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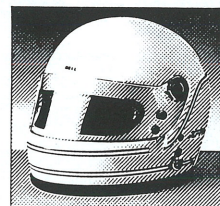
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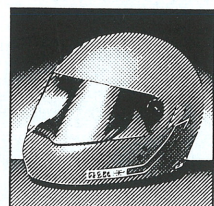
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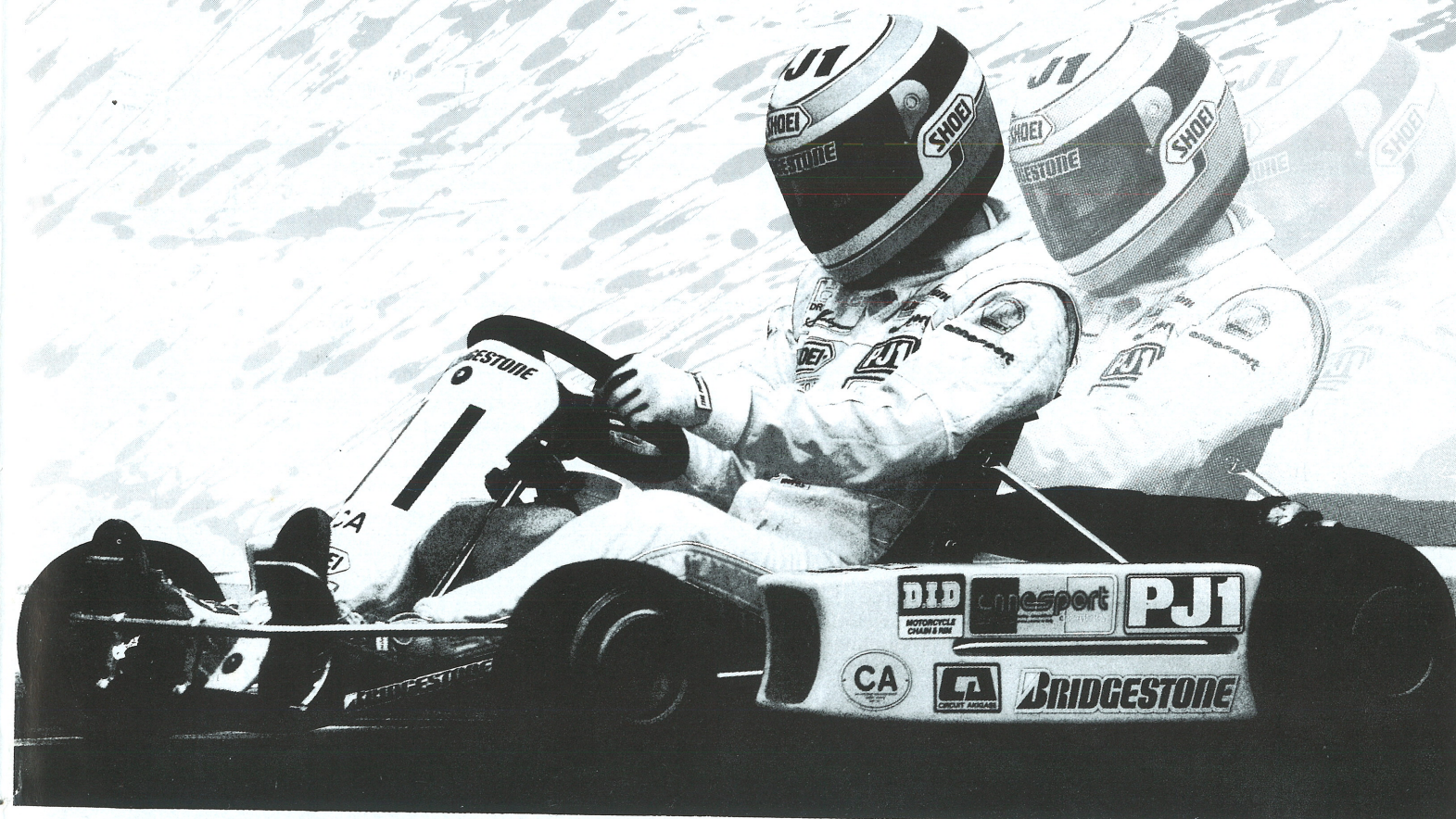
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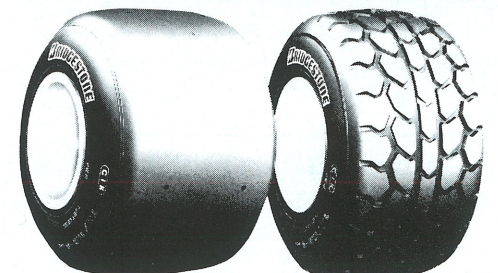
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(DRY)

(WET)

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125 OPEN RETIREMENT SALE. 2 1990 water cooled Anderson tuned Rotaxes 1 AK Anderson kart ... full body and short trim. 10 lap old Dunlops. Complete, ready to race, 2 sets of wets KT3 and KT4 brand-new on brand new rims. 1 set of leathers, suit 6ft medium build. All equipment new March 1990 at cost of over £5,000. First £3,250 secures ... no offers. Telephone Watford (0923) 661345.

