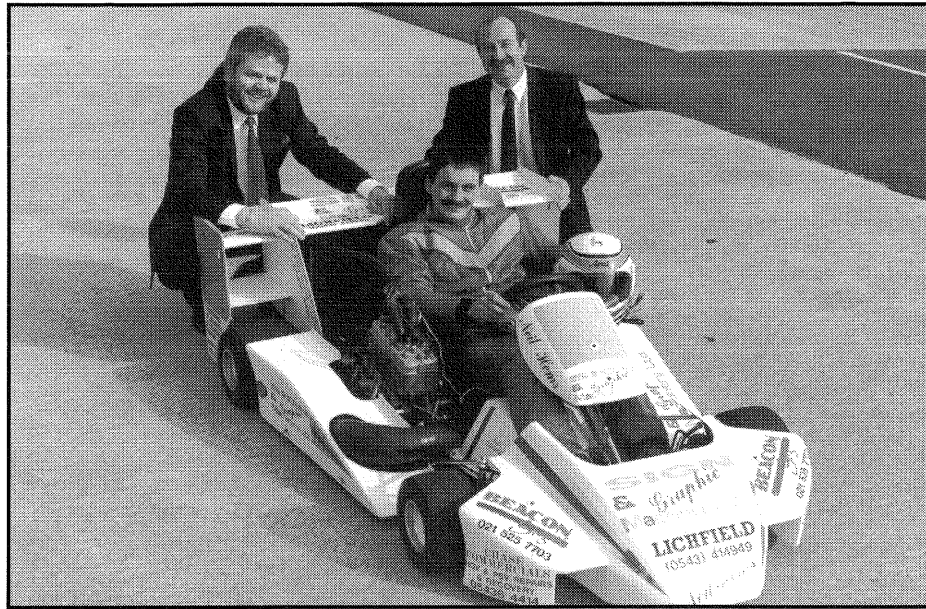
FULL REPORT NEXT MONTH



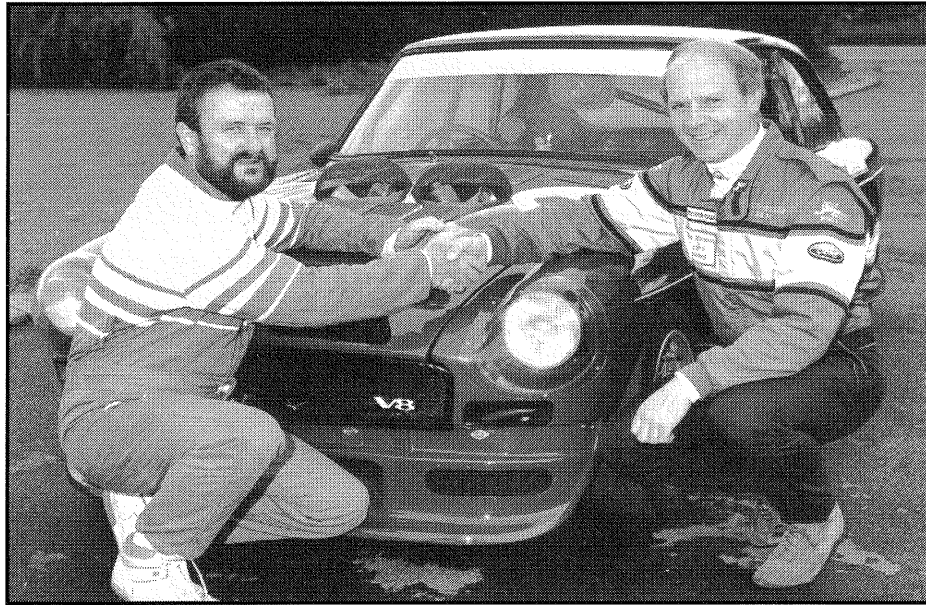
Gassin the winner (centre) flanked by Mostroem (2) and Rindestroem (3). (Pic: Doug Rees)



Martin Wall fell foul of the Noise Meter. (Pic: Doug Rees)



Neil Hemms, a regular competitor in the 250 Challenge has secured some valuable backing for his 1990 campaign from Sign and Graphic Machinery Ltd of Lichfield.



GREEN LIGHT FOR KARTING STADIUM

Two Essex racing drivers received the green light to plans for East Anglia's first indoor karting stadium in Grange Way on Colchester's Whitehall Industrial Estate. Edmund Spurgeon, 47, of Stanway near Colchester and Duncan Drye, 41, of West Bergholt also near Colchester have together formed Indikart Racing and plan to have their new complex open this summer. 26,000 square feet of floor space have been secured on the Whitehall complex and Spurgeon says — "We plan to provide a professional and well organised, safe indoor karting experience for both the corporate sector and individuals to enjoy. We believe it will appeal to both sexes over a wide age range and give the participants the chance to enjoy some fast moving and competitive fun in scaled down racing machines. We intend to concentrate on corporate entertainment. As interest builds we intend to cater for the general public through an advanced booking system for groups of thirty to take part in controlled racing programmes." Indikart placed an order with Zip Kart of Hoddesdon for equipment which included 14 karts, in preparation for the grand opening on July 2nd. Edmund Spurgeon was runner-up in the 1989 FF1600 Champion of Snetterton competition and in the Formula Forward category took third in his first time out this season. Duncan Drye triumphed in the 1989 Championship for Modified MGs, winning more than half the races he entered. His V8 powered MGB is to be sponsored by Indikart this year, displaying the company's name and distinctive red, white and black livery.

Paul Pedelty, Midlands based Formula E driver is pleased to announce that he is receiving sponsorship this season from F S Motor Bodies of Birmingham. The Company's main line of business is the manufacture and supply of all types of Commercial Vehicle bodies and trailers.

Managing Director of the Company, Lawrence Fowler, will be attending all race meetings to offer able assistance to Paul in his attempt for a successful 1990.

Lawrence has further interest in karting as his son Matthew is racing his first season in Junior Britain.

Paul would like to thank F S for their support and hopes that this will be the start to a long and successful relationship.

your letters..

Dear Mike

May I use the pages of your magazine to say congratulations to the Ulster Kart Club for an excellent meeting on 25th/26th May . . . the RAC Short Circuit Gearbox Championship . . . Round 2.

The hospitality and racing was first class, as were the cash prizes and crystal trophies.

Many thanks to Crossan Engineering Ltd and well done to all at the Ulster Kart club.

John Haigh
210 National
11 Derbyshire Avenue
Garstang, Preston
Lancs PR3 1DX

Dear Sir,

Manx Kart Grand Prix
27/30th June 1960

May I through your magazine thank the following: The people of Peel for their hospitality and friendliness they gave to myself and my family making our stay extremely enjoyable.

To Aero Karts . . . Jeremy Pinney, Miles, Mick, Pete, Igor and Matt for their assistance and support which enabled me to compete.

To John Ellison who worked long and hard hours on my engine sorting all my mechanical problems and bringing it to a highly competitive standard.

ANDY FIDO
(250 National)

Dear Ed,

Having recently returned from the 1990 Manx Kart Grand Prix held at Peel I.O.M. from 27th-30th June, I feel pleasantly obliged to pass on my congratulations to the organizers and officials for a very well run event which offers an interesting and demanding circuit to those who participate.

I feel than an event of this kind can only enhance the average person's interest in an unfortunately under-rated form of motor sport. There is no doubt that "Road Races" despite being, by far, more difficult to organize and finance, do more for promoting the sport, especially by way of drawing an otherwise unlikely amount of spectators, than the usual run of the mill, out of the way race track meeting.

I therefore wish with all sincerity that the running of the Manx Kart Grand Prix continues for many years to come. I totally agree with a point made at the prize giving that the event deserves and should bear fruit to a far greater number of entrants.

N.B. I managed to pull off a win in the P&R class, thanks to everything coming together at the right time and the much appreciated assistance of my pit crew and companions George Weir and Stephen Shaw. Thanks also to Academy Litho-Plates and Chariot Karts for their backing.

Yours sincerely,
Ken Graham

The Giants Helping Hand

Philip Wilson, 125 National driver has secured some sponsorship from the giant company N.E.I RAYROLLE ENGINEERING with MICK HEMINGWAY of C.D.P. T. doing the motors.

It is great to see Club drivers getting help and thanks to both sponsors.

Good luck Philip . . . From the Godfather!

Kart & Supercart

CLUB SCENE

were full giving another record entry despite the attraction of Cadwell. The rain held off — almost anyway.

JUNIOR BRITAIN CLUBMAN

Heat 1: 1st Jason Brooks, 2nd Ryan Hensman, 3rd Edwin Perry

Heat 2: 1st Ryan Hensman, 2nd Matthew Bettley, 3rd Paul Reynolds

Ryan Hensman had no great trouble winning from pole on his Wright/TKM with Paul Reynolds Gillard/TKM briefly in second, slipping to fourth. Sam Cooper was in third, behind Matthew Bettley but lost the place to Reynolds soon after losing his spark plug as it blew out of the engine. Eddy Mendel now led the following train from a quick Neil Carlisle having passed Gavin Jones trying his new Gillard.

JUNIOR BRITAIN SUPER

Heat 1: 1st Darren Malkin, 2nd Nick Smith, 3rd Lee Whitney

Heat 2: 1st Damian Tigwell, 2nd Alistair Weston, 3rd Nick Smith

Nick Smith made a terrific start with poleman Darren Malkin slotting in behind on his Securicor Express Wright/TKM. Paul Higginbotham, now with a TKM motor, held third with no problem as Nick Dudfield squeezed by Alistair Weston but could not make inroads on the gap to third. Dudfield was also on a TKM but had tried a Solo in practice and a Parilla in Heat 1. Malkin was breathing down Smith's Shrewley Dino/Parilla exhaust to speed by into Stratford with Smith nearly losing second to Higginbotham. Weston and Damian Tigwell were battling over fifth until it went wrong at Statford, Weston tumbling down the road to bring out the red flag

on the last lap just as Smith got back on Malkin's bumper.

SENIOR BRITAIN NOVICE

Heat 1: 1st Andre Clare, 2nd Philip Gilday, 3rd David Williamson

Heat 2: 1st Andre Clare, 2nd Simon Andrew, 3rd Pete Johnson

Ex-biker Nicky Mauger joined his brother and father in karting with a front row and short lived lead from poleman Andre Clare — who had won both heats. From Wilkins onwards Clare had no problems followed by Simon Andrew after Philip Watts pulled off at the chicane. David Williamson harried Lance Lennard eventually taking third at Stratford, Lennard slipping to sixth, promoted later when Kevin Stevens was excluded from fifth being 8kg underweight.

SENIOR BRITAIN CLUBMAN

Heat 1: 1st Rob Norton, 2nd Brett Upperton, 3rd Duncan Paterson

Heat 2: 1st Stuart Fellows, 2nd Rob Norton, 3rd Dave Ash

Although Norton made the best start on his Zip/Parilla, Paterson slipped by at Stratford with his Wright to build up a good unchallenged lead. Kevin King, initially in fifth, started to fly up the field to challenge Norton for second until his engine failed with three laps to go. Robert Marshall and David Dixon battled away throughout, Dixon eventually getting the upper hand for third as Brett Upperton lost fifth under similar pressure from Lee Seffron, getting in as reserve.

SENIOR BRITAIN SUPER

Heat 1: 1st Guy Wood, 2nd Martin Verity, 3rd Chris Watson

Heat 2: 1st Martin Verity, 2nd Ian Robinson, 3rd Alan Kinch (Simon Mauger excluded from 2nd, noise)

Martin Verity led from pole and totally dominated the race with an eight second lead. Chris Watson from three enjoyed a brief moment in second, soon to slip back to fourth then fifth as the other front row man Ian Robinson took second. Guy Wood, at last on the pace with his Allkart, had a fantastic dice with Robinson in the early stages to take second then came under pressure from Nick Watkins in the latter laps. Behind Robinson and Watson another long gap appeared to Vincent Young, David Handkammer with Steve Crompton in his first 'Super' race losing out to Alan Kinch on the last lap.

100 NATIONAL

Heat 1: 1st Stuart Freegard, 2nd Vince Martin, 3rd Steve Merry

Heat 2: (Andy Cox — excluded noise), 1st Martin Riman, 2nd Steve Merry, 3rd Christian Horner

Freegard led from pole but only as far as Wilkins when Steve Merry from the other front row position took over, with a much improved Martin Riman overcoming a carb problem in the heats to follow in third. Freegard looked everywhere to pass but never quite managed but Riman eventually succumbed to the attention of Vince Martin who had made his way up the crocodile demoting Chris Horner as Andrew Cook and Nick Clark followed. Cox suffered from his heat exclusion, finishing eighth.

125 NATIONAL

Heat 1: 1st Alan Dell, 2nd Malcolm Weaver, 3rd Shaun Taylor

SHENINGTON KRC LTD



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CLASS	RACE NUMBER PREFERRED
NAME	KART
ADDRESS	ENGINE
.....	CLUB
.....	RESTRICTED YES/NO
TELEPHONE	LICENCE NO
ENTRANT	ENTRANT'S LICENCE NO

PLEASE PRINT CLEARLY

CLUB SCENE

Heat 2: NATIONALS. 1st Pat Tomkinson, 2nd Chris Tomkinson, 3rd Lennie Knox

Heat 1: INTERNATIONALS. 1st Paul Pedelty, 2nd Gordon Darrow, 3rd Robert Perkins

Heat 2: 1st Paul Pedelty, 2nd Gordon Darrow

The 3 INTERS on Row One, however a superb start by Chris Tomkinson took him into the lead, followed by Pedelty and Darrow. Then came Kevin Mason, Lennie Knox, Mark Powell and Pat Tomkinson.

Lap 2 no change and the NAT was creeping away from the INTERS. No change for 3 more laps, then Powell took Knox and Pat was closing on Lennie. Lap 3 and Mark and Lennie came through in 7th and 8th. I didn't see what happened but they were well back. Now Pedelty was challenging Chris whilst Darrow had a misfire and dropped away. Mason held 4th, Pat Tomkinson 5th and Clive Gard 6th but he had a puncture and was having some enormous slides before retiring. This let Powell and Knox back into the game.

At the finish Paul Pedelty just failed to repass the National runner Chris Tomkinson.

NATIONALS

1st	Chris Tomkinson	Dino/KTM
2nd	Kevin Mason	Anderson/KDM Yamaha
3rd	Pat Tomkinson	Dino/KTM

INTERNATIONALS

1st	Paul Pedelty	Anderson/CDPT Rotax
2nd	Gordon Darrow	Dino/CDPT Rotax
3rd	Bob Perkins	KMP Dino/KMP Rotax

SENIOR BRITAIN PREMIER

Heat 1: 1st Mark Smith, 2nd Philip Cooke, 3rd Marc Craddock

Heat 2: 1st Anthony Cleal, 2nd Simon Mauger, 3rd Jason Bird

Heat 3: 1st Philip Cooke, 2nd Guy Wood, 3rd Anthony Cleal

This was the race that the gathering storm clouds decided to visit but not enough for wets, but decidedly slippery at the loop 5 off, whilst at the dog leg 5 more went, all on Lap 1. All appeared to restart.

Cleal, Cooke, Craddock and Smith picked their way around Lap 1 looking for the trouble spots. Lap 2 and Cleal was easing away from Cooke whilst Mauger was pressurising Smith with Steve Lawry in 6th.

Lap 3 and Mauger was 4th and close to Craddock. But he reckoned without the slippery conditions and in snatching 3rd he spun 2 corners later. At the same time Lawry went off my lap charts, letting in Carl Willoughby and Phil Thompson.

So the leading bunch speeded up as the track dried again with Cleal heading home Cooke, Craddock and Smith.

1st	Anthony Cleal	Dino/PCR
2nd	Philip Cooke	Wright/Parilla
3rd	Marc Craddock	DAP/Tabor DAP

100 NATIONALS

Heat 1: 1st Gary Powell, 2nd Nick Clark, 3rd Cliff White

Heat 2: 1st Powell, 2nd Paul Wilkes, 3rd Clark

Heat 3: 1st Wilkes, 2nd Dex Schofield, 3rd C. Palmer

Front row Wilkes and Palmer with Powell and Clark on 2. Wilkes led off but by the end of the lap Powell was in front, just. Nick Clark was 3rd and Cliff White 4th. Behind these four came

Palmer, Hallworth, Schofield and Hill.

The track having dried, only one runner had gone out on wets, Alexis Peake who was having a bad day soon retired. For three laps Gary lead then Paul took over, all the while Clark and White were waiting. Hallworth was now 5th leading a bunch of five.

Lap 6 and the leaders were side by side and Nick appeared to have gained breathing space over Cliff, whilst Hill started to move up and by Lap 7 was 5th.

Lap 8 and Wilkes seized into the dog leg, Gary somehow missing him but losing a yard or two to Nick. But that was as close as he would get. Meanwhile the battle behind, Hill, Palmer, Hallworth and Schofield was hotting up.

Into the last lap and barring accidents the order would not change past the flag, Powell, Clark, White. But what was Hill doing, hard to describe really but he was dancing along the hard shoulder and almost stopped, by frantic jumping up and down in his seat he managed to get over the line inches ahead of the next three.

1st	Gary Powell	Wright/Atomik
2nd	Nick Clark	PCR/Atomik
3rd	Cliff White	PCR/Atomik

(Perhaps Paul should have stuck with his Atomik instead of the Rotax).

Nutts Corner

SATURDAY, JUNE 30th

Over 80 drivers turned out for the **Stewarts Commercials sponsored meeting promoted by the Ulster Karting Club Ltd on Saturday 30th June.** Although the event was not a round of the NIKA championship, racing was as competitive as ever. A few surprises were in store as well as a few drivers changed class for the day — who knows they may have been getting ready for next season already.

Although the early part of the day's racing was in wet conditions, the afternoon cleared giving all a chance to get back onto their familiar slicks.

JUNIOR RESTRICTED

The class which has so far been dominated by Wayne Hamilton got a bit of a shake-up when the relative newcomer Mark Johnston pulled out all the stops to win the day's racing. Gary Freeburn who had hoped to take the flag had to settle for his usual position of second ahead of a well pleased Richard McCluskey.

JUNIOR BRITAIN

Jonathan Wright got his first real chance of a win which he did in fine style ahead of the tough competition in the form of Drew Stewart. Lisburn's Simon Black also got the opening he has been looking for as he finished third.

100 NATIONAL

The 100 National class was as competitive as ever, the real talking point being however the way that Peter Duke was "all over" the usual competitors. At the end of the day's racing the newcomer to the class Duke had taken first away from Eamon Marnell who also raced well to keep ahead of third placed Gareth McAuley.

125 P&R

With Roy Davison taking it easy on this occa-

sion Bangor's Paul Allen gave everyone a shock as he raced consistently well to take first with Mark Teggart settling for second. Noel Strain had hoped to do better with the usual winners out of the way, however on the day he came home a creditable third.