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TWO 125 a/c Zip Rotax Engines, 18 months old, one complete with exhaust and 38mm Dellorto, £1,000, one with exhaust at £850. Tel: Ian, 0925 31985 or 0925 838413.
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100cc

100 BRITAIN kart and outfit. Pro 1 Wright chassis with very fast Arrow engine, recently run-in. Slicks on rims and a new set of wet tyres and rims. Never raced - £600. Trailer to carry one kart, purpose-built - £150. Kart stand and pusher £50. Sparco boots, size 7 and gloves, only worn four times, 5ft 10in suit, Nimrod 11 helmet, useable until December '92 - £70. Tel: 0457 65026 (Outside Manchester). Tel: 0457 65026 (outside Manchester).

100 BRITAIN WRIGHT, Dec '89 02 M14 Chassis. Tillett seat, Q/R axle extended nose loop. Seven meetings - £550. TKM L 95 Feb '89 - £550. Parilla TT 27 just rebuilt - £300. Tyres, rims, stand, lots of spares. Box trailer - £275. Telephone: Richard 0480 219717 (Cams).

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PAUL CARR tuned Parilla TT 27, suitable for Junior or Senior Britain. Selected engine used for this year's RAC MSA British Championship (48.3 + Hi-Fi rod). Very competitive - £300. Telephone: 0285 75563.
WRIGHT BRITAIN chassis 1989. Little used back-up chassis for British Championships with re-built Parilla 31, Deavin tuned, nine months old. Also pods, two sets nearly new tyres. Lots of expert help if required on this ready to win outfit - £935 ono. Telephone: 081-462 2232 (day), 0689 54187 (evenings).

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TWO SWRD, TT 27 GB 1989 Parillas. Selected, tuned, 48.3, 48.5. Both trophy winners. Unused on new bores. Maintained regardless - £900 new, £450 and £350. Telephone: 0792 872841.

100 NATIONAL TKM factory selected TKM engine. Just run in. Slicks, wets, twin vented disc, 30mm hollow axle. A1 condition - £595. Telephone: 081 398 7319 after 4pm.

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STOP PRESS

The Cadwell Kart Club brought its 1990 racing season to a close on Saturday, September 1 when it hosted the Annual Autumn Championships on the Club Circuit.

Bernie Stoney followed her Grand Prix success with another win in the P&R class with Jonathan Vamplew second. Andrew Mears took his first Cadwell victory in the 210 category ahead of Igor Ashwell whilst Colin Mason led Wayne Bray home in the 125 Nationals.

A well subscribed 250 national entry required two split heats and a qualifier before Colin Fletcher took the ten lap final ahead of a rejuvenated Derek Rodgers. Simon Cullen was back to winning ways in the 125 Open class and it was smiles all round as Mark Webster took first place in the 250 Formula E final... his first win in the category. Ian Shaw and Martin Hines took the next two places with Alan Pritchard getting a deserved fourth spot.

RESULTS

- | | |
|--------------|--|
| 125 P&R | 1. Bernie Stoney
2. Jonathan Vamplew
3. John Homer |
| 210 NATIONAL | 1. Andrew Mears
2. Igor Ashwell
3. Gary Adnit |
| 125 NATIONAL | 1. Colin Mason
2. Wayne Bray
3. Malcolm Clark |
| 250 NATIONAL | 1. Colin Fletcher
2. Derek Rodgers
3. Pete Morgan |
| 125 OPEN | 1. Simon Cullen
2. Derek Price
3. Boyd Barrington |
| 250 E | 1. Mark Webster
2. Ian Shaw
3. Martin Hines |

Zip Bandit/CSK Rotax
Stratos/CSK Rotax
Dino/Honda

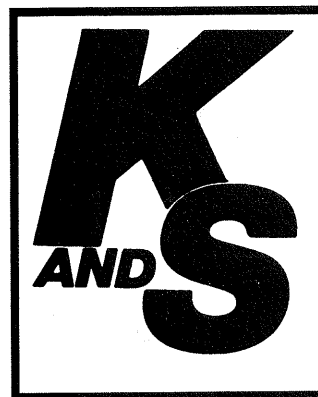
APM/Villiers
Aero/Longtune
Anderson/Invader

CMR Bandit/CSK Rotax
Strato/Minarelli
Kelgate Zip/CSK Rotax

Anderson/CJM KTM
Anderson/Wood Yamaha
Anderson/MWR KTM

Anderson/Rotax
Stratos/Minarelli
Zip/CSK Rotax

Zip Eagle/MWR Rotax
Zip Eagle/Rotax
Zip Eagle/Rotax



FRONT COVER:

Bernie Storey made history by becoming the first lady to win a Grand Prix at Silverstone. (Photo by Paul Grice)

Inset picture: Darren Coatsworth, a Cadet contender in the Kart and Superkart Championships

MONTHLY

No. 137

MIKE Says . . .

The last month has certainly been a busy one, to say the least and if the 'grapevine' has done its job you will no doubt be aware of the recent changes at Kart and Superkart. In fact I'm told that the 'bush telegraph' got its wires crossed a little and rumour was that K & S had ceased to function. That is as far from the truth as you can get really . . . I can assure you that Kart & Superkart is alive and well and as you will read elsewhere, now wholly based in the North of England. You could say that some 'surgery' was necessary . . . the recuperation period is about to end and the signs are that a complete recovery will be made with the future looking very bright.

The first signs of change will be evident in this issue . . a slight, barely noticeable reduction in size, a new internal layout whilst retaining the well known, attractive cover.

Much more up to date results, news and views will appear in future issues so if you have anything to tell me . . don't hesitate . . . phone, fax or write and I will do my best to put you into print.

MIKE SMITH

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Strictly Classified!