125 OPEN

Leslie Currie, fresh from his win at the RAC championship meeting, was once again on form as he raced against one of his usual threats Bryan King. Others like Kings East-West team mate Raymond Johnston and 'Bogey Man' Kennedy had chosen to race at the by now annual pilgrimage race at Poole on the Isle of Man. At the end of the day's racing Currie showed the upper hand as he took the flag with King second. Darren Maguire had an excellent day's racing to come in second.

250 NATIONAL

No real surprises up front in this class as Stephen McAdam once again stamped his mark on the opposition. Having really got the bit between his teeth at the RAC championship meeting, Drew Telford was well on form on the day as his second place demonstrated, Telford managing to hold Robert Walkinshaw to third.

FORMULA INTERNATIONAL

The surprise visitor to the class on the day was ex 125 Open driver Trevor Roberts. As he is concentrating on the British Long Circuit Championship on his 125 Open machine, Trevor stepped into the seat of Raymond Lyons machine. Having raced in 250 National in one or two races a move up to the fastest class of all was going to show his overall ability and on the day he really did show it in style as he took on and beat the champion and Irish lap record holder Colin Menary. Although he wasn't in the driving seat Raymond Lyons was a well pleased man as it had at last been proved that his machine was really quick — in the right hands.

WORLD AND BRITISH CHAMPS FOR IRISH GRAN' PRIX

Such was the popularity of the 25/26 May UKC promoted round of the RAC British Short Circuit Gearbox Championships that it is hoped that the "break" in the calendar will see world champion Tim Parrott and British Champion Ian Shaw back in the province to challenge one another for the Irish Kart Gran' Prix. The two day meeting will take on a similar format to the May meeting and will be held over Friday 17th and Saturday 18th August at the Nutts Corner Circuit.

Entry forms can be obtained from The U.K.C. Competition Secretary, 30 Kensington Gardens, Belfast BT5 5NN. Competitors are advised that the earlier the entry forms are posted the better and that competitors may avail themselves of special travel arrangements.

JOHN BELSHAW

Shenington

SUNDAY, JUNE 17th

Although some of the heat placemen were excluded for exceeding the noise test others had taken advantage of earlier testing to have their exhausts marked. This saved them from any further noise tests. By the time the finals started all the quicker ones had therefore been tested, so there were no further exclusions. Most grids



DARREN MALKIN

A recent test session for Team Toyota GBs Securicor Express Celica GT-Four provided the opportunity for Junior Britain driver Darren Malkin to meet British Open Rally Champion David Llewellyn. Darren, who is sponsored by Securicor Express, is competing in the RAC Super One Championships and is well placed amongst more experienced and older competitors. In the recent European Junior Championship at Le Mans Darren qualified for the CIK Junior World which took place on 13th-15th July. David Llewellyn, who began his own racing career in karting, gave Darren the full run down on the qualities of the Celica. Darren hopes one day to emulate his father Colin and become British Rally Champion. 13 year old Darren began competition at the age of six in Junior Motorcross on 50 and 80cc bikes and remained in the sport for 5 years winning more than 80 first place trophies, many achieved at National meetings. In 1988 he turned his interests to karting and notched up several firsts, competing regularly at the likes of Shenington and Little Rissington. Darren currently drives a Wright Britain kart. A pupil at Emscote Lawn School, Warwick he represents his school in a variety of sports — Rugby, Football, Hockey and Cricket (all for the first teams). He is also a drummer in the school orchestra and holds a Third Dan Blue Belt in Judo.

In Brief . . .

Felton hosted Round 2 of the 210 Shield in May with a healthy entry of Villiers drivers presenting themselves for signing-on. After some eventful heats, 14 made it through to the Final, current British Champion John Haigh on pole, Philip Whymark alongside. Paul Clapham shared the second row with Anthony Whymark. Haigh had the advantage on the green and was to maintain his lead well into the eighth lap, when Clapham dived down the inside heading into Pit Bend and snatched the lead, soon stretching a clear fifteen yard buffer over second placed Haigh. Although the latter pursued Clapham for the duration he made no impression and ran home a deserved victor. Third was Brown from P. Whymark, J. Mark and A. Whymark. (Info: courtesy Bill Mee).

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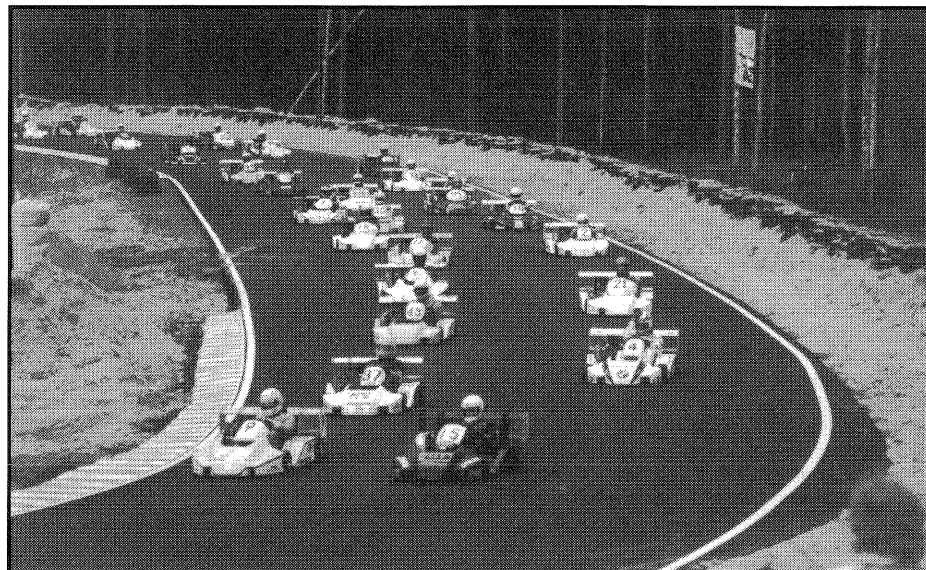
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European Championship . . . Paimio . . . Finland

15-17th June 1990



IAN SHAW clinched the 250 Formula E European Title after a somewhat fraught few days in Finland when engine seizures almost put paid to his chances. It all came good in the final though and the Zip Eagle driver returned home victorious.

JUHA PAJULA of Finland was the winner of the Intercontinental E final . . . but more of that later. JAN-ERIK LOEFGREN, also of Finland took the honours in Formula A . . . GIANLUCA Beggio won a two kart race in Division 1 of Formula K and Italian MASSIMILIANO ORSINI was victorious in Division 2.

That was how it all ended in Finland but for a slightly 'different' view in more depth the following report has been compiled by JOSE HENDRIKSE, wife of 250 E driver Jacques Hendrikse. Some of you may well remember Jacques and his association with Stuart Ziemelis when competing in 125's.

Just a week before the meeting took place the South of Finland had been covered in snow. A scorching hot weekend followed and by the Tuesday the first arrivals in Turku were welcomed by lovely sunshine. A drive of just 15 miles would have taken them to the circuit but some chose to take in a sight seeing tour through Paimio instead of following the more direct main road.

In the Formula A and K categories it was not easy to find an approved spot in the paddock but eventually, after setting up their temporary homes a circuit inspection began.

The short circuit proved to be not bad at all . . . the only improvement might have been made by cutting the grass on the inside of the circuit.

The sight of the 'longer' circuit for Formula E and Intercontinental E came as quite a shock though. The tarmac was all there, as were piles of tyres stacked five high . . . each set connected to the next etc . . . thus forming a solid wall between the straights. Wooden planks covered the power and water less paddock area. This small percentage of the Finnish wood stock . . . 65%

of the Country is woodland and forest . . . were still to be made into fencing between the pit lane and parc ferme areas.

Furthermore a driving school had used the extension to the short circuit and instead of using the natural conditions of a week earlier steel plates had been put down and then covered with oil to give the required conditions.

They did however forget to clean tyres as they left the area and that meant the track was not in the best of conditions for a European Championship!

Wednesday morning produced more good weather although one is never sure whether it is night or day as even at midnight one can still distinguish colours by natural light. More drivers arrived at the circuit including Pertti Kuismanen . . . in style . . . by helicopter. There was much activity around the paddock as drivers began to prepare their equipment and the organisers continued to get the circuit ready. Mr. Robert Langford had stated that unless the circuit was in tip top condition the event would not take

place and this helped to motivate the workforce. For those who got bored . . . or had little to do . . . the Hotel offered a variety of activities . . . keep fit room . . . bar . . . indoor swimming pool . . . sauna . . . solarium. All of the facilities were within 500 yards of the paddock but at Scandinavian prices a long stay was not recommended!

More drivers arrived on Thursday eager to get in some practice . . . although that too was expensive. The Formula drivers were in need of a change of gearing to suit the short circuit and the Formula A/K drivers got probably their first chance to see the 250's in action during practice. On the short section of the circuit they were quite a handful . . . rarely getting out of 4th with the drivers getting a little breather on the extended section.

To the Non Gearbox drivers they probably appeared slower but on the other hand the Formula E drivers looked on keenly as the A and K machines practised . . . probably pondering whether they could still handle such an outfit.

Friday morning . . . and with signing on complete practice began in earnest at 9.30 after which all A and K drivers had the opportunity to attend a free noise check . . . which they all passed!

The Time Trials were next on the agenda with Formula K first out . . . Division One had only two entries and it was Beggio Gianluca who recorded quickest time with 41.2 second lap . . . 0.04 seconds quicker than the best of the Division Two drivers . . . Jan Magnussen. He was followed by Daniela Galiffa, Orsini, Eyckmans, Pacchioni and Lotta Helberg with under a second between them.

Formula A were next out and Crevels set the best time . . . 41.52 followed by Anderson, Lofgren, Crinelli and Neuman.

By early afternoon the rain was coming down . . . just in time for the first 250 E Timed session and it was the ever smiling Torgjer Kleppe who set best time with a 70.25 second lap of the 1.7 km circuit. Hakan Mostrom from Sweden was next followed by Ian Shaw . . . Rindestroem and Anders. The wet weather appeared to have upset the timing equipment as a number of



Formula K rolling round in the wet. (Pics: Joes Hendrikse)

CLUB SCENE

Lap 2 and no change in the leaders.

Lap 3 and behind 1st and 2nd the order was now Maidment, Edwards, Roper, Andy Passey, Anthony Byford and Mucklow.

Another lap and the leaders were obviously intent on lapping the field, such was the gap back to the rest.

Lap 5 and novice Passey passed Roper for 5th.

Lap 6 and Byford pulled up his socks and also passed Roper.

Lap 7 and Maidment joined the list of retirees.

By Lap 8 the leading pair were on another planet. Over ½ lap ahead of 3rd they were close but James was not in any bother and if the engine kept going would win.

Lap 9 and novice Passey was now 3rd and only 7 were left in the race.

One more lap and it was a case of "ten glass bottles" now down to 6 as Passey dropped out.

And so the race ground to a finish. 6 made it to the flag.

1st Martin James	Dino/KMP
2nd Graham Payne	Dino/KMP
3rd Keith Edwards	Lazer/Villiers

Not a spectacular race for the viewing public.

100 BRITAIN NOVICE

Heat 1: 1st Mark Jennings, 2nd Nick Mauger, 3rd Andy Garrard

Heat 2: 1st Garrard, 2nd Jennings, 3rd Charlie Holmes

Heat 3: 1st Jennings, 2nd Keith Cox, 3rd Garrard

Jennings and Garrard occupied the front row and from Green, Garrard grabbed the lead and was in front at the end of Lap 1. Behind were Jennings, Andy Day, Holmes, Cox and Mauger.

Lap 2 and Jennings was through and clearing

off. At half distance his lead was 3.2 secs and he was cruising. Garrard made sure of a safe second early on though behind this pair there was some furious scrapping. Day, Cox, Mauger and Holmes. Then the pack. By Lap 5 these four had dropped the rest.

On Lap 7, Cox and Mauger were pulling away from Day and Holmes was further back and going further as Paul Fowler and Ian Parker went by.

Lap 8 and Mauger took Cox — set off after Garrard whilst Parker relentlessly closed on Fowler.

At the finish Jennings was 5 secs clear of Garrard and by the way he drove I suspect he is a born again karter or should be off black plates very, very soon. Garrard held off a charging Mauger whilst Parker snatched 6th to finish behind Day.

1st Mark Jennings	Wright/Parilla
2nd Andy Garrard	Allkart/BG Parilla
3rd Nick Mauger	Allkart/Parilla

SENIOR BRITAIN CLUBMAN (HALESOWEN VAN & TRUCK CENTRE)

Heat 1: 1st Darren Lane, 2nd Ian Mittell, 3rd Peter Adams

Heat 2: 1st Rob Norton, 2nd Matthew Gillard, 3rd Michael Graham

Heat 3: 1st Richard Mortimer, 2nd Adrian Frise, 3rd Brett Upperton

Andy Collins on pole from Mortimer and Andy wanted to win straight into the lead from Mittell, Mortimer, Robert Marshall, and race sponsors son Matthew Gillard.

Lap 2, Collins, Mittell, Gillard, Marshall and 5th a flying Alan Kinch.

Lap 3, Collins Mittell, Gillard, Kinch, Marshall and Mortimer and Kinch took 3rd round paddock.

Lap 4, Collins, Mittell, Kinch, Gillard, Marshall and Mortimer.

Lap 5, Collins then Kinch, surely he should be in premier. Mittell and Gillard and the rest falling back.

Lap 6, and Kinch flashed by Collins to deny Andy the win, a small gap then Mittell and Gillard glued together. Matt doing well in a main final for once.

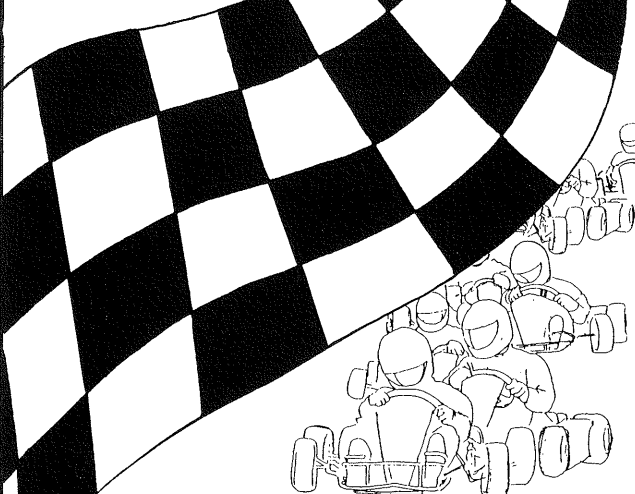
Lap 8 and Jamie Bond now joined the first 6 with Darren Lane just behind. Next lap Lane had gone and 7th was now Dave Ash. One lap to go and Gillard was through. But Mittell was not giving up. As Kinch and Collins had easy finishes he was really trying. Into the elbow and he didn't make it, only one more bend and he was pushing Matthew. Suddenly Matthew went into a 360° spin. Mittell was past and crossed the line 3rd. Gillard somehow kept going to finish 4th from Ash who had gained 2 places. Marshall and Adrian Grise. Bond having disappeared.

The above incident had happened right under the nose of the C of C who promptly rollicked Mittell and excluded him from the results, quite rightly, for contact driving. So Gillard and the rest all moved up a place.

1st Alan Kinch	Wright/Parilla
2nd Andy Collins	DAP/DAP
3rd Matthew Gillard	DAP/DAP

250 NATIONAL/INTERNATIONAL

Heat 1: NATIONALS. 1st Chris Tomkinson, 2nd Pat Tomkinson, 3rd Clive Gardiner



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CLUB SCENE

few times but at the end Cleal clung on to 5th — a superb race.

1st	Stewart Baker	DAP/Tabor DAP
2nd	Marc Craddock	DAP/Tabor DAP
3rd	Steve Lawry	Gillard/Parilla

100 NATIONAL

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

Heat 2: 1st Darren Maple, 2nd Nick Hill, 3rd Russell Maple

Heat 3: 1st Lee Loder, 2nd Russell Maple, 3rd Stewart Baker

FINAL: Russell on pole from Stewart then Lee and Darren. Into the first bend and Russell held off Stewart with Darren 3rd. End of the lap no change in the first three with Richard Dunn 4th, Nick Clark 5th then Loder, Shone and Homer.

Darren appeared to seize going into pits, but later restarted, stopped, restarted and finished. Meanwhile the two leaders were pulling away from a train lead by Richard Dunn. Homer passed Ron Shone and Nick Hill joined the back of this group. Nick Clarke was climbing all over Richard but couldn't get by. Again the blanket was out, covering six drivers.

Baker was trying very hard to pass Russell but whilst he got alongside out of pits bend, Russell always lead into the chicane.

Lap 6 and 'Super' driver Homer squeezed by Loder for 5th. For three laps he hung on to Clark's tail then as Nick in desperation tried to go round the outside of Dunn and failed, Dave grabbed 4th. A couple of laps later Dave tried a desperate inside move, realised the yellow flag was out and kerb hopped himself out of trouble. Approaching the end now and quite a gap from Baker to Dunn. Into the last lap and Baker threw everything into winning but to no avail as Russell crossed the line arm raised in first place, drama at the last bends, the dog leg. Dunn overbraked, skittled the cones and the following five nipped through. Homer, Clark, Loder, Shone, Hill and a dejected Dunn. The drama wasn't over though because Dave Homer was excluded for having used two chassis during the day. (I believe he had mentioned this already) — another splendid race.

1st	Russell Maple	Wright/RTS Rotax
2nd	Stewart Baker	DAP/Tabor DAP
3rd	Nick Clark	PCR/MRD Atomik

125 OPEN/NATIONAL

Only one Open driver and he finished all his three heats. Robin Thomas.

NATIONAL

Heat 1: 1st Andy Coleman, 2nd Chris Lord, 3rd Ian Harding

Heat 2: 1st Lord, 2nd Andy Forsdick, 3rd Coleman

Heat 3: 1st Lord, 2nd Harding, 3rd Paul Crowe (N)

Again poor grids, only nine drivers started the day and they all made it to the final.

From Green it was Thomas, Lord, Coleman then Harding and Forsdick who appeared to have lost 30 db from the heat (good job).

The race then became processional, Thomas opening a gap on Lord and a bigger gap from Chris to Coleman. At the finish three of the nine had been lapped.

Very uninspiring, this one.

OPEN

1st	Robin Thomas	Anderson/Rotax
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NATIONAL

1st	Chris Lord	Anderson/Rotax
2nd	Andy Coleman	Zip/Rotax
3rd	Ian Harding	Zip/Rotax

250 INTERNATIONAL

Heat 1: 1st Richard Leitner, 2nd Russell Maisey, 3rd Reg Warren

Heat 2: 1st Leitner, 2nd Jon Muir, 3rd Peter Biddiscombe (N)

Heat 3: 1st Maisey, 2nd Leitner, 3rd Warren

250 NATIONAL

Heat 1: 1st Mike Wosnitzka, 2nd Gary Lewis, 3rd Peter Tillson-Hawke

Heat 2: 1st Tillson-Hawke, 2nd Wosnitzka, 3rd Lewis

Heat 3: 1st Wosnitzka, 2nd Lewis, 3rd Stephen Richards

FINAL: If only by dint of the extra runners this promised to be a better 'race' than the 125s. Leitner, Maisey and Warren on the front row, and 'Baker Boy' Maisey took an immediate lead from Richard Leitner. By Lap 2 these two had left the opposition standing. Russell initially looking comfortably ahead, then Richard closing up and at the finish only two lengths in it. With 4 laps to go, these two were half a lap ahead of 3rd man Warren. However, a little excitement was being generated by 4th man Muir who now closed up on Warren and with three laps left was 3rd. Uninspiring really as a race.

INTERNATIONALS

1st	Russell Maisey	Dino/Rotax
2nd	Richard Leitner	Anderson/Rotax
3rd	Jon Muir	Zip/Rotax

NATIONALS

1st	Peter Tillson-Hawkes	Zip/Yamaha
2nd	Mike Wosnitzka	Anderson/Honda
3rd	Gary Lewis	Barlotti/Yamaha

REVIEW

Not many points to raise this month though one which I think needs looking at is a separate race for novices and less expert drivers, as at Sherington and Rissington. Too many novices in the heats caused mayhem as they were lapped and really altered the 'grids' for the finals.

Pit rumour had it that one cadet wasn't yet 8, but one or two didn't look it but obviously were. Maybe this should be checked out.

A junior, he ran an extra lap and one lad moved from 9th to 6th only to have the result given at 8 laps and have a lower final grid.

There will be no report next month as I have a date with a surgeon in July, so will not be doing too much travel that month.

Brian Clark

Little Rissington

SUNDAY, JULY 1st

With weather one expects during a winter series — cold, windy, rain threatening all day, just a couple of light showers (spots really) some good racing was seen by a good crowd.

With England's World Cup match in the evening, the racing was over slickly, trophies presented and we were on our way by 6 o'clock — pity the match was not as exciting as the racing.

125 NATIONAL

Heat 1: 1st Nigel Puddiphat, 2nd Steve Harris, 3rd Ian Drury

Heat 2: 1st Malcolm Weaver, 2nd Steve Bird, 3rd Steve Arnold

Steve Arnold had to make amends for his Heat 1. Brian Fade having spun when leaving on the last lap. Into paddock it was Puddiphat but Steve was already 3rd along the back straight and the three leaders Puddiphat, Weaver and Arnold already had a long lead.

Behind were Tindall, Harris and Bull. Lap 2 and Arnold was all over Weaver. Lap 3, Puddiphat, Weaver, Arnold followed a long way back by Harris and Tindall now under pressure from Bull. Another lap and Bull was through and after Harris. Lap 6 and Arnold found 2nd spot and proceeded to leave Weaver behind. He couldn't close the gap on Nigel though.

The race now settled into a procession except for poor Tindall who dropped from 6th on Lap 6 to 10th at the finish.

At the finish Puddiphat had a comfortable win from Arnold with Weaver a long way behind in third.

1st	Nigel Puddiphat	Zip/Rotax
2nd	Steve Arnold	Anderson/Rotax
3rd	Malcolm Weaver	Dino/Rotax

JUNIOR BRITAIN

Heat 1: 1st Chris Cox, 2nd James Goodwin, 3rd Robert Cullum

Heat 2: 1st Chris Cox, 2nd Martin Pierce, 3rd Steve Warburton

Heat 3: 1st Steve Warburton, 2nd Chris Cox, 3rd Robert Cullum

Cox and Warburton front row with Cullum and Gareth Hunt on 2. Cox lead away and Cullum slotted in behind through the dog leg round bottom and middle bends and up to the the elbow. A suicidal move by Cullum up the inside and Cox was almost tipped over, hard to believe these two are friends (they were wheel banging at the Super 1 here last month). Chris was off and somehow Robert kept going from Warburton and Hunt. Cox restarted slowly and looked to be waiting for revenge, but his Dad signalled "cool it" and he settled to follow Warburton (albeit a lap behind). Hunt slowly lost touch with the leaders. 4th was Chris Chater, Martin Pierce next.

Lap 4 and Cullum was easing away. Tremendous battles were taking place all down the field.

Lap 6 and Chater, Pierce and Gavin Jones (4, 5 and 6) were as one.

Another lap and Pierce was through and closing on Hunt.

Two laps left and he was on Gareth's tail and looking for a gap. Cullum cruised to an easy win from Warburton and at the end Martin found a way past Hunt for that vital 3rd. But the battles behind continued to the end (Cullum lucky not to be spoken to).

1st	Robert Cullum	Wright/Parilla
2nd	Steve Warburton	Gillard/TKM
3rd	Martin Pierce	Wright/Parilla

210 NATIONAL

Heat 1: 1st Clive Bisp, 2nd Gordon Maidment, 3rd Graham Payne

Heat 2: 1st Payne, 2nd Bisp, 3rd Peter Roper

14 entries but certainly not 14 starters. This class is suffering (at Rissi) with declining entries like 100 NAT's. But for a different reason. Its age. Some of the karts look as old as the original Villiers engines.

Front row Bisp, Payne and Roper. However at the lights it was Martin James from Payne.

Lap 1 and James and Payne were already a distance ahead of 3rd man Terry Mucklow (novice plates), followed by Maidment, Keith Edwards and Roper and no sign of Bisp.

drivers did not feature on the bulletin despite having done a number of laps.

The track had dried by the time the 250s were out for the next session and from a field of 32 it was Mostrom recording quickest time with a 60.86 s lap. He was followed by Westman, Grondstra, Kuismannen, Bostrom, Johansson, Rindstroem, Shaw, Svaneby and Garpfalk.

Seventeen Intercontinental E drivers appeared for their first session and it was no surprise perhaps to find that the top seven times were recorded by Finnish drivers. Kari Lehtinen set the pace on 64.92 seconds with Pajula, Sauli, Laihinien, Apenstrom and Toroenn next. Ten Finnish drivers topped the list from the second session with Pajula improving his time to take pole position with a lap of 64.38.

The Finnish weather Gods didn't smile too much on Sunday morning as the day began with grey clouds.

The presentation of the drivers didn't quite go according to plan . . . the 250 E drivers lining up . . . not next to each other as is usual with A and K drivers . . . but mingling in a group with their mechanics whilst the karts stood ready for the Pre Final.

Miss Lotta Hellberg was totally engrossed in conversion . . . missed her name being called . . . and on realising that she stepped forward quickly and tripped over her helmet! The ever gallant Wym Eyckmans came to the rescue . . . picked up the helmet and helped Lotta back into line.

So the circuit was cleared of all but the 250 E Pre Finalists and the warm up lap got underway. At the off it was poleman Mostrom who made the best of it with Grondstra, Kuismannen, Bostrom, Rindstroem, Westman and Shaw next.

Whilst the drivers had to battle amongst themselves they also had to contend with the tight twisting 1000 metre circuit and with few possibilities for overtaking Ian Shaw was destined not to finish this one though as the Rotax cried enough leaving him with a walk back to the paddock. Defending Champion Rindstroem went on to win from Grondstra, Kuismannen, Mostrom, Westman, Garpfalk, Svaneby, Bostrom, Wimmer and Nielsen.

By the time the Final was due rain was falling and the Clerk of Course had declared a wet race but the weather then changed and it was time for a change and slicks were the order of the day. The warm up lap got underway and at the 'off'

it was Rindstroem who got the break ahead of Grondstra. It wasn't to last though as a number of drivers lost the battle against the elements and the race was stopped. Frantic activity to change tyres followed and at the restart Rindstroem again made the best of it from Grondstra, Kuismannen and Svaneby.

The best start by far though had been made by Shaw . . . flying through the field to start the next lap behind Svaneby who was battling with Kuismannen for 3rd. Rindstroem began to build up a nice lead but Shaw was closing lap by lap and half way through the race he took first spot from the Swede and he went on to record a fine victory. At the flag he was 4.59 seconds ahead of Rindstroem with Svaneby, Grondstra, Kuismannen, Mostrom and Kleppe next. Osterberg, Wimmer and Kovasiipi took the next three places.

It was certainly a very popular win for Ian Shaw and he was delighted to return home with the European Crown to add to his British Title.

The Intercontinental E Pre Final confirmed the Timed Session as the Finnish drivers had a nice scrap between themselves . . . Lehtinen taking the flag ahead of Pajula. Haarankgas, Lahlinen, Toronen, Hyvarinen and Current Euro champ Hueting were next.

The final proved to be yet another home benefit as Pajula crossed the line first some 7.25 seconds ahead of Lahlinen with Haarakangas, Toronen, Hallanaro and Hueting next. With only nine finishers it wasn't the best of spectator races . . . more confusing than anything.

The Pre Final for the Formula A drivers went to Jan Erik Loefgren ahead of Neuman, Andersson, de Lorenzi, Crevels and Belletti.

The final saw Loefgren build up a comfortable lead leaving the rest to sort out positions behind him. Belletti managed to break free of the battle and he took a clear second place some just over five seconds behind the winner but a similar margin ahead of third placed Neuman. Crevels, Goldstein, Sund and Andersson were next.

The Formula K final promised a battle between Martijn Koene and Lotta Hellberg but after four laps Orsini took over front spot holding that to the flag. Koene had second from Eyckmans as Paccioni got the better of Hellberg for fourth place. Beggio took the honours in Division One.

Whilst the weekend produced a new European Champion in Ian Shaw, the Formula E Intercontinental field failed to come up with the goods after protest upon protest, the Stewards deciding that a final decision could not be given.

FORMULA K DIVISION ONE

1st	Gianluca Beggio	CRG Kali/Komet
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FORMULA K DIVISION TWO

1st	Massimiliano Orsini	Birel/Atomik
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FORMULA A

1st	Jan-Erik Loefgren	CRG Kali/Atomik
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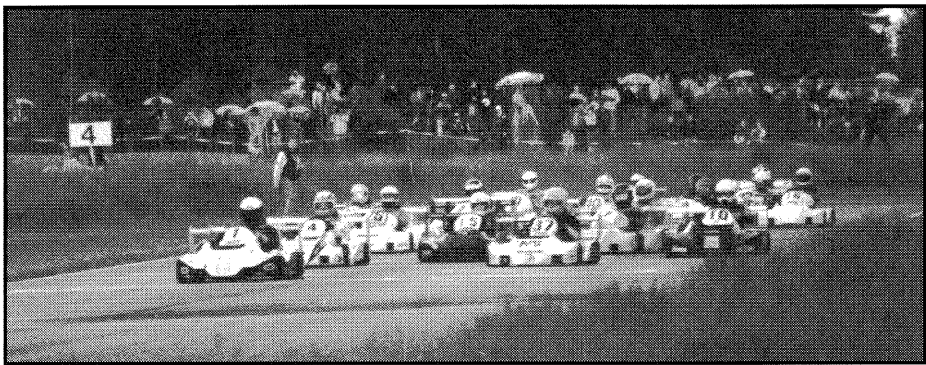
INTERCONTINENTAL E

1st	Juha Pajula	Kali/Honda
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250 FORMULA E

1st	Ian Shaw	Zip Eagle/Rotax
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Jose Hendrikse



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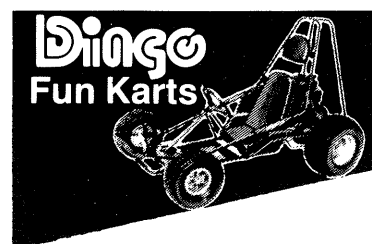


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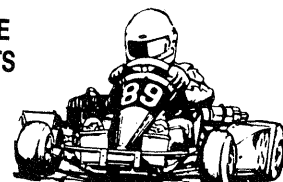
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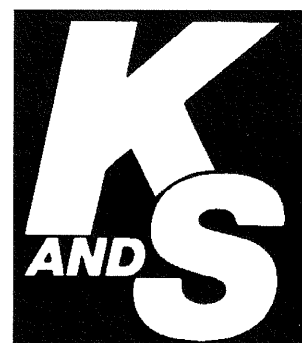


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CLUB SCENE

JUNIOR BRITAIN

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

Heat 2: 1st Marc Innes, 2nd Patten, 3rd Damian Tigwell

Heat 3: 1st Jason Freeman, 2nd Rupert Cue, 3rd Gordon Isgrove

Heat 4: 1st Patten, 2nd Michael Howells, 3rd Paul Freeman

Front row Jamie and Paul. From the off though Big Brother Jason forced Paul back to 3rd with Marc Hynes 4th, Super 1 driver Jamie Patten already stamping his authority. Behind Marc was Tigwell. For four laps no change in the leading 5 but then Paul Marc and Damian were ahead and pulling away from Jason who looked to have a problem (a loose engine mount). Whatever it was though it cleared and he kept ahead of the rest.

As Jamie eased away the following lads fought out a very close battle for supremacy. Behind the bunch the action was fast and furious. At pits bend there were a lot of incidents: Simon Oliver spun avoiding another driver only to be rammed by the next lad. When the dust settled it was young Rupert Cue who emerged in 6th place. Meanwhile up front, Tiwell got past Hynes on Lap 9, Marc then losing a tow as back markers played their part in the action. Damian took advantage and closed right up on young Paul.

At the flag, Damian snatched 2nd from Paul. Moments later the scrutineer snatched 9th from Marc, for underweight. He had weighed OK earlier but in wet gear. (Lesson for all?) This gave 4th to Jason Freeman, Rupert Cue 5th and Jason Cox 6th.

1st James Patten

2nd Damian Tigwell

3rd Paul Freeman

NB: Rupert came through the race unscathed only to fall off a bike on Clive Baker's skid pan and put a tooth through his slip and make a mess of his new driving suit — "Some mothers do 'ave 'em."

SENIOR BRITAIN

Heat 1: 1st Marc Craddock, 2nd Tim Hain, 3rd Andy Lawton

Heat 2: 1st Stewart Baker, 2nd Russell Spencer, 3rd Will Collinson

Heat 3: 1st Matthew Isgrove, 2nd Andy Collins, 3rd John Hawkins

Heat 4: 1st Steve Lawry, 2nd Isgrove, 3rd Paul Knight

Heat 5: 1st Baker, 2nd Lawry, 3rd Spencer

'B' FINAL: 'B' Final specialist Matthew Gillard was at it again. 3rd Dunks in a row. He really puts the pressure on his team. He likes to get his money's worth I'm told. He led from Lap 1 onwards but instead of a steady drive his Dad was nailbiting, thinking that he's spin off — luckily he didn't but his lead margin was unnecessary. A game 2nd was Brett Uperton who'd had an almighty tumble earlier and was in pain from a shoulder injury. 3rd came Julian Wilson and over the line 4th came novice John Bramwell — (excluded for no noise box), 5th Andrew Pinn (excluded for illegal restrictor), so 6th man, novice Peter Moore found himself in the 'A'.

'A' FINAL: Matthew Isgrove and Steve Lawry on

the front with Will Collinson (newly TKM powered) and Marc Craddock on the 2nd. On position 8 was Stew Baker, with 2 wins and a 19th according to the results, but I thought I'd seen him come in with the kart on his trolley. But I'm not an official lap scorer so I may have been wrong.

Lap 1 and 5 spun at the pits bend. Folds, Hain, Moore (from 'B'), Wills and Hancorn, all restarting. End of the lap and it was Lawry, Craddock, Isgrove, Baker, Cleal and Spencer, with Baker snatching 3rd into pits and 2nd before the lap was completed. Collinson was an early retirement.

The leading 6 broke away from the pack and raced off into the distance.

Lap 3, Lawry, Baker, Craddock, slight gap then Isgrove, Cleal and Spencer.

Lap 4 and the three leaders were breaking away from the next three and Gillard was up to 11th. A good drive.

Lap 5 and Steve and Stewart were side by side and Marc was just waiting in the wings. Isgrove still clung to 4th from Cleal and Spencer then some way behind Stuart Roach, then John Hawkin, then a battle between Collins, Knight and Gillard.

Lap 6 and Baker's brilliant driving got the inside at Hanger hairpin and he was through. So was Marc. He really took advantage of the situation. Steve hadn't realised he was that close. Round and round they went but the pursuers could not close the gap on the man in front. Meanwhile, the proverbial blanket was thrown over the next three. Isgrove, Cleal and Spencer with much kerb hopping and frenzied attacking driving. Anthony and Russell changing places a

WHERE AND WHEN

17th-18th August (Friday-Saturday)

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

19th August

Nuthampstead - (1.5 miles east of Barkway, off B1368 Cambridge-Ware road, Herts)

- (9 miles southeast of St Andrews, Fife, Scotland)

Crail - (8 miles from Banbury, off A422 Banbury-Stratford road, Oxon)

Langbaugh - (Motorsports Complex, south of the River Tees, Middlesborough, Cleveland)

Buckmore Park - (Maidstone Road, Chatham, Kent, just off M2, junction 3)

23rd-26th August

Merignac(F) - (Bordeaux) - Intercontinental A

25th-27th August (Bank Holiday)

Three Sisters - (The Racing Circuit, Three Sisters Recreation Area, Bryn Road, Ashton-in-Makerfield, Wigan, Lancs) - Wigan International Trophy for Formula C & Intercontinental E

26th August

Blackbushe - (Via Cricket (off A30) and Vigo Lane, Yateley, Surrey)

Pembrey - (Welsh Motor Sports Centre, Pembrey, 8 miles from Llanelli, on A484, Dyfed, South Wales)

Dunkeswell - (5 miles from Honiton, Devon)

Larkhall - (Summerlee Raceway, Merryton Road, Larkhall, Hamilton, Strathclyde)

26th-27th August

Rowrah - (4 miles from Frizington, Cumbria)

27th August (Bank Holiday Monday)

Thruxton - (5 miles west of Andover, on A303, Hants) -

International Long Circuit event

Ellough - (2 miles from Beccles, Suffolk)

Chasewater - (Pleasure Park, approx 1 mile from Brownhills, Staffs)

1st September

Cadwell Park - (Midway Horncastle and Lough, on A153, Lincs) - Autumn Championships

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

1st-2nd September

Laval(F) - Formula C World Championship/Intercontinental C European Championship

Little

Rissington - (RAF base near Stow-on-the-Wold, Glos)

2nd September

Rye House - (Kart Raceway, Rye House Stadium, Rye Park, Hoddesdon, Herts)

Wombwell - (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorkshire)

Felton - (7 miles from Morpeth, on A1, Northumberland)

Larkhall - (Summerlee Raceway, Merryton Road, Larkhall, Hamilton, Strathclyde)

9th September

Chasewater Wheels - (Wheels Adventure Park, Adderley Road South, Saltey, Birmingham B8 1AD)

Clay Pigeon - (Midway between Dorchester and Yeovil, on A37, Dorset)

Guernsey - (Victoria Avenue, Guernsey, Channel Islands)

Kimbolton - (10 miles west-southwest of Huntingdon, Cambs)

Tilbury - (Dunlop Road, Tilbury, East London, near Tilbury Docks)

Rowrah

SUNDAY, JULY 8th

Bad news folks. I'm back behind the typewriter again to bring you all the Rowrah gossip.