250cc

250 NATIONAL Zip Bandit as driven by
Colin Fletcher in 1989. Kelgates, long
circuit bodywork, new short circuit
bodywork. KTM engine rebuilt, new
piston, KN filter, spare pipe. Many
wheels and tyres. Two sets of wets.
Unused Ross Edwards wheels. Leath-
ers, Zapelli short circuit suit, unused.
Bell MR 2 helmet, unused. Genuine
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spare engine. Fast and reliable -
£2,400. Telephone: 0288 355162.
ZIP YAMAHA TZ 250 w/c. Very quick
and reliable with slicks on rims. Clean
outfit, some spares - £675 ono. Tele-
phone: Carlisle (0228) 21914.

250 NATIONAL ZIP GP water cooled
KTM. Many new parts. Lots of wheels
and tyres. Quick and reliable. Ready to
race - £950. Telephone: 061-748
5082.

ROTAX 256 International, '83 engine,
rebuilt, unused since. '88 chassis used
three times. Wets, carbs, spares. Short
and long circuit trim - £1,000. Tele-
phone: Peter 0706 725092.

250 NATIONAL Anderson/CKC Maico
1989 top six finisher long circuit. 10
meetings from new. Spare unused bar-
rel. Must be sold, owner going abroad
- £1,695. Telephone: 0622 871818 af-
ter 6pm.

ZIP GP 250 National Yamaha, 1990
engine, KMP tuned. Dellorto, Motoplat,
Motiv pipe, Kelgates. Spare slicks,
wets on rims. Spare YZ 250 H engine
plus Zip GP chassis. Kart set up by
Mark Allen. Mint condition - £1,650
ono. Telephone: Swansea (0792)
885686.

ZIP GP rolling chassis with Kelgates -
£300 ono. TZ engine spares - offers.
100 Britian Sprint chassis, Dap T 70 -
£675 ono. Telephone: 0642 476293.

250 INTERNATIONAL Zip GP, Goff
tuned Rotax and spare Goff engine.
Full body. Many spares. HKRC Club
Champion and all time lap record outfit
- £1,900. Telephone: Paul 0908
677964 (evenings).

250 SPYDA rolling chassis, new bear-
ings, pads, seals, bubble and wing.
Very good condition - £450. Tele-
phone: Aldershot (0252) 315 603.

RETIREMENT SALE. '88 An-
derson Superkart, never
crashed, with choice of '88 or
'89 Rotax. All with digital
ignition and all rebuilt for
Silverstone. Many spares in-
cluding helmet, five sets of
Edwards rims with half worn
tyres. Was running 12th on
last lap of GP. Telephone:
04747 7714 ask for Peter.

ZIP BANDIT, 1988, YZ 250K, long and
short circuit trim, Kelgates, mono rims,
wets and slicks, latest carb and
exhaust. Some spares. All in A1 condi-
tion and ready to race, £1,650 o.v.n.o.
Tel: 0733 76614.

KELGATE Zip GP, CSK Rotax 256,
1987, very quick outfit, in excellent
condition, some spares, £2,250. Also
Box Trailer, suit above or two 100cc
karts, £250. Tel: 0258 820720 or 0332
864577 (evenings).

1985/86 MERCEDES 608D LWB.
Carries two superkarts, false floor, tyre
racks, side awning, seats five at front.
MOT, service history, £5,000 + VAT.
Ring: Roger Goff, 0234 44001.

250 NATIONAL OUTFIT. Zip GP fitted
with Suzuki motor. Complete re-build
including aluminium floor pan, radiator,
silencer and chassis parts. Spare slicks
and wets, full bodywork, various
spares. Engine problem... hence...
£850. Tel: (Day) 0582 472882,
(Evenings) 0582 663570.

TOWAVAN 220 D, 4-wheel
box trailer, brand new, only
used four times. Fully fitted
out with aluminium shelves
and workbench. Fits Super-
kart, hitch lock, spare wheel
and stabilisers. Was £2,900
when new, £2,250 ono. Tel:
0625 874021 (Evenings).

TZ 250 motor complete with carbs,
exhaust, rev counter etc. Needs atten-
tion, £200. Tel: (Day) 0582 472882,
(Evenings) 0582 663570.

ZIP Bandit, 250 w/c '87 KTM engine, full
floor, adjustable brake bias, mint condi-
tion, £1,795. Caravan, 13ft 6in, takes
two karts, bed, cooker, £395. Tel: 061-
491 0125.

WANTED! Two beginners, 250 Nation-
al, needs bits, brakes, discs, wheels.
Anything considered, must be cheap.
Telephone: Andrew 06667 7893 (even-
ings/weekends).

210cc

ZIP 210 short circuit chassis, full length
floor tray and side bars. Excellent con-
dition - £550. Telephone: Home 0274
873785. Work 0532 574341.

BARLOTTI rolling chassis, good condi-
tion, 210 engine plates. Only needs
engine and tyres to race. Bargain -
£190 ono. Telephone: 716115 (even-
ings).

210 ENGINE, gearbox and carb plus
electronic ignition, plus spares - £200
the lot. Telephone: 09323 40700.

125cc

ZIP BANDIT Rotax 125, ex Pettigrew,
CSK tuned. Immaculate condition, very
quick. Full body and spares. Must be
seen - £1,500. Telephone: 0977
614420 after 6pm.

ZIP GP 125 a/c Rotax. Never raced.
New piston and ring. 3 sets of slicks and
2 sets wets, all on rims. Short and long
circuit sprockets. Very smart kart, eye
catcher. Reluctant sale - £900 ono. Tel:
(0384) 638353 ask for Neil.

ANDERSON 125, 1989. Full body with
wets - £1,275 ono. Telephone: (021)
459 5263 ask for Kevin.