Weather-wise the 8th was very windy but the rain at least held off until after the finals had finished. The entry was also very good. A full cadet grid was sponsored by Malcolm Fell and Service Welding Supplies (thanks Malcolm). We had a separate race for the Senior Britain restricted but sadly, National seems to have petered out at Club level. Regardless of that, there was much to be admired in the racing.

JUNIOR BRITAIN

Three heat wins for Robert Jenkinson put him firmly in the hot seat for the final but a threat was looming from Steven Crawford, victor at the Langbaugh K&S round. Despite a first heat exclusion for a yellow flag offence he had two second places and would figure in the final. Another who improves with each outing is Steve Woods from Merseyside. His 3rd, 4th and 5th in the heats would stand him in good stead for the final.

From the lights it was indeed Woods who led the field away and kept the established stars at bay for over a lap and a half before superior power told and Jenkinson and Crawford were through. After that we were treated to two displays of superb defensive driving, both for the lead and for third. Jenkinson was having his work cut out to keep the marauding Crawford at bay whilst Woods had a terrific battle on his hands to hang on to third from Darren Stapleton, D. Ireland and Amanda Whittaker with Graham Cannon not so far back.

At the flag, then, a close win for Robert Jenkinson from Steven Crawford with Steve Woods 3rd from Darren Stapleton, D. Ireland and Amanda Whittaker. Not much in the way of change but you should have seen the racing.

SENIOR BRITAIN RESTRICTED

Star of the show here was Richard Dawson who, having won one heat, finished second in the other, was cruising to another win when the carb broke off at the manifold, retiring him instantly. That gave the second win to Nick Forder and with it pole position. Others to show well were Alan Gaskell, S. Brittle and David Wilkinson.

Brittle took up the fight from the lights but within a couple of laps, Forder was in the lead and set about building up a massive lead. Dawson was through into 2nd soon after and set off reducing the gap between himself and the leader. Gaskell made third his after seven laps but he was too far behind Dawson to seriously mount a challenge. The last four laps saw a superhuman effort from Dawson almost pay off as the gap reduced by yards at a time until the chequered flag was ready and they crossed the line with ½ a kart length between them, victory just going to Forder from Dawson, Gaskell and Brittle with W. Tyrer and Dave Wilkinson completing the top six.

SENIOR BRITAIN

Two heat wins and a third put Andy "Gladys" Bell on pole but with opposition like Mark Walker and ex-International Mike Little, things in the final were not going to be easy.

Gladys got the jump at the lights and with Lit-

tle and Walker engaged in battle, was able to put some ground between him and them fairly quickly. The Walker challenge ended effectively on lap three with his spin out of third place leaving the way clear for Little to close up and threaten the leader. To an extent this happened but Gladys had worked hard and well in the early part of the race and the task was too much for Little. They were secure in first and second but what of third? That was taken by Daren Perryman who is getting quicker with every outing with 4th going to G. Hope from a recovering Walker and Dave Muse.

Finally a word about Paul Coulthard who was involved in a shunt in the second heat. Although not feared too badly hurt at the circuit, it was later revealed that he had broken three bones in his foot. All at Rowrah wish him a full recovery and a speedy return to his racing.

125 NATIONAL & P&R

A pretty mixed bag contested the 125 gearbox categories with vastly varying fortunes, especially in the Nationals. Heat one was won by John Heatlie from Dave Wilkinson whilst Dave won the second heat after Heatlie and Anthony Orton tangled and failed to finish. Heat three was a close run thing between Orton and Heatlie with Anthony just getting the nod.

In the P&Rs there were two wins and a second for Andy Riches with David McCallum victorious in the other one. The final would be decided between these two.

Both sets of drivers shot off the line for the final with Heatlie making good use of his pole position to lead fractionally from Wilkinson and Orton.

Lap three saw the breakthrough that Orton was looking for as he tucked into second place and began to catch the race leader. Five laps of relentless pursuit were rewarded with a stunning move at the hairpin giving the lead to Orton who proceeded to stretch out a gap over Heatlie by the races end. Wilkinson had to be content with third but had his hands full Riches, the SAGO Yamaha powering the P&R winner very convincingly indeed.

Riches had taken the lead from the off and despite the attentions of McCallum, he had the measure of the race and ran out a very good winner indeed. Stuart Cruddis had been the meat in the Riches/McCallum sandwich for a long time but his retirement with two laps to go left McCallum in second ahead of our two local heroes Des White and David Glynn. A cracking race from all concerned.

250 NATIONAL

Three heat wins again from Malcolm Campbell gave him pole although he was relentlessly pursued all the way by Phil Talbot and Wayne Orton. Wayne had one or two problems to contend with. His handling was spectacularly deficient at times and the "good old reliable Honda" let him down in the first heat. Apart from that, everything was OK . . .

Talbot made an absolutely inspired start to head novice Graham Thompson and Campbell at the end of the first tour. Orton also made a good getaway but went grasstracking halfway round the lap and started the second tour last. He made a good recovery to pass three drivers in the next two laps to lie third just as Campbell took over the lead from Talbot. Phil couldn't reply to that and Malcolm soared away to a convincing and well deserved win. After so many years of being the bridesmaid, it looks like 1990 could be his year at Rowrah. He also took 3rd at the Manx GP too! Talbot had too much over Orton for Wayne to get 2nd so the order was Phil from Wayne with Thompson 4th and our other

two entries R. Pickles and G. Fowler both retiring on the last lap.

RESULTS

JUNIOR BRITAIN

1st	Robert Jenkinson	Gillard/White TKM
2nd	Steven Crawford	Wright/Parilla
3rd	Steve Woods	Dino/Dap
4th	Darren Stapleton	Gillard/Parilla
5th	D. Ireland	Zip/Parilla
6th	Amanda Whittaker	Gillard/Parilla

SENIOR BRITAIN RESTRICTED

1st	Nick Forder	Gillard/PCR
2nd	R. Dawson	Zip/Parilla
3rd	A. Gaskell	Wright/PCR
4th	S. Brittle	Allkart/TKM

SENIOR BRITAIN

1st	Andy Bell	DAP/Parilla
2nd	Mike Little	Wright/Parilla
3rd	Daren Perryman	DAP/Parilla
4th	G. Hope	Hutless/Parilla
5th	Mark Walker	Karthouse/Parilla
6th	David Muse	Sprint/Parilla

125 NATIONAL

1st	Anthony Orton	Stratos/Minarelli
2nd	John Heatlie	Stratos/Surespeed Rotax
3rd	David Wilkinson	Zip/Rotax

125 P&R

1st	Andy Riches	Stratos/SAGO Yamaha
2nd	Dave McCallum	Barlotti/SAGO Yamaha
3rd	Des White	Dino/TM

250 NATIONAL

1st	Malcolm Campbell	Zip/Yamaha
2nd	Phil Talbot	Zip/Yamaha
3rd	Wayne Orton	Zip/GOR Honda

Dunkeswell

SUNDAY, JUNE 24th

First of all a message to all those people, as any circuit, who arrive in the paddock after 11.00pm and proceed to bang around, rev engines, unload everything, have radios/cassettes blasting out and carry on having a good laugh and joke — the rest of us who get there at a reasonable time and go to bed don't think much of the joke. The same applies to those who start banging around at 7am — what have you been doing all week — race morning isn't the time for rebuilds.

At this early hour it was a gorgeous morning but by the time the bacon and eggs had been devoured and scrutineering was under way the forecast clouds were gatherin. By the start of practice it was wet but not enough to risk wearing out the soft cheng shin wets. For the 1st heats it was though, until the 125s and then it was a case of keep your fingers crossed.

Whilst rain was always threatening and low cloud looked as though it would closed in, racing, and what racing, took place on slicks.

After last month's thrills from the Class 1s, it was a hard act to follow. But today's racing I believe was even better — thrilling stuff. Not the usual big crowd, no doubt put off by the weather.

RAC Short Circuit Gearbox Championship Round 3

Shenington 23rd/24th June 1990



Even though he won, Shaw admits he'll have to fight to keep his title (Pics: Doug Rees)

IAN SHAW (250 E); MARK ALLEN (250 Nats); COLIN MASON (125 Nats); JOHN HAIGH (210 Nats); STEPHEN COWARD (125 Open) and KEITH BISP (P & R) each took class wins at the 3rd Round of the Short Circuit Gearbox Championship at Shenington over the weekend of 23rd/24th June.

One hundred and five names were listed in the programme covering all six RAC classes . . . a little disappointing when compared to the normal Shenington entry for Club events. The National classes 125 and 250 . . . were the best supported with 25 and 26 respectively; 18 125 Opens were present . . . 17 250 Formula E's; 12 210 Nationals and just 7 125 P & R's.

The weather on Saturday was, to say the least, wet with just one heat for all classes being run towards late afternoon. It had improved a little by then although it was certainly not mid summer weather! Sunday dawned quite nicely . . . but it soon clouded over with a few showers to dampen things down as the day progressed. However the elements didn't trouble those present too much and the weekend produced some good racing.

Haigh high

Three heats were on the cards for all in deciding final grid positions with the first two qualifiers going to defending Champion John Haigh with former Title Holder George Bett taking the third heat. The small final grid thus had Haigh on pole . . . Brian Johnson in the middle of the front row and Tom Thacker on the outside. Mike Fry and Lionel Sifleet made up row two with Bill Mee, Bob Rawden and George Bett on three.

So, at the off, it was Thacker who made the best of it to lead into lap one and as they completed that tour Haigh, Johnson and Stephen Plain were next up.

Haigh was soon into his stride though and after three laps he led . . . easing away from Johnson with Thacker in third place ahead of Bett.

Before half distance, Bett was into retirement . . . Haigh had backmarkers between himself and Johnson with the rest being fairly well spread.

The pattern was set and Haigh motored on seemingly without problems as the gaps increased and with four laps to go he was in amongst more of the slower runners . . . lapping the sixth placed driver, Sifleet. With encouragement from the spectating George Bett Haigh motored on to a comfortable victory as Johnson headed the rest in second place at the flag. Thacker came home third . . . Burgess had fourth, Plain fifth, Sifleet sixth with Mee and Fry being the only other finishers.

With just one round remaining John Haigh has a ten point lead over Tom Thacker with all to play for at Three Sisters in September.

RESULT

1st	John Haigh	Anderson/Quantum
2nd	Brian Johnson	Aero/KMP
3rd	Tom Thacker	Invader/Invader

John Haigh set a new 210 lap record with a time of 50.11 seconds.

Master Mason

Chris Stoney took a couple of wins in the 125 National heats with the third one going to Brian Kennedy from Northern Ireland.

The final grid sheet showed Mark Haswell on pole . . . Colin Mason alongside and Mark Evans completing the row. Chris Stoney and Andrew Sowerby made up row two with Brian Kennedy, Mark Powell and Bryan Hirst on row three.

On the green Haswell got the jump but Mason was soon in command and he began lap three in the lead with Kennedy slotting into second place after four laps. Those two quickly eased away and as half distance approached the field had spread out somewhat.

Mason was closing on backmarkers and was clear of Kennedy as they went into the second

half of the race. Kennedy in turn was a long way ahead of the rest as Haswell headed Powell and Stoney.

As the race progressed so Kennedy closed up again on Mason but with four laps to go Mason had eased away once more as a couple of backmarkers appeared between Kennedy and Haswell. Sowerby was making progress and as the 18th lap was completed he was up to sixth spot with Powell and Stoney his next targets.

Powell fell to him on the next lap with Stoney doing likewise on the final tour. So at the flag the order was . . . Mason . . . Kennedy . . . Haswell . . . Sowerby and Stoney.

RESULT

1st	Colin Mason	CMR Bandit/CSK Rotax
2nd	Brian Kennedy	Kelgate/Rotax
3rd	Mark Haswell	Zip/Field Rotax

After three rounds Chris Stoney leads the points table with 67, just one ahead of Colin Mason with Andrew Sowerby next on 59.

Coward collects

Northern Ireland visitor, Leslie Currie had pole for the 125 Open final with Alex Pettigrew in the middle of row one and Steven Webb on the outside. Andy Fairless and Frank Hynds made up row two whilst Stephen Coward was on row three in the company of Richard Connick and Colin Poole.

For the first couple of laps of the final Andy Fairless led from Stephen Coward but going into Wilkins for the third time the Fastrak driver dived through to complete the lap in first place.

Fairless tried his best to stay in touch but by half distance Coward was looking comfortable with Webb beginning to threaten Fairless.

After fifteen of the twenty laps Webb was through . . . Currie followed him and Fairless was briefly down to fourth before going into retirement.

Coward meanwhile motored on and took a fine win as Currie grabbed second from Webb after a close tussle over the closing stages.

RESULT

1st	Stephen Coward	Fastrak/Rotax
2nd	Leslie Currie	Dino/Rotax
3rd	Steven Webb	Spyda/CSK Rotax

Leslie Currie now heads the points table with 71 from Steven Webb on 69.

Allen marks time!

Chris Tomkinson had pole for the single cylinder 250 final with Mark Allen in the middle of row one and James Ponting on the outside. Dennis Gale and Barry Peary occupied row two.

From the lights it was Ponting who made the best of it and he led after one lap from Allen, Tomkinson, Gale and the rest.

Mark Allen put his local knowledge to good use though and by the close of lap two he was at the front and quickly began to ease away. By lap five Tomkinson was in second from Ponting and Gale with that trio having pulled away from

Peary and the rest.
After twelve laps Allen was in amongst the backmarkers and the order behind had settled a little.

Nothing really dramatic occurred as the race reached its final stages and as they went into the last lap Allen still had a good lead . . . Tomkinson was next from Peary and Ponting with Pat Tomkinson holding fifth spot.

That was how they completed the full distance with Kevin Thornton having sixth spot ahead of Paul Dredge.

RESULT		
1st	Mark Allen	Dino/KMP KTM
2nd	Chris Tomkinson	Dino/KTM
3rd	Barry Peary	Anderson/KTM

The lead in the Title Chase is shared by Mark Allen and James Ponting . . . both on 50 points . . . so the final round at Three Sisters should provide some good racing.

Bisp benefits

Just half a dozen names were on the final grid sheet for the P & R final and it was Keith Bisp on pole . . . Alistair Rooney in the middle of the front row and Ian Barton on the outside.

Chris Stoney . . . running Bernie's outfit due to her having damaged ribs . . . was on row two but not registered for the Championship so treating it as a test session.

With just four laps gone Stoney took over the front spot in the final and quickly pulled out a considerable lead over Bisp and the rest. He went on to lead for the remainder of the race but then as he approached the flag he pulled up just short of the line, sportingly allowing Keith Bisp to come through and take the win . . . and the points. Stuart Cruddis came home in second spot ahead of Alistair Rooney with Hughes and Barton completing the finishers.

RESULT		
1st	Keith Bisp	Dino/KMP TKM
2nd	Stuart Cruddis	Phoenix/Yamaha
3rd	Alistair Rooney	Anderson/Minarelli

Keith Bisp leads the points table on 71 from Alistair Rooney on 67.

It's Ian for sure

From the three qualifying heats two went to Ian Shaw on Sunday with Bob Kennings taking a win on Saturday. Shaw had a little coming together with Tim Parrott on Saturday and that necessitated some remedial work to the Eagle but his performance later gave no indication of any lasting problem.

The front row of the final grid had Shaw on pole . . . Roger Goff in the middle and Tim Par-



Alan Poole (81) in 125 Open action.

rott on the outside. Bob Kennings was on row two in the company of Andy Griffiths.

On the green then it was the front row away almost as one with Shaw just having a slight edge. Certainly by the time one lap was completed the No 1 plates were in front, Parrott had second . . . Goff third and Griffiths fourth.

Over the first quarter of the race Shaw eased away and by half distance he was well clear of Parrott, who in turn had a comfortable lead over Goff.

Parrott in fact had backmarkers between himself and Goff and the field was fairly well spread. Into the third quarter and Shaw was about to take a slower driver for the second time as he motored on in his now customary rapid style.

Well mixed with the backmarkers the three leaders continued with few problems though both Parrott and Goff did suffer some handling maladies. Shaw, however encountered more slower drivers as he entered the last few laps and wisely decided to sit tight behind them as he took the flag for yet another excellent victory.

During the course of the weekend his pace was such that he knocked 3 1/2 seconds from the previous lap record . . . after repairing the chassis!

RESULT		
1st	Ian Shaw	Zip Eagle/Zip Rotax
2nd	Tim Parrott	Anderson/Rotax
3rd	Roger Goff	Anderson/Goff Rotax

Tim Parrott continues to lead the points table

with 71 . . . Andy Griffiths has 58 . . . Ian Woodcock 55 and Ian Shaw 50.

The post race chat was that with his local knowledge Shaw would take some beating at Three Sisters but even he admits he has some task on his hands to retain his No 1 plates.

MIKE SMITH

CLUB SCENE — FELTON

Northumbrian Kart Club's Tyneside Trophy race meeting held on Sunday July 15th. (Spot the deliberate error).

Extremely close racing, action packed the whole day and it seemed that if you have pole position for the Finals then you were a winner.

In the 100 National class there was a large battle between Paul Henderson and David Liddell. Paul crossed the line first but was disqualified for being underweight, so the win went to David Liddell.

In the Juniors Matthew Davidson led from pole and had an easy win, while Michael Simpson battled it out for second Gary Robertshaw who gained third place.

The Senior Britain class saw the best racing of the day, with four drivers battling like World War III for second place. Steve Cook-Martin took first place and amazingly Nigel Davidson came from twelfth place to snatch second from Chris Armstrong who managed to hold off Chris Lee and Phillipe Guijarrio to get third.

All racing was extremely close due to the Martians who hovered around all day.

Report — Sports Shoot.



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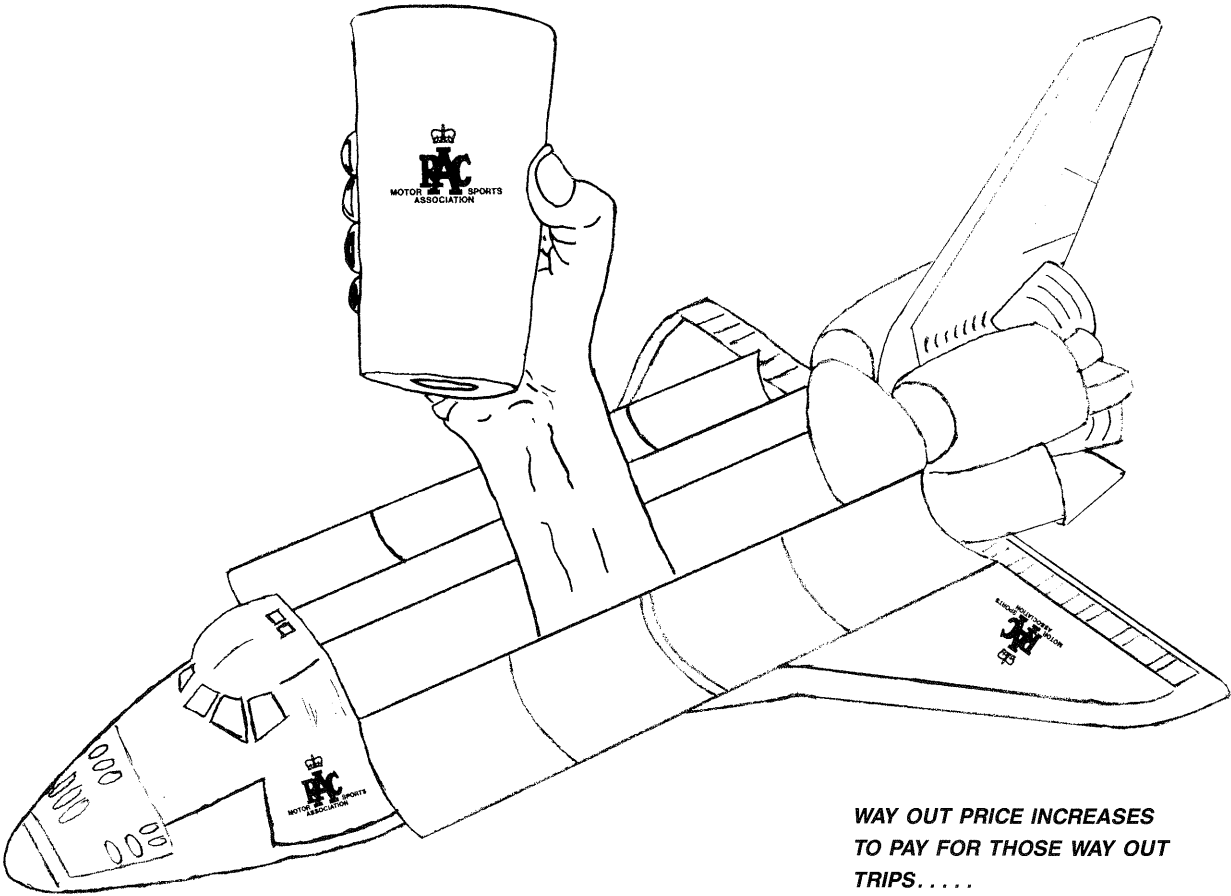
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210 CHALLENGE 1990

Round 2 Little Rissington

Heat 1 saw Chris Flitney lead the grid away although by the time they cam round to complete one lap it was Graham Payne in front from Chris Flitney, Brian Johnson, Keith Edwards, Martin James, Simon Bateman and the pack. Lap 2 and Ernie Winn was charging up from the back and into 7th, passing Steve Warcroft and chasing Simon Bateman. Lap 3 and Chris Flitney slipped down to 7th behind Steve Warcroft, who was up to 6th, with Ernie Winn seizing into retirement. Lap 5 and Martin James passed Keith Edwards for 3rd, Chris Flitney passed Steve Warcroft 6th while behind John Kettle had progressed up from the back into 9th. Lap 6 and Graham Payne rolled to a halt handing the lead to Brian Johnson who continued round to take the flag. 2nd went to Martin James, 3rd Simon Bateman, 4th Keith Edwards and 5th Chris Flitney.

Heat 2, the lights flashed to green, and Martin James took the lead. Lap 2 and Martin James was leading followed by Brian Johnson, Graham Payne, Keith Edwards, Simon Bateman and David Von Gerand. Lap 3 and Graham Payne passed Brian Johnson for 2nd while Ernie Winn was into 8th and closing on David Von Gerand. Lap 4 and Graham Payne took the lead from Martin James while behind David Von Gerand slipped down to 9th promoting Earnie Winn, Steve Warcroft and peter Roper. Lap 5 and Brian Johnson went missing leaving the rest in order to finish the remaining laps and Graham Payne to take the flag with Martin James 2nd, Keith Edwards 3rd, Simon Bateman 4th, Ernie Winn 5th and Steve Warcroft 6th.

The final, the grid lined up, and no one could imagine the race which was to unfold before them. The lights flicked to green with Martin James leading the field while on the grid Graham Payne his engine flooded came back to life as the other drivers disappeared through the first corner. Lap 1 and Martin James was leading followed by Simon Bateman, Keith Edwards, Peter Roper and Chris Flitney. Lap 2 and Graham Payne moved into 8th ahead of David Von Gerand while Peter Denyer was charging and into 10th. lap 3 and Martin James was starting to build a lead while Graham Payne had moved past John Kettle, Chris Flitney and Brian Johnson into 5th.

Lap 4 and Simon Bateman passed Keith Edwards for 2nd, Graham Payne passed Peter Roper for 3rd and Steve Warcroft slid wide and off the track while passing two back markers, his day finished when hitting the tyre wall. Lap 5 and Graham Payne passed Keith Edwards for 3rd and on the next lap he passed Simon Bateman for 2nd, and started charging after Martin James who had a good 100 yard lead. The laps rolled by with everyone in order but with Graham Payne slowly closing on Martin James. The last lap board went out on the leader now only with a 10 yard lead while behind Pete Denyer rolled to a halt.

The crowd started to buzz as the two front runners were nose to tail at the second to last corner and came up the hill jockeying for position. Side by side through the last corner both willing more speed from their engines, as the flag dropped, with Graham winning by inches from Martin James. 3rd was Simon Bateman, 4th Brian Johnson, 5th John Kettle, 6th Keith Edwards, 7th Peter Roper, 8th Chris Flitney, 9th David Von Gerard and 10th Chris Wright.

Round 3 Three Sisters

The circus moved north to the undulating fast circuit of Three Sisters, just outside Wigan, for round 3 of the 1990 210 Challenge.

Heat 1 saw Martin James make the best start while on the line Ernie Winn stalled his engine creating havoc as the grid weaved through the remaining gap. Lap 1 and Martin James led from John Kettle, Steve Warcroft, Simon Bateman, Peter Roper and the pack. Lap 2 and Peter Roper moved into 4th, Peter Higgins moved into 8th and Rob Rawden and Simon Bateman disappeared. Lap 4 and Martin James rolled into the pits, his race run, handing the lead to John Kettle with Steve Warcroft 2nd, David Von Gerand 3rd, Peter Higgins 4th and Keith Edwards 5th. The laps rolled by and the positions remained the same with John Kettle taking a fine heat win.

Heat 2 and with his carburation reset Ernie Winn took the lead chased by Simon Bateman, Rob Rawden, Martin James, David Von Gerand and the pack. Lap 2 and Martin James passed Rob Rawden for 2nd and Steve Warcroft passed David Von Gerand for 5th. Lap 3 and Martin James dropped 5 places promoting everyone behind him and Steve Warcroft slid off the track rejoining in a cloud of dust only to lose 3rd place to

Peter Higgins. Lap 6 and the order was Ernie Winn, Simon Bateman, Peter Higgins, Steve Warcroft, Rob Rawden, David Von Gerand, Nick Holt, Martin James and Keith Edwards which was the order as the flag dropped.

Heat 3 and Simon Bateman made the best start chased closely by John Kettle, Steve Warcroft, Martin James, Ernie Winn and the remainder of the grid. Lap 2 and Steve Warcroft, his front tyre worn away by the abrasive track, slid wide at the same corner as the previous heat, sending plumes of dust into the hot sky. Lap 4 and a charging Ernie Winn passed John Kettle for 2nd while behind Peter Higgins passed Martin James for 4th. Lap 5 and Peter Higgins passed John Kettle for 3rd only to, on the next lap, relegate himself by sliding wide. The order remained the same for the final few laps with Simon Bateman taking the flag.

The final, the lights flicked to green and Simon Bateman led the field followed by Graham Payne, Ernie Winn, Peter Higgins, Martin James and the pack. Lap 2 and Graham Payne passed Simon Bateman for the lead while behind Keith Edwards passed Steve Warcroft for 7th and Peter Roper rolled into retirement. Lap 6 and the first 3 were bumper to bumper with Ernie Winn squeezing past Simon Bateman for 2nd. Lap 7 and Rob Rawden disappeared promoting Keith Edwards and Steve Warcroft to 6th and 7th followed by John Kettle. As the laps passed, the first three jostled for position, but without any change, leaving Graham Payne to take the chequered flag.

OFFICIAL RESULT

1st	Graham Payne	Dino/KMP
2nd	Ernie Winn	Zip/Villers
3rd	Simon Bateman	Dino/Villers
4th	Peter Higgins	Barlotti/Upton
5th	Martin James	Dino/KMP
6th	Keith Edwards	Lazer/Villers

PHIL DAVIS HEAT TROPHY POSITIONS

1st	Graham Payne	9 Points
2nd	Simon Bateman	6 Points
3rd	Martin James	5 Points
=	Ernie Winn	5 Points
4th	Stuart Warsop	4 Points
=	John Kettle	4 Points
5th	Brian Johnson	3 Points
6th	Steve Warcroft	2 Points

210 NATIONAL CHALLENGE CHAMPIONSHIP TABLE

	NAME	SHEN	L/RISS	T/SIST	FULB	FULB	L/RISS	SHEN	TOTAL
1	GRAHAM PAYNE	37	37	37					111
2	KEITH EDWARDS	32	30	30					92
3	JOHN KETTLE	30	31	29					90
4	MARTIN JAMES	24	35	31					90
5	DAVID VON GERARD	25	27	27					79
6	SIMON BATEMAN	5	33	33					71
7	PETER ROPER N	31	29	5					65
8	STEVE WARCROFT	27	5	28					60
9	PETER HIGGINS	26	0	32					58
10	CHRIS FLITNEY	28	28	0					56
11	ERNIE WINN	0	5	35					40
12	ROB RAWDEN	33	0	5					38
13	BRIAN JOHNSON	5	32	0					37
14	STEWART WARSOP	35	0	0					35
15	PETER DEYNER	29	5	0					34
16	CHRIS WRIGHT	5	26	0					31
17	NORMAN ALLEN	5	5	0					10
18	NICK HOLT N	5	0	5					10
19	PETER FRENCH	0	0	5					5
20	JOHN BUSH	0	0	0					0
21	SHAUN GIBBS	0	0	0					0
22	SIMON GREEN	0	0	0					0
23	ANDY HOLT N	0	0	0					0

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Jaybrand Red and White Two Tone.....£299.50

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Brands Hatch TVS Sky-Track 30th June/1st July 1990



Andy Martin took the F1 90 to National victory on Sunday (Pics: Doug Rees)

About 45 drivers signed on at Brands Hatch on Saturday 30th June . . . 18 Superkarts and 25 250 Nationals with a timed session and two seven lap races on the menu. It was all part of the Annual TVS Sky-Track event and presented a rare opportunity for karts to compete on the 1.2 mile Indy Circuit.

The programme included races for Formula Forward, Formula First, Ford Fiestas, Historic, Trucks and British Formula 3000. There was also an air display on the Sunday although the strong wind brought about the cancellation of the free fall display.

Certainly on the track the karts proved to be quicker than all but the F 3000 and with a number of 'names' present this year the strong grid made quite an impression.

The kart paddock also attracted a fair amount of interest with a good number of people passing through on Sunday with plenty of questions being asked.

As for the on track kart activity the practice session on Saturday turned out to be . . . you've guessed . . . wet!

The quickest time was recorded by Martin Hines, the Zip Boss turning in a best of 57.15 s with Ian Shaw next on 58.84. Colin Poole surprised a few people with third quickest . . . on a spare Roger Goff outfit . . . recording a 59.13 whilst Tim Parrott was the only other driver to get under the 1m barrier with a best of 59.76. The quickest of the rest was Martin Pluck on his National outfit with a 1m 0.98 s time equalled by Steve Budd on his 250 Rotax twin.

At about 3.45 on Saturday afternoon the grid formed up behind the pace car for the first of the seven lap races . . . the Pre Final . . . and in dry but still windy conditions it was Martin Hines who got away well on the green with Ian Shaw quickly slotting in behind. For the first four laps Hines led . . . Shaw, in second, constantly looking for a way through . . . Glencross held third from Parrott with Ellis-Hall running strongly in fifth place. Martin Pluck was heading the Nationals but that lasted only two laps before the GP plates were into retirement . . . Mike Doble Jnr taking over front spot.

Lap five and the overall lead changed . . . Shaw . . . certainly on a high this season . . . relegated Hines to second and quickly began to pull out a little gap. Atherton and Hek were running behind Ellis-Hall and at the flag Shaw crossed over with a race time a couple of seconds quicker than

the rest. Hines still had that second place from Glencross . . . Parrott and Ellis-Hall.

Mike Doble Jnr was eleventh overall and first of the Nationals from Barry Train and Graham Couzens.

Ian Shaw set a new kart lap record on his fourth tour with a time of 44.56 s a speed of 97.27 mph whilst Doble took fastest lap in the Nationals with a best of 50.09 s.

The leisurely pace of the weekend allowed plenty of time for any remedial work plus the chance to view the other track activities, if your ears could stand the noise from the F 3000 machines!

After listening to that little lot I will find it very difficult to believe that karts have a noise problem . . . particularly on long circuits.

After overnight rain Sunday was cloudy but dry with the karts forming up for the final before lunch. On the green the front row all got away well . . . this time it was Parrott who had the lead as they completed one full lap. Shaw was chasing hard in second . . . Hines had third from Glencross with Ellis-Hall again running well in fifth. Martin Pluck was leading the Nationals and once again the karters were putting on a high speed display in front of packed grandstands.

For three laps the order remained the same with Ellis-Hall in fifth pulling away from sixth placed Atherton. At the close of lap four Shaw came through in the lead . . . Parrott was down to second whilst Hines and Glencross were having a real ding-dong for third spot. The leaders were in amongst the backmarkers as they rapidly completed the seven laps and it was Shaw who took yet another win with Parrott just over half a second away in second place. The battle between Hines and Glencross was really close with the verdict going to the latter by just 1/100th of a second! Ian Shaw lowered his lap record time of Saturday to leave it at 44.42 seconds whilst Keith Ellis-Hall was delighted with his result . . . fifth place . . . and a quickest lap of 45.06 on his second tour. That was faster than both Martin Hines and Phil Glencross and Keith was a happy man.

The Nationals ended with a little bit of controversy . . . Andy Martin protesting that Martin Pluck had jumped the grid and after a Stewards' hearing Pluck was given a ten second penalty . . . the win therefore going to Andy Martin. Barry Train took second in the Nationals with Mike Doble Jnr in third. Fastest lap for the single

cylinder lads was set by Martin with a time of 49.01, a speed of 88.43. Overall it was a pleasant and worthwhile visit to Brands and judging from comments made the karts had left quite an impression.

The first four . . . Shaw, Parrott, Glencross and Hines did a lap of honour and their after race comments varied from "Would have liked more laps" . . . Shaw; "With a new crew, we now plan for the World defence" . . . Parrott; "A little more speed would be welcome" . . . Glencross; "Ian has a good chance of being second in the World . . . behind me!" . . . Hines.

RESULTS

Race 1 Saturday 250E

1st	Ian Shaw	Zip/Zip Rotax
		5m 19.13 95.07mph
2nd	Martin Hines	Zip/Zip Rotax
3rd	Phil Glencross	Anderson/Rotax
4th	Tim Parrott	Anderson/Rotax
5th	Keith Ellis-Hall	Zip/Rotax
6th	Charles Atherton	Dino/Rotax

Fastest lap . . . Shaw . . . 44.56 s 97.27mph

250 NATIONALS

1st	Mike Doble Jnr.	Zip/Honda 5m
		59.14 s 84.48 mph
2nd	Barry Train	Anderson/Suzuki
3rd	Graham Couzens	Bandit/DCR KTM

Fastest Lap . . . Doble . . . 50.09 s 86.53 mph

Race 2 Sunday 250E

1st	Ian Shaw	Zip/Zip Rotax 5m
		18.04 s 95.39 mph
2nd	Tim Parrott	Anderson/Rotax
3rd	Phil Glencross	Anderson/Anderson Rotax
4th	Martin Hines	Zip/Zip Rotax
5th	Keith Ellis-Hall	Zip/Rotax
6th	Brian Harvey	Anderson/Rotax

Fastest lap . . . Shaw . . . 44.42 s 97.57 mph (Record)

250 NATIONALS

1st	Andy Martin	F-1 90/CKC Honda
		5m 56.01 s 85.22 mph.
2nd	Barry Train	Anderson/Suzuki
3rd	Mike Doble Jnr	Zip/Honda

Fastest lap . . . Martin . . . 49.01 s 88.43 mph.



Dave Griffiths.



Charles in Action

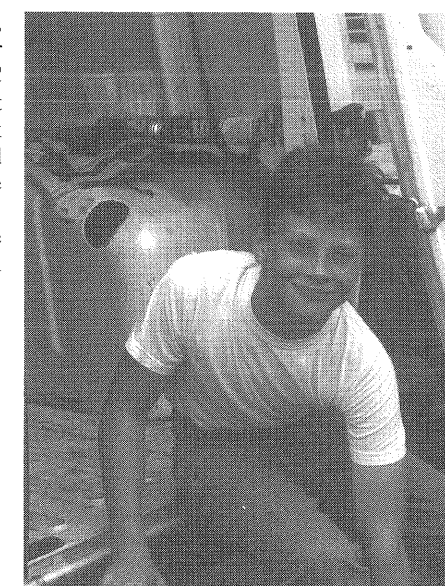
Chief Instructor at both Cadwell Park and Snetterton. The result was she was given the Team Touraco drive in the 'Evening Standard' sponsored Brands Hatch Winter Series, aboard James Rhodes' Cellnet Championship-winning Formula Ford. Her testing at Cadwell was within half a second of Rhodes' best time. Says Graeme Glew - "Vicki's debut in motor racing has all been pre-planned and been well organised. The publicity she will attract the sport and herself will be substantial." The Team drive came after Vicki had undergone rigorous training with Glew's guidance.