TUNED 125 air cooled Rotax. Not run
since re-plate and rebuild. With carb,
ignition and quiet exhaust pipe - £750.
Telephone: (0761) 53389.

ZIP BANDIT 125 water cooled. Long or
short circuit trim. New mains on engine.
New water pump. Four sets of wheels.
Spare, stand, helmet. Owner going
abroad. Very clean outfit. First to see
will buy - £1,580 ono. Telephone: (081)
783 0606, before 9pm please.

STRATOS Bare Chassis, very good
condition, £125 o.n.o. W/C long circuit,
closed bodywork, £95 o.n.o. Yamaha
'Chappy' 80cc Monkey Bike, ideal fun,
paddock bike. MOT, v.g.c £345 o.n.o.
Tel: 0476 860911 (S. Lincs).

JOHNATHAN Vamplew has
for sale Stratos chassis, June
1990. Four Long Circuits
only, accident free, 3rd at GP,
comes with lightweight
body, ideal for long or short
circuit - £1,250. Tel: 0874
730866 or 730444.

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



JUNIOR BRITAIN SUPER
1. Charles Butler-Henderson
Wright/Turney TKM
2. Nick Smith Dino/BG PCR

SENIOR BRITAIN NOVICE
1. Pete Johnson Dart/Arrow
2. Dean Gillatt Sprint/PCR
3. Russel Eden Wright/Parilla

SENIOR BRITAIN CLUBMAN
1. Richard Wallington Wright/Parilla
2. Phil Nabarro Anderson/Goff PCR
3. Duncan Paterson Wright/Parilla

SENIOR BRITAIN SUPER
1. Nick Watkins Dap/Carr TKM
2. Stuart Wood
3. David Handkammer Dap/Parilla

100 NATIONAL
1. Paul Wilkes Wright/PCR
2. Tony McLeod Allkart/Rotax
3. Harry Handkammer Kali/Rotax
Novice award ... John Poyser

125 NATIONAL
1. Nick Whitehead Anderson/Goff Rotax
2. Mark Evans
3. Kim Marks Stratos/SED Rotax

125 OPEN
1. Richard Connick Anderson/CPA Rotax

210 NATIONAL
1. Martin James Dino/KMP
2. Gordon Maidment Stratos/Villiers

250 NATIONAL
1. Chris Tomkinson Dino/KTM
2. Philip Ducker Zip/Yamaha
3. Pat Tomkinson Dino/KTM

Following the Senior Britain Super final Stuart Wood was excluded from second place for an alleged restrictor offence. However subsequent correspondence with the RAC resulted in the Club being instructed to reinstate Stuart, a decision which is reflected in the above results. The problem arose through the amendment to Regulation S 3.3.3 not being properly promulgated by means of an announcement in either of the official MSA Bulletins. Despite having to hold the plug cap on with his right hand Stuart climbed through the field in the final to take that second place.

CHASEWATER WHEELS
12th AUGUST

CADET RESTRICTED
1. Andrew Knight; 2. Richard Woodley; 3. Gareth Higgott

CADET PREMIER
1. Chris Eaton; 2. Simon Rodgers; 3. David Lloyd

JUNIOR BRITAIN
1. Adam Wilcox; 2. Dean Haddon; 3. Ryan Hensman
Best Novice John Dieterman

100 UK
1. Phil Hicks; 2. James Workman; 3. Kevin Corbett
Best Novice Terry Hadley

SENIOR BRITAIN RESTRICTED
1. Darren Lee; 2. Simon Rayno; 3. Paul Cope

SENIOR BRITAIN PREMIER
1. Lee Brookes; 2. Robert Marshall; 3. Keith Cox

100 NATIONAL AND SUPER
1. Alexis Peake; 2. Francis Wood; 3. Mark Bird

125 OPEN
1. Dave Spriggs

125 NATIONAL
1. Mark Evans; 2. Julian Thomas; 3. Peter Rowlands

125 P & R
1. Steve Kendrick; 2. Dave Chadfield

210 NATIONAL
1. Mick Sifleet; 2. Roger Gregory; 3. David Bailey

250 NATIONAL
1. David Roberts; 2. Rod Robson; 3. Mark Tanner

250 INTERNATIONAL
1. Gordon Darrow; 2. Ernie Booth; 3. Rob Peters

The Driver of the Day Award went to Alistair Boyd in 100 National.



Don't forget the 'O' plate meeting at Sherington on 15th and 16th September. Entries are coming in fast we are told with many of the 'names' in gearbox karting already down to race.

The special zero plate is up for grabs in all gearbox classes with the exception of 250 Formula E. Should be worth a visit.

AUTOGLASS BACKING

For a second year 16 year old Christian Horner has enjoyed backing from Autoglass and was due to compete in the Intercontinental A European event at Bordeaux over the August Bank Holiday weekend. A member of Sherington Kart Club Christian has also proved himself to

be quite a tennis player, having reached the Quarter Finals of the Wimbledon Schools Tournament in 1987.

A regular front runner this season his outfit is prepared by Kart Equipe of Wellingborough.



Aiming for stardom with Autoglass, Christian Horner.

In an effort to bring Long Circuit karters together for a Social event rather than just a race meeting the Cadwell Kart Club has been joined by both Central Kart Club and the RAC in arranging a Presentation Dinner on November 16th.

Moor Lodge, Branton is the venue situated on the B 1188 a few miles South of Lincoln. Tickets cost £15 and are available from; Phil Wilkinson, 11 Helsby Road, off Brant Road, Lincoln.

Demand is sure to be high ... get your application in now!