Vicki has also made her mark with the media, very important when one is on the lookout for sponsors. She has enjoyed coverage on BBC TV's "But First This" programme filmed at Knockhill; coverage by Sky TV, Anglia "Look East" and BBC "Reportage" interviewed and racing at Brands Hatch. All this aside from the motoring and national press exposure.

This season Vicki is competing in the Formula First series, Fortec Racing, based in



Vicki in conversation with Stirling Moss



Lincolnshire, are looking after her and the car. She will probably be the only female driver in the series.

Educated at St. Francis College, Letchworth and the Perse School for Girls, Cam-bridge, Viccki recently sat her 'A' Levels, somehow managing to find time to squeeze them in amidst her motor racing commitments! Her father Guy and mother Valer can be justly proud of her.

Vicki has a great future and we all wish her every success.

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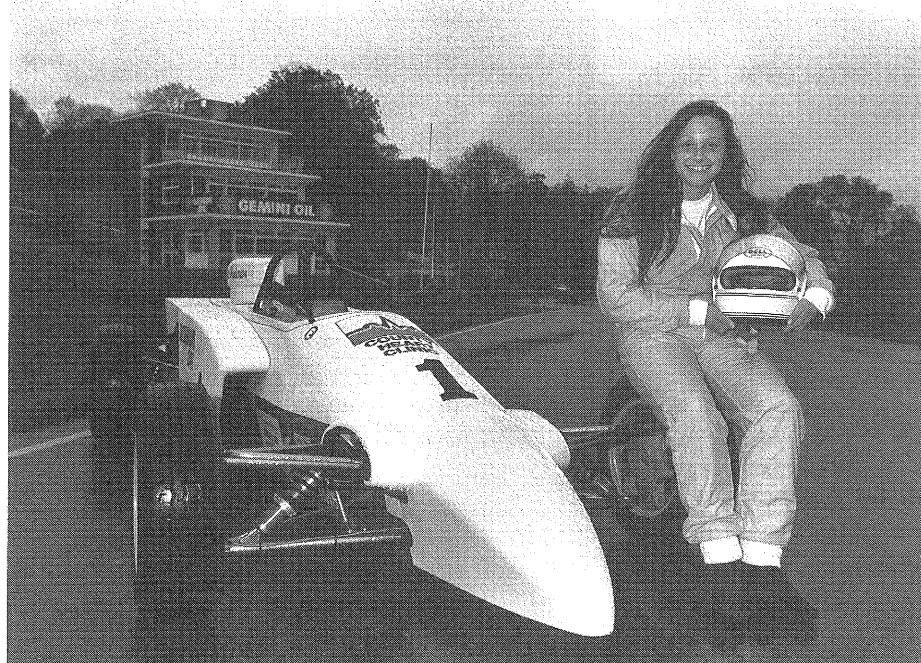
IN PROFILE

It was undoubtedly a result of her father's karting days in the British Junior Team and influence of her grandfather's Frazer-Nash Hill Climbing activities at Brooklands, that helped foster in Vicki a genuine interest in motor racing.

From a very early age this young lady was in fact horse riding mad; she enjoyed hunting and performing in gymkhanas. Those activities were curtailed when her father, Guy, unearthed an old kart of his from their garage and promptly fixed it up so that she could try her hand at something a little quicker than a horse! However, her interest in tearing around the farm lanes at home did not last long, it was soon back to four legs rather than four wheels, to something with which she was more familiar. Those were the early years when Vicki was but a minor.

Father's influence, insistence perhaps, was to prevail and by the time she reached fifteen Guy bought her a new kart and launched her into karting properly. It was understandable then that Vicki's attitude towards karts dramatically altered, whereas before it had been fun, a fad; now there was, again, that familiar element of competition in prospect. That was at the beginning of 1987. She started in Junior Britain, racing at Rye House, Hoddesdon and, more locally to her Sandon home, at Kimbolton. A number of successes came her way during that inaugural year so the 1988 season was keenly awaited. A year in 100 National produced numerous successes but, more importantly, she was gaining confidence and racing experience, invaluable commodities.

Unfortunately Vicki was unable to pursue her karting aspirations to any great extent because of her younger brother Charles's in-



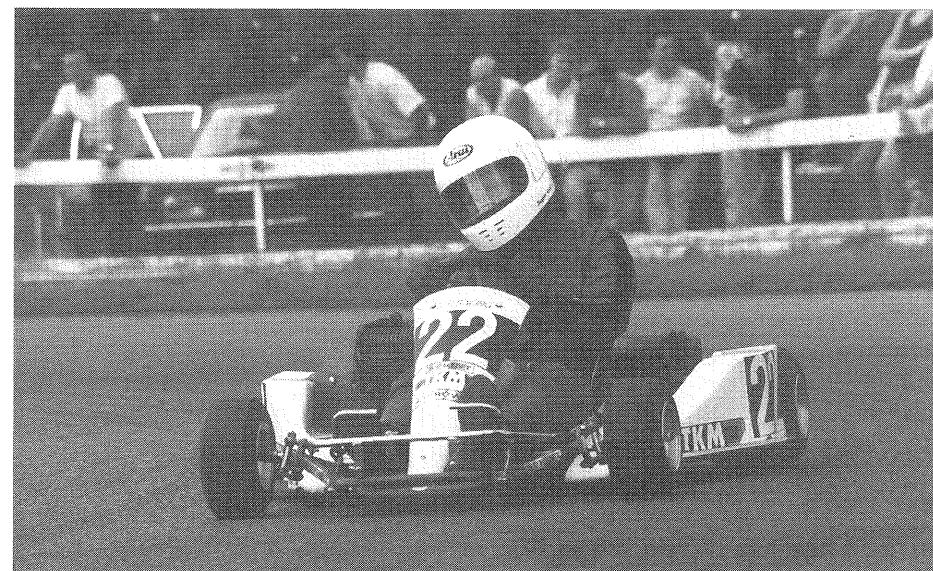
volvement in the sport. The RAC's latest baby, the Cadet class, had just got off the ground and was consuming most of Guy's

available time, having to cope with a multi-round championship series, although Vicki did manage to squeeze in the odd few events up and down the country.

Last year Vicki's racing career reached a milestone, when a visit to Crail in Fife, Scotland to race in 100 National, led to the opportunity to test a race-prepared Fiesta XR2 at Knockhill circuit near Dunfermline. Circuit owner Derek Butcher was suitably impressed by Vicki's performance and was quick to realise her potential that he allowed her a run in the racing school's Formula First car.

After logging fifty or so laps both Derek and Knockhill Karting's boss Tom MacLaren saw in her that natural aptitude for professional race driving. She possessed the ability to learn quickly from coaching and by example, essentials to guarantee her a real future in motor sport. The end result was that Vicki's was offered the post as Instructor at Knockhill's Ecurie Ecosse Racing School, tutoring the general public in XR2's. She also instructed on many corporate days for business groups, where she displayed equal competence at providing helpful advice to clients and drove them skillfully and safely; a great credit to a girl yet to reach her eighteenth birthday. She was also involved with an Alfa Romeo promotional day along with the legendary Stirling Moss. That revealed yet another facet of Vicki, a natural talent for getting on easily with noted personalities, something to stand her in good stead if she pursues a career in television, as she has hinted.

In August and September last year Vicki was tested by Graeme Glew, Team Touraco's



Vicki - as a Novice; "Oh, those halcyon days" at Rye House.

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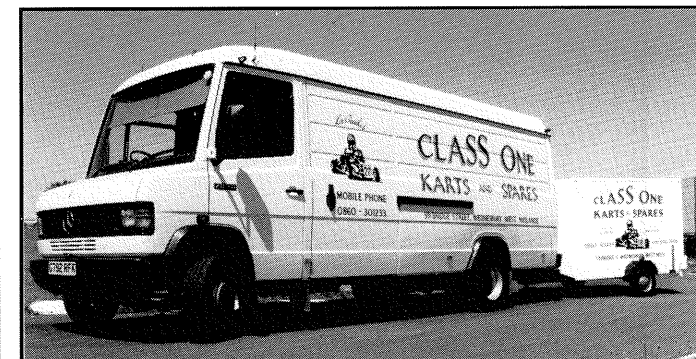
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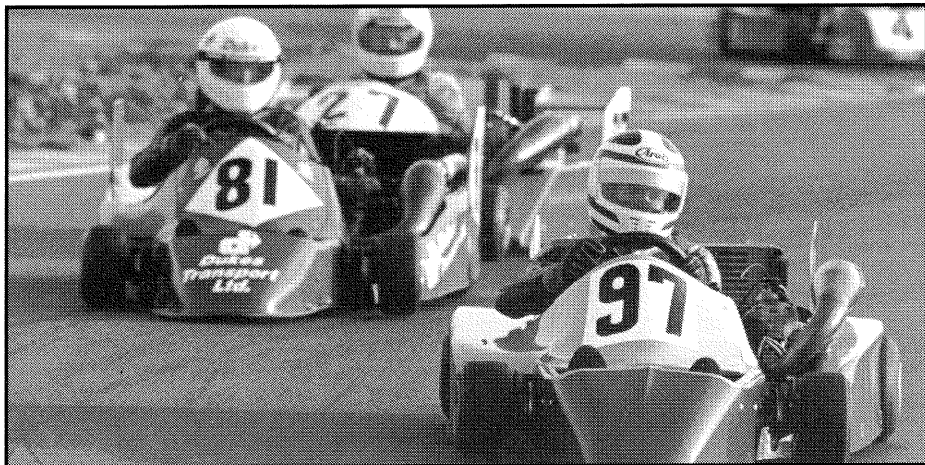
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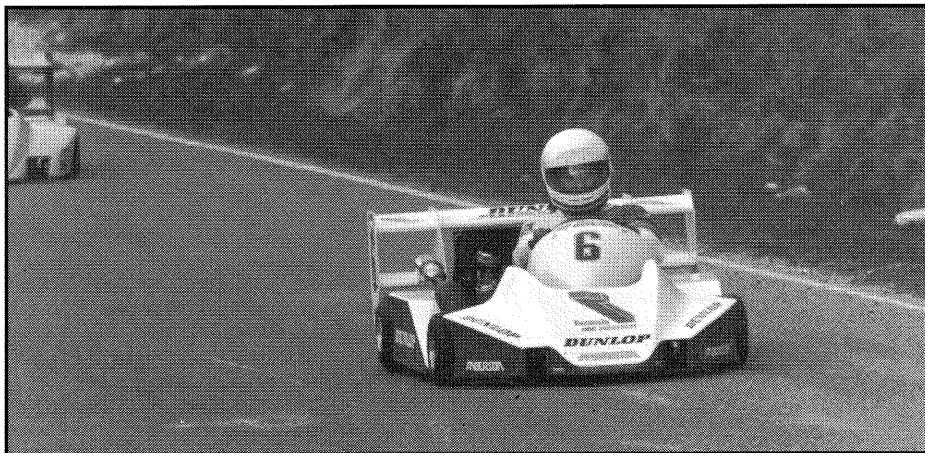
250 National — Colin Fletcher (97) and Steve McAdam (81) have also proved recently that this will be one class to watch. (Pic: Doug Rees)

menting with Minarelli and there is enough speed within himself to gain a good result.

210 racing has always struck me as so friendly in the pits but no-quarter-given on the track. I expect Phil Featherstone to avenge last year's retirement but he will be pushed hard by Igor Ashwell and Simon Quance. George Bett is due some luck this year and John Brennan will be out to prove that number 1 plates don't appear by magic. My tip for a dark horse is Tom Earl, assuming his "numb bum" is cured in time. He debuted in 1989 and qualified well up before the motor cried enough. With a little reliability (perennial 210 problem) he will do well.

The single pot 250 National class is being dominated by Mark Allen at present but with the GP, anything can happen. On current form, he will take some beating but there are a few names capable of doing just that. First of these is Martin Pluck, stunning winner of the '89 GP. Now driving an Anderson/Yamaha as opposed to the Lazer/Suzuki which brought him success last year, he has taken some time to regain his competitiveness but did win at Knockhill. Adrian Wilcox is a true character as I've said on these pages before. Very quick at present, he'll be there at the finish. Andy Martin has had his hands full launching the well engineered F1/90 kart and the quick Honda mill has not been as reliable as it could. If all hangs together and he drives in one class only, the GP plates could again be on their way to Cramlington. Ex-Superkarter, Richard Dean has returned in style, picking up a few pots in the course of the season so far. I think he is capable of winning the big one. Wild cards for the event include Steve Matthews, Kevin Maunder, Paul "Roger Bodine" Goodison, Pete Morgan and possibly Andrew Harvey. Watch this race, it should be brilliant.

And now — the biggies. Superkarts (make the

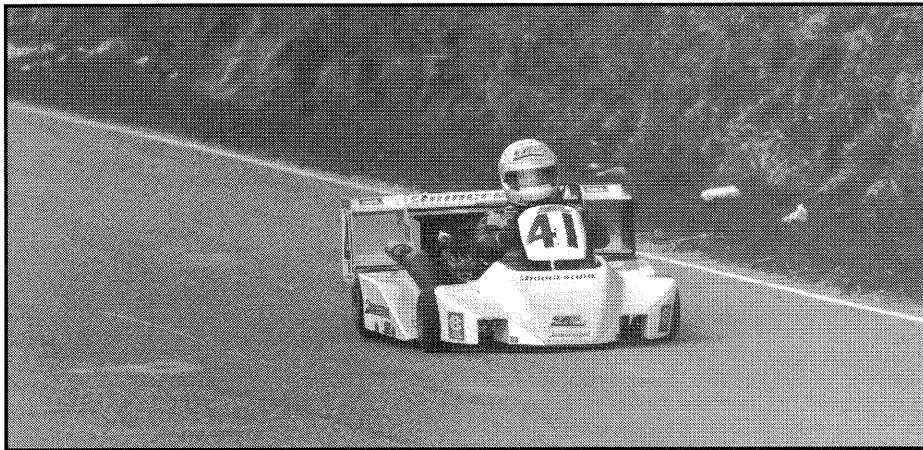


Phil Glencross's recent UK Cup challenge at Snetterton was poetry in motion — he's back on form and definitely in with a chance. (Pic: Iain Blair)

haven't come so far. With the Kelgate concern on the chassis front and "Doc" Ehrlich on the motors, the results should be coming very soon. Phil Glencross has had a barren time of late but a win at Cadwell recently will have restored his competitive nature to full blast. Off-track a really nice bloke, all that is forgotten when the helmet is on.

Mark Webster has made the transition from 250 Nats to the Superkarts with ease. Tuning his own motors has been an additional burden but with better results going his way, I think that decision was fully justified. Peter Hek and Keith Ellis-Hall are also going well but without the outright speed their more illustrious grid-mates enjoy. Further experience will bring that speed. An outside tip for the GP this year must be Duncan White. If he is there, he certainly has the speed to do well, he is just a bit lacking in track time with only Knockhill on the domestic scene to his credit this year.

Of the overseas challengers there are a few names that spring to mind. The first of these is Poul Petersen; quiet, thoughtful but incredibly quick engineer who looks slow to all but the clocks. Eric Gassin can be devastating if he keeps out of trouble and the same really goes for Perry Grondstra who is very fast indeed but a little haphazard in his approach. The Scandinavians have produced, apart from Petersen, some other very fine drivers. Torgjer Kleppe is one who's kart balancing act defies physics and he is in very



Ian Shaw will be pulling out all the stops. (Pic: Iain Blair)

for karting. Robbed of GP victory for an unprecedented 3rd time last year, he will be out for the hat-trick this time. Tim Parrott has gone his own way this year and the manner in which he promotes the sport and arranges his sponsorship is a feat in itself. Reliability has not always been there this year but on the day, Tim will be there. Roger Goff resumed his seat in the Kelgate outfit which was Parrott's last year but the results

good company with recently deposed Euro Champ Sefan Rindestroem and Pertti Kuismanen who appeared at the Easter Monday meeting for some early testing. Rainer Wimmer is usually very quick but keep an eye out for Swiss Alex Weidekehr with the unique AW2 creation complete with roll hoop and full harness!!

I don't expect Chris Stoney to be out in this class but if he does grace it, that will surely put the cat among the pigeons.

There were many critics of the decision to use the National circuit for the GP, myself among them but after a couple of years use and with the chicane at Woodcote removed, I think it is now ideal for the Kart GP. I originally thought that the GP without the GP circuit was lacking in something but Club straight is as long as Hanger with the tighter bends making things a bit safer for the karts.

In my view though, the best ever race at the GP was the 1986 125 National Grand Prix with 12 karts all in with a chance of victory right until the final bend. It was the first of the two year TV coverage and made spectacular viewing. If we can attract the telly back to Silverstone, the new challenge of the National circuit certainly lends itself to good television. For the sake of the sport, support this event, it is the ultimate.

Iain Blair

Kart & Superkart

1990 COCA-COLA BRITISH KART GRAND PRIX . . . PREVIEW CIK WORLD CHAMPIONSHIP . . . ROUND 2 . . . 250 FORMULA E



Hines, a third GP title would ensure a place in the record books. (Pic: Doug Rees)

It's August once again and that means it's Grand Prix time folks and this year the good news is that the Multi National COCA-COLA Company is sponsoring the event. That has to be not only good for the coming weekend but hopefully a good sign for the future.

In its thirteenth year let's hope the Silverstone Grand Prix doesn't prove to be too unlucky for too many people.

It has to be said that the 1990 season has not been short of controversy but I'm sure the COCA-COLA GRAND PRIX will as always be a tremendous weekend of the best in long circuit karting.

It would be nice to believe that all the many grumbles could be put to one side and that everyone enjoys what is regarded as the highlight of the year. Make that your resolve . . . have a great time . . . this is the 'real thing' and with the Sponsors product to hand 'things go better'!

Last year's switch to the National Circuit met with some misgivings but at the end of the day most drivers expressed quite a liking for the 1.913 mile track. Certainly from a spectators point of view the Brooklands complex provided some exciting action.

Who then from the expected large entry can be counted as a possible winner? In all honesty your guess is as good as mine such is the special nature of the Annual pilgrimage to the Home of British Motor Sport.

Some names do however stand out as possibles although there will always be the 'wild card' which few can predict.

The Formula E contenders will get a couple of bites at the cherry, so to speak, as they go for World Championship points as well as the GP plates. Without doubt, on this season's form, THE man to watch has to be Ian Shaw and his Zip Eagle. Ian has turned in some first class performances taking both the British and European Titles in style. His progress since entering the 250 E ranks has been exceptional . . . remember Martin Hines once being moved to say "He learns too bloody quick". He has certainly served his apprenticeship well and has earned the respect of all his fellow drivers.