There will be some accommodation at Moor Lodge but for those who prefer to take their caravan or motorhome, overnight parking will be allowed. The parking area is not large so NO COACHES please. Details of hotel accommodation are available from Phil Wilkinson.

Please note the Hunts Kart Club has a new Competition Secretary as follows; Mrs Sharon Moore, 2 Anson Close, Daventry, Northants, NN11 4TJ.



Rod Barrett, still smiling after his outing in a 100cc outfit.

ROD BARRETT AT BUCKMORE

Brands Hatch Promotions Manager, Rod Barrett, recently tried his hand at 100 cc karting when he competed in a National outfit at Buckmore Park.

The 29 year old Australian had the drive put together by good friend Bill Sisley and it was aboard Chris Harman's Whippet/Dap that he scored a win, a fourth and a fifth in the heats.

His front row final start ended dramatically though when he was involved in an eight kart shunt!

Fascinated by it all Rod commented "I couldn't believe the power at first and it did take a few laps to get used to it. My size (6'2") and weight of 14st 7lb doesn't bode well for a career in karting. I had better stick to cars!"



The new Zip Race Service Trailer has recently hit the long circuit scene and is pictured here at Snetterton in July.

Pic: Steve Nelson

AT LAST A SUIT TO FIT JUNIORS FROM 8!

Zapelli

DESIGNER RACE WEAR

Zapelli Super Wet Suit

Be Dry - Be Safe - Be Seen

Zapelli numero uno - this is the first wet suit designed specially for karting.

It is available in all adult and junior sizes. The fluorescent suits have all welded seams to ensure you keep completely dry even when sitting in water.

- ★ Legs have quick action velcro straps.
- ★ Zip has double flap over protection to keep you bone dry.
- ★ Features high neck with corduroy lining.
- ★ Available in fluorescent yellow - pink and black.

Be safe for £35.95 junior zero rated
£37.95 adults + VAT

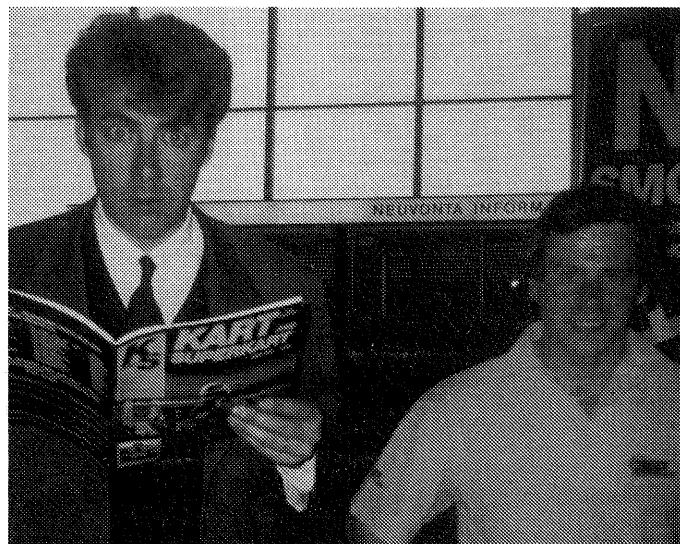
Zip Kart, Pindar Road, Hoddesdon, Herts EN11 1 ODE England.
Tel: (0992) 463371/468503/444439 Fax: (0992) 447327

After his success in the European Championship in Finland Ian Shaw met with Jonathan Ross of TV fame whilst at the airport.

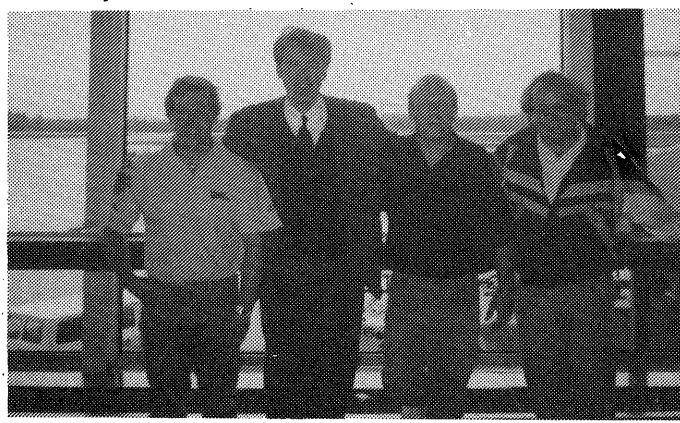
Apart from his appearances as host of the Wogan chat show he apparently also has good tastes in reading material!

Lining up with Jonathan and Ian in the second picture are Alan Pritchard and Mike Flack. Mike sponsors Alan in his 250 E racing exploits through his LEIGH BATHROOM CENTRE and in fact hopes to compete in 125 National next year.

Alan of course made his annual visit to the Isle of Man at the end of June and once again came home victorious from the Manx Kart Grand Prix. Well done Alan.



Pics courtesy of Alan Pritchard.



DAVID and Sue Remmers, Secretary and Competition Secretary of Chasewater Wheels have both retired from their posts. The club would like to thank them for all their hard work.

All entries should now be sent to: Liz Peters, 8 Foley Wood Close, Streetley, Sutton Coldfield, West Midlands. Tel: 021 353 9582.

Tickets for the Club Dinner Dance are now on sale and can be obtained from Liz Peters or Pat Atkinson.



WITH the excitement of collecting his Grand Prix award and then having to dash to get his ferry home, John Brennan 'lost' a baby buggy which had been left outside the presentation marquee.

It is a McLaren type buggy with a blue seat and was used for his son, Martin, who is handicapped.