Martin Hines will obviously want to do well . . . his recent form at Assen . . . before engine maladies attacked . . . was good and he is looking very quick again. A third Grand Prix Title would ensure a place in the record books. Current World Champion Tim Parrott with backing from Kodak and Florigo will be defending his GP title aboard the Anderson and his early season problems appear to be receding. Roger Goff is now under the wing of the Kelgate Team with Ehrlich motors and whilst he has not enjoyed the best of fortunes so far this year he

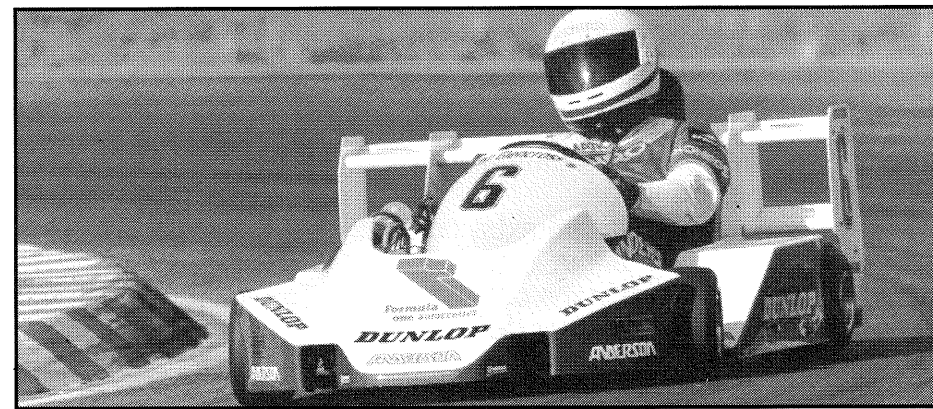
must be counted as a front runner.

Phil Glencross picked up a nice win at Cadwell in June to get back on song and he had a good result in Assen . . . picking up points as did Tim Parrott. Of the other home runners former 250 National Champion Mark Webster has not found the twin category trouble free and he has had rather a fraught season to date. His driving ability is well known . . . if he can now get the reliability he should be on the pace. Alan Pritchard has won at Silverstone in the Non Championship event whilst Keith Ellis-Hall looks to be getting closer to the front runners with each outing. Peter Gray, Peter Hek and Chris Topham will add to the British effort as will a number of others. The World Round will no doubt attract a first class entry with Assen winner Eric Gassin topping the list. The Frenchman certainly seemed to have pace at Assen although a number of drivers put in quicker laps.

Finn Pertti Kuismanen will have the benefit of advice and help from Chris Stoney and he can be relied upon to run strongly. Dutchman Perry Grondstra is always quick . . . if sometimes a little erratic . . . whilst former European Champion, Swede, Stefan Rindstroem has quickly come to terms with racing on long circuits.

Whatever the outcome it should be a good scrap and let's be a little patriotic and hope that a Brit is victorious. Silverstone just would not be complete without the National Classes and competition amongst them this season has been tremendous. To pick a winner is not easy . . . but then it never is at the Grand Prix weekend.

Phil Featherstone will I'm sure be looking for his third 210 National GP success and having switched to a Zip for the first time he may well have something up his sleeve. Like a new piston ring!!! Seriously though Phil enjoys his racing and will be very competitive out there.



Glencross is back to his old self and will certainly be looking to increase his World points score, aside from snatching the GP cap. (Pic Doug Rees)

Irishman John Brennan will provide some stern opposition whilst George Bett will be hoping for a change of luck . . . he has not had that much this year so far. Simon Quance has not enjoyed the consistency he once did but again if it all stays together he will be on the pace.

Brian Borwell, Tom Thacker, Mark Johnson, Kelvin Bonarski and Igor Ashwell are just a few more names to ponder.

The newly recognised 125 P & R's will enjoy their first Grand Prix and judging from the speed she has shown at times this year it could well go to Berndette Stoney. Keith Bisp will do his best to ensure that isn't the case as will Steve Pell and Ryan Baptiste. Jonathan Vamprow and Richard Rozhon will be in there whilst Gary Needham would, I'm sure love to have the GP Title.

As for the 125 Nationals . . . well Boyd Barrington has been the man to beat without a doubt but with his possible switch to the Open class previous GP winner Colin Mason could well be in for a second victory.

Wayne Bray has also run well this year and his Stratos outfit should be amongst the front runners. Andy Sowerby, Eamonn Talbot, Gary Ashurst, Bob Rickards and Malcolm Clark should also be in with a shout but as always the 125's will be a close encounter and it's anyone's guess really.

Paul Molloy has dominated the Open class this year as last season's pace setter Simon Cullen has been plagued by misfortune. Stuart Mead and Trevor Roberts are sure to give Paul something to contend with whilst 125 returnee Derek Price looked good again at the June Cadwell. Nigel Wigg, Steven Webb, Alex Pettigrew and Colin Poole cannot be discounted.

The 250 National class has proved to be highly competitive with large grids at most meetings this year. To pick a winner is almost an impossible task but some 'names' do spring to mind. Mark Allen and Adrian Wilcox are two such names to be in with a good chance of success but you could fill a hat with possibles and still not get it right on the day.

Former 250 E exponent Richard Dean should be on the pace as will Colin Fletcher whilst Pete Morgan will give anyone a good run. Stephen McAdam and last year's winner Martin Pluck will provide more opposition with Andy Martin and Kevin Maunder also coming into the picture.

Rest assured that the single cylinder lads will give you some first class racing. So there you have it . . . a brief look at some names likely to feature strongly this weekend . . . my ideas may turn out to be totally wrong . . . but that's Silverstone . . . unpredictable.

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BRIDGESTONE

Two main items of news this month before we get on to the GP. The first is the decision to scrap price controls as set out in the Blue Book. This applies to all classes except Cadet and UK and the current tyre prices which run until the end of 192. No reason has been given for this sudden removal of the safety blanket which has kept the sport "affordable" for so many years. Coming on the back of a 15% price hike in May (almost double the rate of inflation), it is hard to see how the RAC can possibly justify this insane piece of new legislation. Sheer profit for the trader cannot be held as a sensible excuse as with less people in the sport, there will be less money about to spend. Less people? Yes, there will be less about because, quite simply, with the less scrupulous given carte blanche to charge what they want, many will be driven from the sport through lack of finance. It's expensive enough as it is, why make things more difficult. Higher interest rates at present means that there is less income that is disposable ie able to be spent on leisure pursuits. However, there is some sense in the argument. With fewer drivers in the sport, there is less chance of the whinging sods giving the RAC a hard time. Simple innit!!

The second item of news concerns a new association formed on 14th July between a number of Britain's Kart Clubs. The intention is to provide a united voice to the MSA and a greater say in the democratic process necessary in the efficient control of the sport. Further details appear elsewhere in the issue but suffice to say, if your Club isn't yet part of the scheme, get them to join soon. The greater the voice the Clubs have, the more they will need to be heeded. Remember, the RAC don't run karting, the Clubs do. They recruit members, provide marshals and officials (mostly unpaid volunteers), they organise your meetings, compile the results, arrange sponsors, try and think of new ways to promote the sport and give it a wider appeal. THAT is the real power behind the sport. Support your Club, they need you right now.

And now to the highlight of my year and that of many gearbox karters throughout the country, the Silverstone GP. After a few years without a sponsor, backing for this year has been secured from "Coca-Cola" a drink I'm informed tastes OK when diluted with Bacardi (cheers Ed!). Seriously, it is absolutely fantastic that a multinational giant can be persuaded to back the premier event of what is essentially a minority sport.

As you'll have seen from the ad last month, Silverstone are continuing the free admission idea which worked so well last year but with the rider that two empty Coke tins per adult gain the free pass, otherwise it's £2 which is itself a giveaway. The cans will be crushed and recycled making this the first GREEN GP.



To the racing now and Blair's pointers for victory. (Sods Law dictates that all named hereafter have no chance and might as well not turn up.)

Starting with the smallest first and the first ever GP for the P&R class which I hope is well supported. Bernadette (Berni) Stoney has had a fair amount of success although a noise exclusion at Cadwell has severely dented her Championship chances. A CSK Rotax is a potent beast at the best of times and the P&R version seems



Bernadette Stoney should be well up when the P&R trophies are handed out. (Pic: Doug Rees)

to have the appropriate amount of grunt, expect this lady to be well up at trophy time. Gary Needham has had few years to sort out the TM on long circuit and in the early part of the season, that experience showed. Whether that challenge can be maintained over the tough Silverstone National circuit remains to be seen.



Gary Needham's TM could prove a serious threat. (Pic: Doug Rees)

Do not discount him. Ryan Baptiste and Steve Pell form the backbone of the KPS challenge and with Ryan's considerable experience at the GP, he could just pull it off. Pell is not so well known to me but his results so far have been good and he will be keen to keep up the momentum.

The 125 air cooled class is providing some good racing at present although Boyd Barrington looks to be getting all the glory. That hasn't always been the case this year as the noise regs robbed him of a Cadwell win which was his by right. Defending GP winner, it is difficult to see many challenge him on his way to another title. Another of the increasing number of CSK users is Colin Mason, very quick on his day but lacking the years of experience which benefit Boyd. Colin has gone well at the GP before and given the luck will do so again. Reigning "O" plate winner, Gary Ashurst is a very rapid Geordie who can turn in some stunning lappery as well as steadily consolidate a lead. With the rest of the North-Eastern "Mafia", he enjoys the racing but the apres kart is amazing too. Fronting the KPS challenge is Wayne Bray who shows off Derek Price's tuning of the Minarelli to a fine degree. A major title is just round the corner for this driver. Last is Andrew Sowerby who with backing from Kelgate and Cannock Resprays has already rewarded them with victory at Cadwell. A result at the GP would be the icing on the cake.

125 Open is wide open ('scuse the pun) at the moment with any one of a number of drivers capable of taking the win. The "works" CSK drivers are obviously going to start near the front with Nigel Wigg's more cautious approach liable to see him amply rewarded. Alex Pettigrew really does go for it and that has seen him in trouble on occasion this year. Despite this, he is a likable character who might have passed Simon Cullen at last year's event but for the chicane. Cullen himself had a difficult start to the season but recent results have been more than encouraging. He opted to stay with Anderson when the CSK clan moved to Zip and he obviously has the chassis handling to his liking. Painfully slow early in the year, he is now up with the best of them. Trevor Roberts has the bit between his teeth these days and wins at Pembrey and Knockhill will have done him no harm at all. The quickest of the Irish in recent years, the Dukes Transport driver will have no fears about Silverstone. Over at KPS there is a two pronged attack with Derek Price joining team boss Paul Molloy in the class. Both are capable of winning and Molloy indeed won there in 1986. Watch out for fireworks in this class, especially if one C. Stoney decides to have some fun with the boys. Last of my fancied runners is Steve Webb, usually seen driving the very unique Spyda chassis. He, too, has CSK power after experi-



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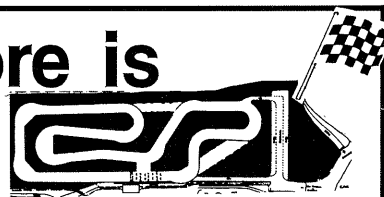
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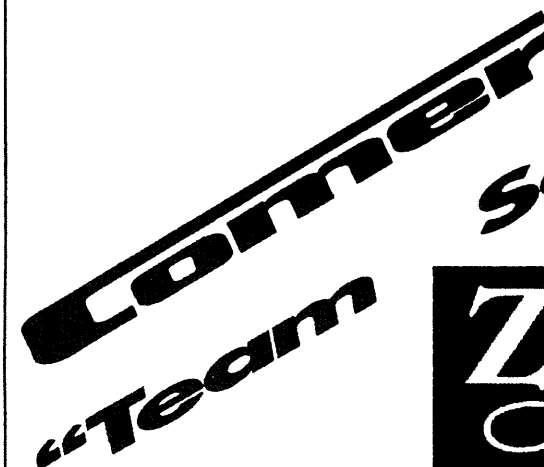
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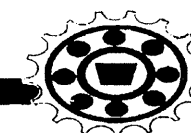
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SHENINGTON SUNDAY JUNE 17th

Heat 1: 1st Jenson Button, 2nd David Hinds, 3rd Simon Rodgers

Heat 2: 1st Lars Sexton, 2nd David Hinds, 3rd Jeremy Gumbley

Heat 3: 1st James Wright, 2nd Lars Sexton, 3rd Philip Charles

B Final: Novices Andrew Tinsley and Andrew Knight graced the front row and indeed Tinsley led from start to finish but Knight was dropped to ninth on the first lap. The next two, Jamie Richards and Sarah Williams came together at Stratford leaving Ryan Parkinson second and Gavin Bennett third with Adam Jakeman trailing in fourth. Steven Pratt was quickly moving up but had left too much to do finishing in fifth.

A Final: New Wright team-mates James Wright and Jenson Button shared the second row behind poleman Lars Sexton and David Hinds. Wright though was soon into the lead at Stratford with Sexton now coming under attention from Button as Hinds got pushed from third to fifth. The first three pulled away as Sexton regained second from Button for two tours and Michael Brinkworth leading the next bunch. It started to spit with rain causing some spins as Button regained second and Hinds fourth. Young James did well to hold off the close attention of the much more experienced Button.

1st James Wright	Wright/Comer
2nd Jenson Button	Wright/Comer
3rd Lars Sexton	Zip/Comer
4th Jeremy Gumbley	Allkart/Comer
5th David Hinds	Zip/Comer
6th Philip Charles	Allkart/Comer
7th Daniel Barrett	Allkart/Comer
8th Simon Rodgers	Zip/Comer
9th Michael Brinkworth	Wright/Comer
Novice: Stuart Turvey	Wright/Comer

GRAHAM SMITH

NUTTS CORNER SUNDAY JUNE 30th

Once again a very healthy turnout of cadets were present in the class which seems to be growing in size race after race. Richard Lyons was on form on the day and took first from the current champion Alwyn Clyde. Gareth McAlister drove well over the day to take third.

LITTLE RISSINGTON SUNDAY JULY 1st

Heat 1: 1st Jamie Ross-Mackenzie, 2nd Lee Hammond, 3rd Daniel Goode

Heat 2: 1st Lars Sexton, 2nd Peter Clarke, 3rd Louise Colin

Heat 3: 1st Daniel Goode, 2nd Jamie Ross-Mackenzie, 3rd Gary Parrett

A full grid of 34 all arrived and reserves didn't get a drive. Front row Sexton and Ross-Mackenzie and these two held their positions at the start followed by Goode and Hammond. At the end of the lap it was Sexton, Ross-Mackenzie, Goode, Hammond, Hinds, Rowe, Haddon and Colin, Louise having lost out at the start (she sticks to the rules re not accelerating before the line). Lap 2 and Hammond was 3rd and Louise was now recovering and had moved to 7th taking Peter Clarke through into 8th.

Lap 3 and Sexton had a two length lead whilst Ross-Mackenzie and Hammond were next.

CADET COLUMN

Lap 4. Sexton, Hammond, Jamie R-M then Goode, Hinds, Rowe, Colin and Louise was putting the pressure on Nelson.

Another lap and still it was close up front and now they were closing on back markers. Peter Clarke was trying to get past Louise but a flooded carb ended his race on Lap 8.

Lap 7 and gaps started to appear at the front as the lapped drivers got into racing lines as the leaders went for them.

Lap 8 and J M-K regained 2nd whilst Rowe and Colin both passed Hinds and Simon Goode now appeared in 8th and going well.

Lap 9 and Jamie was missing, an incident among back markers at the kind putting paid to his chances.

With 2 laps to go it was still anybody's race. Sexton just from Hammond with Daniel Goode, Rowe and Colin right in their battling into the last lap and Lars stayed cool and took a narrow victory from Daniel and Lee but Nelson (Rowe) met his Waterloo at the hands of Louise who snatched 4th with ½ lap to go.

1st Lars Sexton	Zip/Comer
2nd Lee Hammond	Allkart/Comer
3rd Daniel Goode	Allkart/Comer

ROWRAH SUNDAY JULY 8th

Three different heat winners with first blood going to Stacey Fell from Thomas Ford and Chris Moreton. Heat two saw a win for James Billington with Stacey 2nd and Lee Cook 3rd. The final heat was run in two halves after it was red-flagged with the eventual winner being Chris Moreton from Thomas Ford and Phillip Moreton. So the scene was set for a cracking final.

Making the break from the lights was Chris Moreton with Stacey also easing away but not close enough even at this early stage to threaten the leader. Thomas Ford had third at this stage but wasn't showing the dominance he has had of late and there was a big queue behind, waiting for the first slip-up. That didn't happen until two laps from home when backmarkers jumbled things up a bit which left Phillip Moreton in 3rd from Ford, Billington, A. Tindale and Bobby Cannon with the top ten rounded off by B. Anderson, M. Waller and Nicky Davies. Great racing from a great class.

1st Chris Moreton	Jeta
2nd Stacey Fell	Allkart
3rd Phillip Moreton	Allkart
4th Thomas Ford	DAP
5th J. Billington	Allkart
6th A. Tindale	DAP

IAIN BLAIR

DUNKESWELL SUNDAY JUNE 24th

Heat 1: 1st Barrie Wilkin, 2nd Peter Clarke, 3rd Daniel Hazlewood

Heat 2: 1st Clarke, 2nd Wilkin, 3rd Louise Colin

Heat 3: 1st Clarke, 2nd James Soden, 3rd Colin

Wilkin missed Heat 3 as a result of an incident at the end of the 2nd when a novice driver finished up on top of his feet. As a result the final went home before the final. So a repeat of the close Heat 2 dice was not to be seen. On the front row Peter and Louise.

From the off it was Peter with Louise and

James right behind. After pits bend James squeezed by Louise approaching the chicane. After two laps I put the watch on the leader and they were under 44 secs which was faster than some of the 100cc novices. Lap 1 to 3 and the order was Clarke, Soden, Colin, Hazlewood, Catt and Parfett. However on Lap 4 Catt took Hazlewood and the pair started to close on Louise. By now the two leaders were comfortable. Further back though and Scott Cooper was closing on 6th placed Parfett. Lap 6 and little Scotti was through and going away but Gary fought back and closed right up again by the finish. Lap 6 and Louise, Gary and Daniel were fighting like tigers for 3rd. Suddenly Louise seemed to change gear or took another breath and was away from the two lads and on the bumper of James. Could she get past in the two laps left. Unfortunately no. Peter Clarke ran out an easy winner, while just off the leader board came Gary Parfett, Stuart Lane, Jonathan Hynes and Mansel Smith occupying 7th to 10th.