If anyone knows anything about the missing buggy, John would like to hear from you. He can be contacted at: Shellumsrath, Callan Road, Kilkenny. Tel: 056 65004.



FÉDÉRATION INTERNATIONALE DU SPORT AUTOMOBILE

CIK/F1A WORLD CHAMPIONSHIP FOR MULA-K 1990 DIVISION - 1

IN accordance with Article 8 of the General Regulations of the World Championship Formula-K (Group-1) Division-1, the CIK has granted the following waiver:

1. Due to number inscribed for the World Championship Formula-K Division-1 being insufficient, there will be no World Championship for this Class.

2. The drivers entered for Formula-K Division-1 will be allowed to change for the championship in Formula-K Division-2 for the 1990 World Championship. The change of category, complete with the material (engine, chassis, tyres) to be used must be received by the Secretariat of the President of the CIK, Domaine de la Versoix, CH-1299 Crans-près-Céligny. (FAX Nr. 22-776.53.15) not later than 26th August, 1990.

THERE WILL BE NO GENERAL RE-OPENING OF THE ENTRY FOR NEW ENTRIES.

3. All Superlicence drivers who changed for the World Championship Formula-K Division-2 for 1990 will cease to hold Superlicence Status with immediate effect.

HOMOLOGATION PERIOD 1991-1993

THERE will be no re-homologation of Chassis. However, should a manufacturer wish to submit for Homologation for the new period a chassis which is identical in all details to one which the Homologation expires 31.12.1990, he will only be required to present one example (complete) at the Homologation Inspection. The normal Homologation fee must be paid and the chassis will be treated as if it is a new model.

We remind that during the Homologation period one Homologation-extension only will be possible per model.

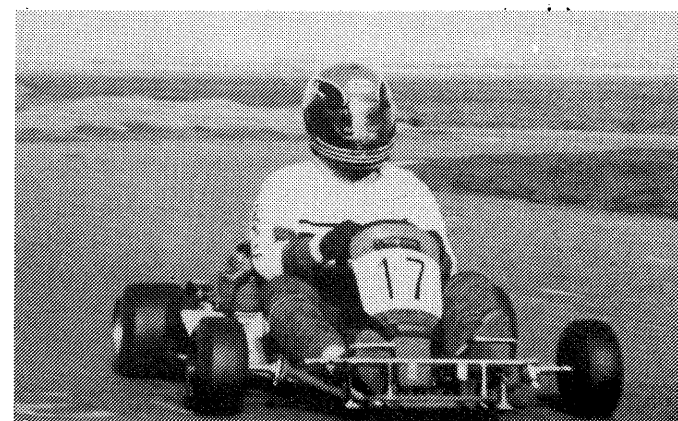
John Shaw, Secretary of the Cadwell Club advises us of the following provisional dates for 1991, all still to be finally confirmed although little, if any changes are thought likely. February 17th, April 21st, June 15th/16th, July 6th and September 7th.

The Cardiff Kart Club tell us that the Welsh Championships will take place at the Welsh Motor Sports Centre, Pembrey on 23rd September.

Practice will be available on Saturday 22nd starting at 1 pm. All entries should be sent to: Mrs J. Phelps, 52 Parc-y-Felin, Creigiau, Cardiff, CF4 8PA. Tel: 0222 890255.

The Club also inform us that May 5th 1991 is the date of a Long Circuit meeting at Pembrey with the strong possibility of a second date later in the season.

CLUB RESULTS AT A GLANCE



Steve Hazlett, another easy win in Senior Britain at Fulbeck in June
Pic: Mike Hayden

FULBECK JUNE 24th

JUNIOR BRITAIN

1. Doug Bell Wright/Parilla
2. Alistair Weston Superdart/Parilla
3. Andrew Davidson Allkart/Parilla

100 NATIONAL

1. Phillip Jarman Wright/Atomik
2. Vince Martin Sprint/Rotax
3. Ian Cantwell Wright/Sirio

100 UK

1. Bill Tully TKM/TKM
2. John Aldred Boxer/TKM
3. Chris Roscoe Zip/TKM

250

1. Colin Kay Phoenix/Yamaha
2. Barry Sheriff Lazer/JKS
3. Alistair Graham Zip/Suzuki

125

1. Steve Beckett Zip/Rotax

210

1. Simon Bateman Dino/Villiers
2. Graham Payne Dino/KMP
3. Peter French Zip/Villiers

SENIOR BRITAIN

1. Steve Hazlett Knight/Parilla
2. Patrick Walsh Jeta/DAP
3. Anthony McHugh Boxer/Parilla

BLACKBUSHE 24th JUNE

JUNIOR BRITAIN

1. Steve Dutton Gillard/Parilla
2. Matthew Bettley Gillard/Parilla
3. Simon Short DAP/Arrow

125 OPEN/250/210 COMBINED

1. Ben Wright Hutless/TM
2. Tony Holdich Anderson/Rotax
3. Tom Brown Zip/Rotax
4. Dave Olive Anderson/Rotax
5. Van Johnson Invader/Invader (210)

6. David Von Gerard Barlotti/Villiers

125 NATIONAL

1. Steve Bird Anderson/Rotax
2. Michael Glover Anderson/Rotax
3. Anthony Young Anderson/Rotax

100 NATIONAL

1. Stuart Crawford Hutless/Rotax
2. Patrick Smith Gillard/Rotax
3. James O'Neill Gillard/Rotax

100 UK

1. Christian Cope Gillard/TKM
2. Graham Cooper Superdart/TKM
3. Dean Mann Gillard/TKM

SENIOR BRITAIN

1. Richard Wallington Wright/Parilla
2. Stuart Wood Allkart/Parilla
3. Spud Murphy Superdart/Parilla

SENIOR BRITAIN RESTRICTED

1. J. Donovan Dart/Solo
2. L. Showell Allkart/Parilla
3. Keith Barnard S

TILBURY JULY 8th.

NATIONAL HEAVYWEIGHT

1. D. Williams Kali/Parilla
2. M. Clarke ARC/Parilla
3. D. Cleal Wright/TKM

NATIONAL HEAVYWEIGHT RESTRICTED

1. P. Morter Kali/Solo

JUNIOR BRITAIN

1. D. Battistini PCR/PCR
2. D. Meiner Sprint/Parilla
3. D. Panrucker Superdart/Solo

JUNIOR BRITAIN RESTRICTED

1. D. Griffiths Goblin/Arrow
2. J. Tarling Wright/Parilla
3. B. Goulding Dap/Parilla

SENIOR BRITAIN RESTRICTED

1. J. Donovan Superdart/Solo

2. C. Banks Superdart/TKM
3. R. Siggins BRK/TKM

100 NATIONAL RESTRICTED

1. M. Potter Sprint/Atomik
2. M. Dodd Wright/Atomik
3. R. Battistini Dino/?

100 NATIONAL

1. P. Morter Superdart/Rotax
2. N. Pascoe Wright/Rotax
3. A. Smith Wright/Rotax

SENIOR BRITAIN

1. P. Wells Solo/Solo
2. C. Royston Solo/Solo
3. S. Sims Superdart/TKM

125 NATIONAL

1. Nigel Puddiphatt Zip/Rotax
2. Scott Vomberg Anderson/Rotax

JUNIOR BRITAIN

1. Neil Stower Zip/Parilla
2. Chris Button Gillard/Parilla
3. Terence Dove Wright/Parilla

Restricted ... Billy Hollands Wright/Parilla

210 NATIONAL

1. Jeremy Pinney Aero/Ellison
2. Colin Whittamore Lazer/Villiers
3. Martin Riley Aero/Ellison

Restricted ... Bruce Austin Waddon/Villiers

100 UK

1. Bill Tully TKM/TKM
2. Tim Hartland Wright/TKM

Restricted ... P. Bailey

KIMBOLTON JULY 8th

100 BRITAIN RESTRICTED

1. Andre Clare Wright/Parilla
2. James Lethbridge Wright/TKM
3. Tony Baker Wright/Parilla

100 BRITAIN CLUBMAN

1. Stuart Siggers Wright/Parilla
2. Lawrence Ribbans Superdart/TKM
3. Andrew Boss Boxer/Parilla

250 NATIONAL

1. Colin Breeze Anderson/Suzuki
2. Phil Ducker Zip/Yamaha
- Restricted ... Christian Turner Stratos/Suzuki

250 INTERNATIONAL

1. Chris Beavers Zip/Rotax
2. Paul Allen Zip/Rotax

100 NATIONAL

1. Paul Watts ARC/Rotax
2. Gordon Chenery Wright/Rotax
3. Ian Cantwell Wright/Rotax

100 BRITAIN SUPREME

1. Mark Piercy Wright/Parilla
2. Darren Kinsey Gillard/TKM

125 OPEN

1. Gary Thexton Anderson/Rotax
2. Brian Wright Hutless/TM
- Restricted ... Matthew Twynham Zip/Rotax

SHENINGTON 15th JULY

JUNIOR BRITAIN CLUBMAN

1. Dean Haddon Dino/DMA
2. Matthew Bettley Gillard/Parilla
3. Stephanie Appadoo Wright/Parilla

'Phone or fax
YOUR club results
to our Bolton
office



I must say it was rather flattering to see that our newest rival had filled two pages of Issue No 2 with an exact copy of material written by yours truly, MS. The articles in question were produced for me by the RAC and formed the bulk of the large Karting leaflet which the RAC produced earlier this year.



THE THRUXTON OPEN INTERNATIONAL meeting which had been planned for August Bank Holiday Monday will now definitely take place on SUNDAY, 21st OCTOBER. The event will be of Open International status for 250 Formula E and 250 Intercontinental E.

KART AND SUPERKART CLUBMANS CHAMPIONSHIP

THE Final round of the Series will take place at Kimbolton on Sunday, September 23rd. Practice is available on Saturday 22nd and the entry fee covering both days is £24 for Juniors, £28 for Seniors.

Entries should be sent to: Mrs. Sharon Moore, 2 Anson Close, Daventry, Northants NN11 4TJ.

Closing date for receipt of entries is September 10th. Cadet sprocket size is 80.



We are reliably informed that Dave Buttigieg (Butty) WILL be back on the circuits very soon aboard an Anderson outfit. Dave plans to attack the short circuits initially in order to get back in trim but an outing at Thruxton in October is a possibility.

CLUB SCENE KIMBOLTON 13th AUGUST

Saturday practice again proved very popular but due to the TV meeting at Clay a number of officials and drivers were absent. The meeting ran smoothly though and the entry was again good with the exception of Senior Britain Supreme. This class has suffered all season due to our dates regularly clashing with Championship meetings around the country. Nevertheless the racing was of a high quality ... particularly from the Britain Clubmen in both Juniors and Seniors.