1st Peter Clarke	DAP/Comer
2nd James Soden	Allkart/Comer
3rd Louise Colin	Allkart/Comer



JAMES BILLINGTON



THOMAS FORD

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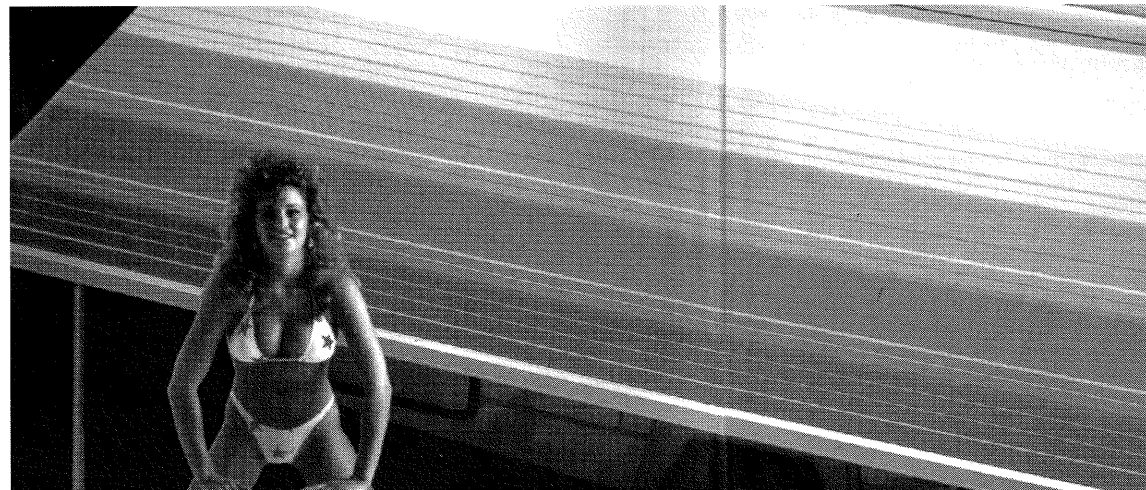
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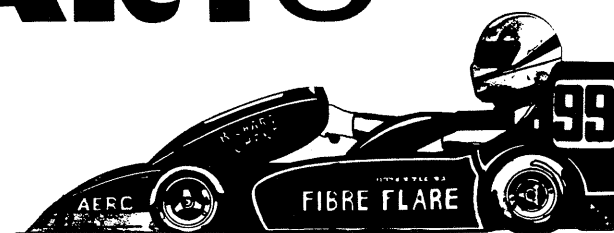
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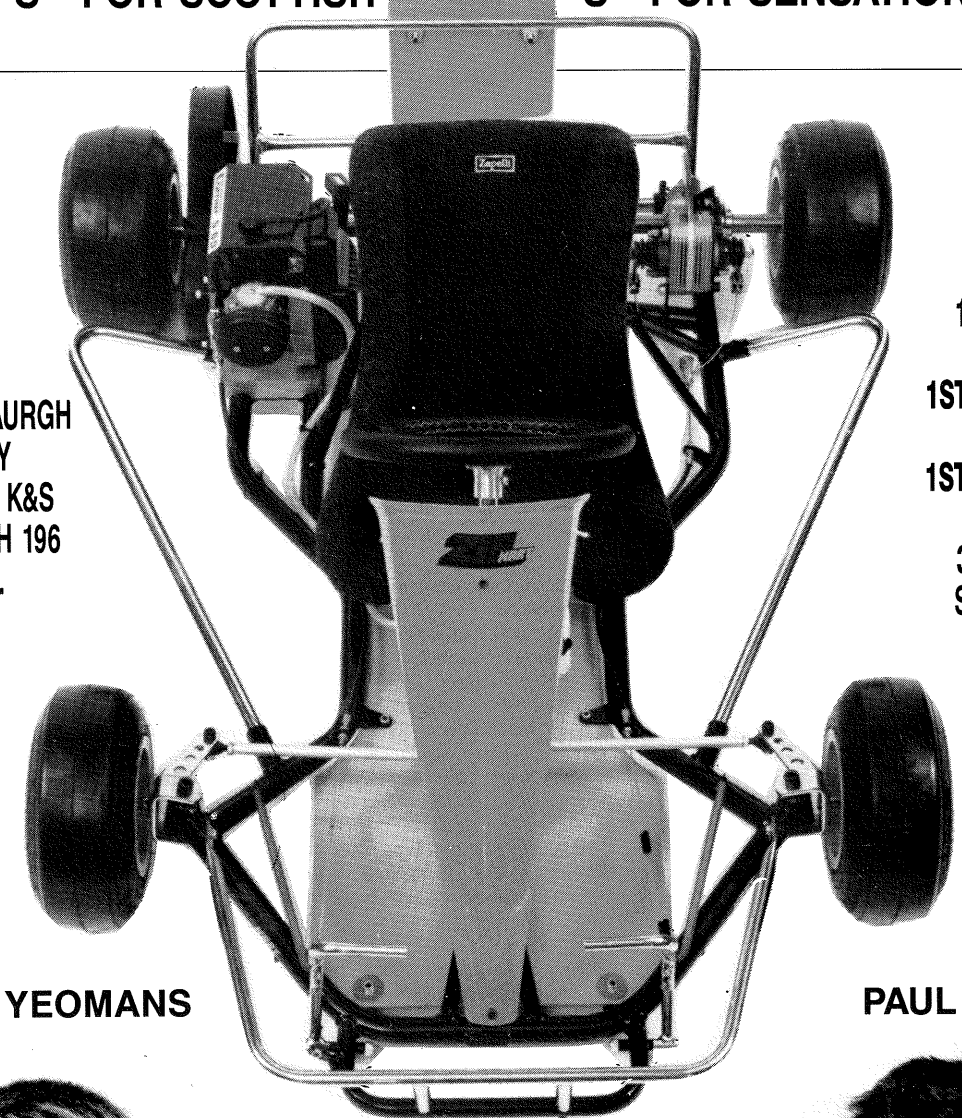
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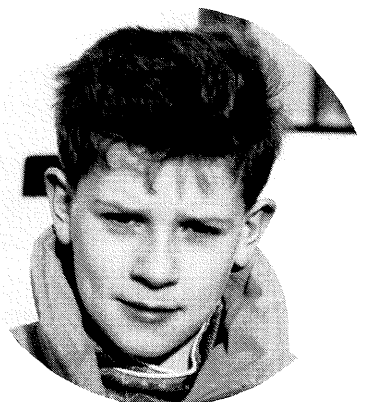


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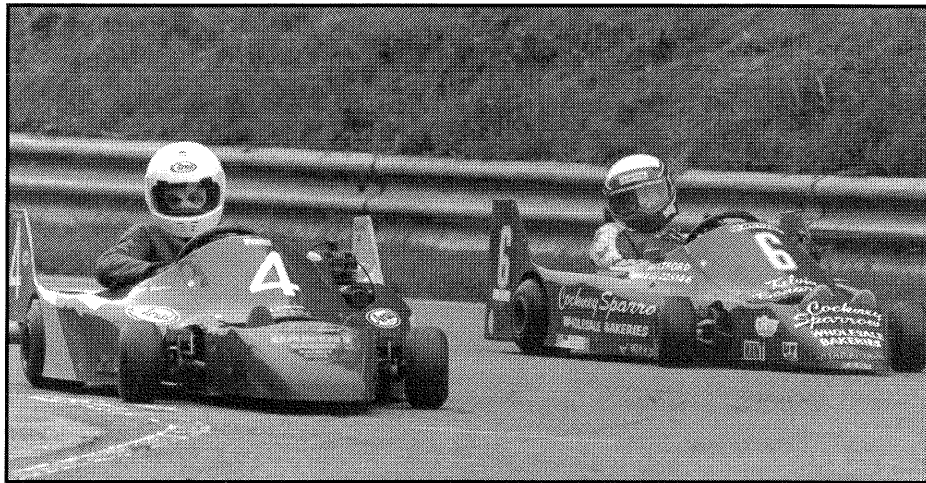
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CADWELL PARK

Saturday July 7th 1990



Villiers action — Simon Quance (4) with eventual winner Kelvin Bonarski. (Pics: Doug Rees)

KEVIN BONARSKI (210's); RYAN BAPTISTE (125 P & R); COLIN MASON (125 NATS); COLIN FLETCHER (250 Nats); SIMON CULLEN (125 OPEN) and IAN SHAW (250 E) each took class wins at a somewhat poorly supported Cadwell meeting on July 7th.

The Cadwell Club had received what must have been on of the lowest entries for some time . . . under 100 . . . with the 250 Nationals having about one third of the total entry.

As far as the Superkarts were concerned . . . just a week away from the World First Round at Assen . . . those present were treating it as a final test session before making the trip to Holland.

The weather wasn't too good during the morning but it did improve and the finals went ahead in dry conditions. First away as usual were the Villiers:

With only seven 210's it was never likely to prove too exciting and whilst most managed to finish both heats only Kevin Bonarski and Nick Scrimshaw did so in the ten lap final.

Bonarski took both heats from Simon Quance and at the green it was Bonarski who made the best of it. For the first half of the final he and Quance disputed the lead with just five or six lengths between them. Igor Ashwell held a comfortable third spot until the seventh lap and as

they completed eight tours Bonarski came through all alone . . . Quance having gone missing too. Scrimshaw . . . the only other 210 runner, was well back and in amongst the slower of the P & R runners.

For the remaining laps Bonarski motored on without problems and crossed the line some 48 seconds ahead of Scrimshaw.

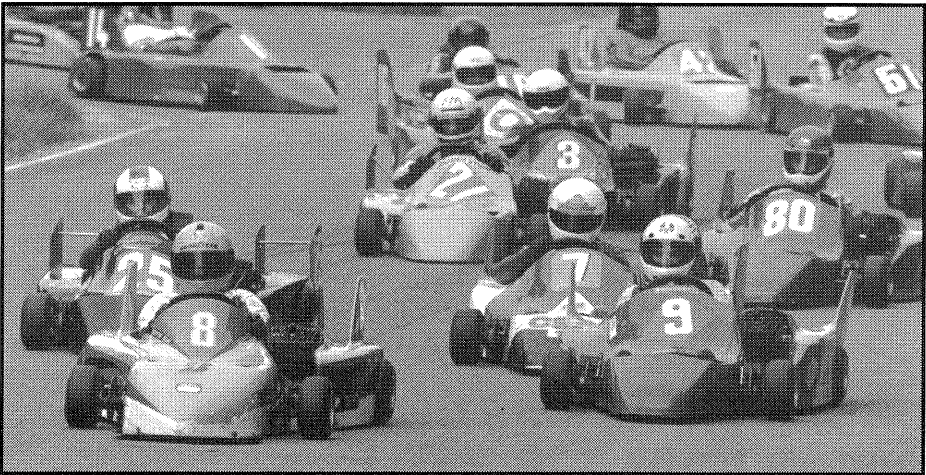
The P & R heats were taken by Jonathan Vamplew and Gary Needham as Ryan Baptiste picked up a couple of second places.

Baptiste was away well at the start of the final and apart from lap six when Needham just had the edge Baptiste led throughout.

His race time over the ten laps was considerably quicker than that of Bonarski and at the flag he had just half a second advantage over Needham.

With an entry of just under twenty both 125 National heats went to Wayne Bray and it was he who made the best of it at the start of the ten lap final.

Colin Mason was soon into his stride though



The 125 National field pours through the hairpin.

and as they completed one lap he was in front with Bray, Andy Blakely and Malcolm Clark following. As they exited Mansfield at the close of lap two Clark got into a spin, lurched back on to the circuit, narrowly missing others as they went into lap three. He recovered . . . rejoined but down a few places to seventh. As half distance came so Mason and Bray were getting in amongst the backmarkers with Mason being well clear of Bray and the rest.

The pattern stayed much the same for the remainder of the race and Mason ran out a comfortable winner from Bray. Blakely held third throughout . . . Clark made up ground after his little 'off' to take fourth place ahead of Peter Wilson and Gary Ashurst.

At about twenty minutes to four the largest grid of the day . . . 250 Nats . . . formed up for their ten lap final. Colin Fletcher had taken both heats with Adrian Wilcox and Martin Pluck each having a second place.

Darren Wenn failed to make the start . . . coming round after the rest had gone . . . and pulling off into retirement. Derek Rodgers was also having another disastrous day . . . struggling to get away on the green and pulling off into the paddock.

Peter Morgan it was who made the early running down to the hairpin but after one lap Paul Goodison came through in the lead from Richard Dean, Adrian Wilcox, Colin Fletcher and Morgan.

Fletcher was up to second after two laps and on the third tour moved into the lead. Goodison led the rest with Wilcox up to third . . . Morgan fourth, Dean fifth and Pluck next.

By half distance Fletcher was well clear . . . Morgan had claimed second . . . Wilcox . . . third from Pluck with Goodison ahead of Dean. Andy Martin had made progress to take a somewhat lonely seventh spot as Tony Draper led the rest of the field.

By the close of seven laps second place had a new face . . . Pluck had eased ahead of Morgan with Wilcox next from Goodison and Dean. Lap eight and Goodison got it wrong . . . slipping down the order to eleventh place. For the remaining laps Fletcher motored on comfortably taking backmarkers with ease to cross the line the winner by just under two seconds. Pluck, Wilcox, Morgan, Dean and Martin completed the top six.

Simon Cullen was enjoying better fortunes than of late in the 125 Open category taking both heats. He had National Champion Boyd Barrington to contend with plus former 125 hot shoe Chris Stoney. Each had a second with Barrington adding a third and Stoney a fourth.

At around 4pm the lights flicked to green and it was Barrington who got away first but by the close of one lap Cullen had taken over at the front with Stoney second . . . ahead of Barrington.

The order soon settled with Cullen extending his lead as the laps passed . . . Stoney holding a comfortable second spot from Paul Molloy. Barrington was disputing the next place with Nigel Wigg whilst Roy King had charge of the rest.

Nothing changed for the duration of the race really . . . the leading half dozen holding their positions without too much drama. Backmarkers were encountered from about lap eight but they caused no problems and at the flag Cullen had a 4.3 second advantage over Stoney.

The last race of the day . . . the Superkart final . . . couldn't really be honestly described as a 'race'. Eight took the start and just half that number completed the full ten lap distance. Ian Shaw had recorded the quickest time in the session against the clock . . . 1m 7.5 with Phil Glencross putting in a best of 1m 8.3 and Martin Hines having a 1m 8.7. The weather improved later . . . as did the times . . . 58.8 seconds to Hines in the second heat and it was the Zip Boss who took both heats from Shaw.

On the green the front row got away well with Glencross trying to squeeze between Shaw and Hines as they headed for the hairpin. At the close of one lap Shaw . . . with his newly won 'E' plates . . . was ahead . . . Glencross had second from Hines with Denton some way back in fourth.

It stayed that way for the first four laps then Glencross got into a spin at the hairpin leaving Shaw well clear of Hines. Glencross rejoined . . . slotting himself in between Shaw and Hines . . . albeit a lap down . . . unlapping himself as they completed eight laps. The next lap . . . nine . . . brought about the retirement of Hines as the Rotax cried enough and with Glencross also calling it a day Shaw cruised home to a winning margin of almost twenty seconds. Denton had second at the flag . . . John Faulkner was third with Steve Edwards being the only other finisher to complete the distance.



Nigel Wigg in 125 Open aboard the Bandit II.

125 OPEN	
1st Simon Cullen	Anderson/Anderson Rotax 11m 1.7s 80.32 mph Zip Bandit/CSK Rotax Stratos/KPS Minarelli
2nd Chris Stoney	
3rd Paul Molloy	

CADWELL CHATTER

The new Zip Trade Trailer was on show for the first time . . . and smart it is too . . . John of course got what he expected . . . orders for two pints of bitter and a bag of chips!

* * *

Gary Needham . . . P & R driver . . . was on the edge of his seat all weekend and close to a phone when possible as he was awaiting news of his wife who was about to present him with a young Needham.

* * *

Ron Brassey was present . . . not for too long though!

* * *

Bill Lancaster would like to hear from any Marshalls who would be willing to help out at the Hull kart event on August 19th. Bill is steadily climbing the ladder to become a Clerk of Course although he expects to have a strong interest in the proposed Marshalls Kart Section. He can be contacted on Lincoln 0522 690906.

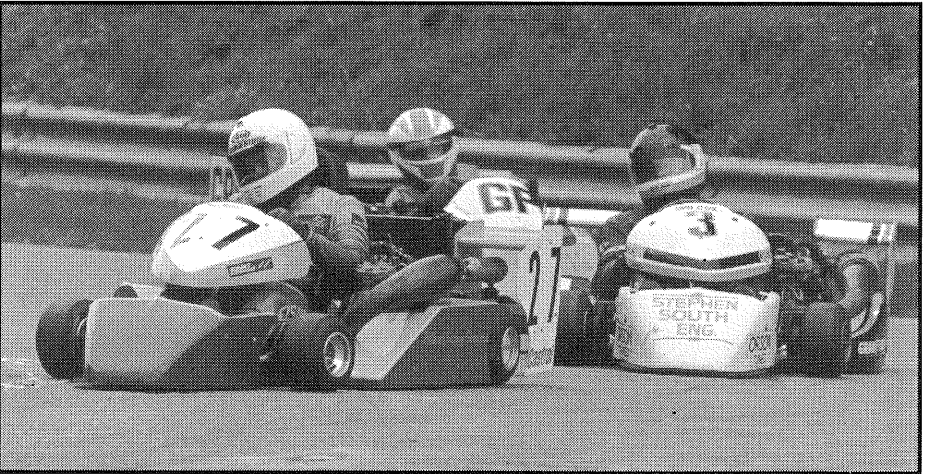
* * *

Noise tests were conducted but with very little fuss and few exclusions. It does seem to have gone very quiet!



The 250 National field was the largest grid of the day.

210 NATIONAL			
1st Kelvin Bonarski	Zip GPN/RV 210	250 FORMULA E	
	12m 3s 73.51 mph	1st Ian Shaw	Zip Eagle/Zip
2nd Nick Scrimshaw	Stratos/Villiers		Rotax 9m 57.5s
			88.95 mph
125 P & R		2nd John Denton	Anderson/Rotax
1st Ryan Baptiste	Stratos/KPS	3rd John Faulkner	Zip/Rotax
	Minarelli 11m		
2nd Gary Needham	56.2s 75.26 mph		
3rd Steve Pell	Stratos/TM		
	Stratos/KPS		
	Minarelli		
125 NATIONAL			
1st Colin Mason	CMR Bandit/CSK		
	Rotax 11m 18.1s		
2nd Wayne Bray	78.38 mph		
3rd Andy Blakely	Stratos/Minarelli		
	Lazer/CJF Minarelli		
250 NATIONAL			
1st Colin Fletcher	Anderson/CJF KTM		
	10m 44.7s 82.44		
	mph		
2nd Martin Pluck	Anderson		
	Mirage/RCR		
	Yamaha		
3rd Adrian Wilcox	Anderson/Orson		
	KTM		



Morgan (27) here in action with Wilcox (3) and Pluck (GP) was to slip to fourth when the latter pair demoted him, Pluck snatching second.