100 BRITAIN CLUBMAN
The heats produced three different winners ... David Thirsk, Ian Rooke and Lawrence Ribbans. Matthew Wright had moved up for his first taste of Senior racing and found the extra weight limit useful ... taking pole position. Ribbans was first into Stow leading from Wright, Blumire, Butler and Thirsk. Wright was very quick on the stadium straight and moved through to lead from Ribbans as they rounded Stow for the second time with Butlet taking third from Thirsk as Blumire spun out. Rooke pulled clear of the pack but could make no impression on the leading four as, without further changes they finished well in front.

250 NATIONAL

Colin Breeze and Darren Wenn dominated the heats with Breeze taking two wins and Wenn one. Colin Ducker made the best of the start and withstood heavy pressure from Wenn until, on lap four, Wenn used the tow to good effect and put Ducker between himself and Breeze. The trio then circulated with nobody giving an inch whilst Barnard waited to take advantage of any mistakes. Wenn ran out a worthy winner after an excellent race and one of the closest seen this year.

100 NATIONAL

Points leader Chenery had not entered so it was an ideal opportunity for Watts to take over at the top of the Club Championship. He made his intentions clear by winning the first heat, the other two going to Cook. The latter used his grid position to good effect and led throughout. Watts stayed a close second but was unable to mount a strong attack whilst Cantwell and Rolfe took the remaining trophies with Allen being the best restricted driver.

100 BRITAIN SUPREME

Gary Munro won two heats but was beaten for pole position by Darren Kinsey, the other heat winner. Kinsey initially led but an error let two. The battle for the places behind leader Munro was hectic ... Piercy spinning out and Reeks joining in the action in second spot closely shadowed by Skelton. Kinsey later recovered to take third behind Munro and Reeks.

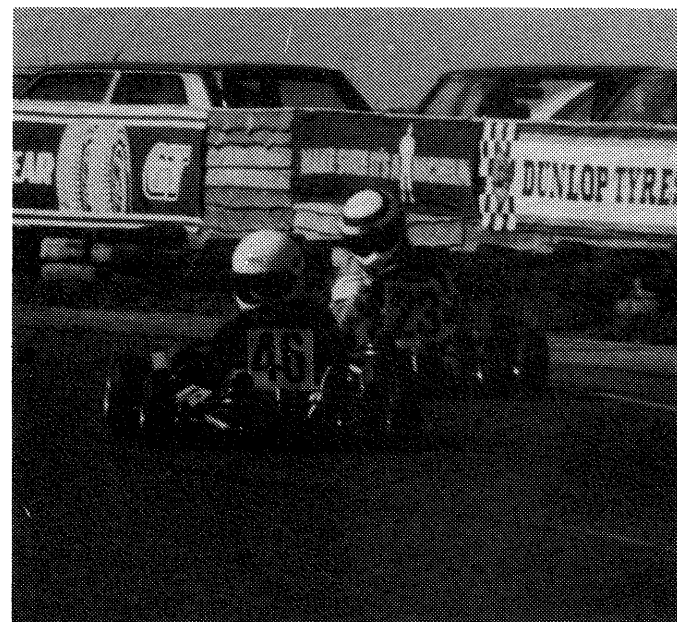
125 OPEN and NATIONAL

The heats produced wins for Scot Vomberg, Graham Stevens and Lee Gage. At the 'off' Vomberg messed up his start and set off last whilst Gage led from Thexton and Stevens. The latter got past Thexton on the straight and took the lead on lap six at Stow.

Vomberg was working his way through the field and finished a creditable fourth at the flag. Stevens Gage and Thexton taking the first three places.

JUNIOR BRITAIN

With a full grid of Juniors Lee Hammond did well to win two heats with the other one going to James Bromley. Neil Stower took pole with a second and two thirds. At the start



Wesley Barber (46), leads Max Winslade at Kimbolton.

Hammond led taking Stower away from the pack which was headed by Barnes, (Restricted) Bromley and Button. The two leaders got away from the field and took a comfortable first and second from Bromley, Goss and Bolton with Barnes doing well in sixth to be the first restricted driver.

210 NATIONAL

Colin Whittamore was leading the Club points in this class and consolidated his position with two heat wins whilst his rival Jeremy Pinney won the other heat.

Whittamore pulled away in the final with Pinney struggling to get past John Howard ... who spread his outfit very wide! Pinney did make it on lap five but could not catch the leader and had to settle for second.

100 BRITAIN and UK RESTRICTED

The heats were won by Andre Clare, Chris Houghton and James Lethbridge but it was Adrian Seal who took pole. With five laps completed Clare had moved into the lead when the race was stopped due to an incident at Stow. Clerk of Course Ian Moore was not impressed when a driver deserted his outfit in the middle of the track and ran for it! The race was re-started in single file which puzzled some of those not too familiar with the finer points of motor racing. Clare continued on his way to take the flag from Seal and Lethbridge, the latter having had to change a damaged wheel before the re-start.

Report by Duncan Taylor. Pics by Marion Hession

27 Stanbridge Road,
Tilsworth,
Leighton Buzzard
Beds.
LU7 9PT

The Kart Executive,
The RAC Motorsports Association,
Motorsports House,
Riverside Park,
Colnbrook,
Slough,
SL3 0HG

Dear Sirs,

I would like to express my strong concern at the removal of price restrictions in 1991.

Karting, whether long or short circuit, is a sport that can at present be enjoyed by a vast cross section of people, with price restrictions keeping budgets within most competitors reach. Now in 1991 with price restrictions lifted, in time I am afraid that only the fortunate few will be able to afford to race. Whilst I appreciate that the RAC MSA wishes to raise the image of karting, are they fully aware of the consequences of this change.

At the recent Kart Committee open day, at Birmingham, I asked the reasons for removing price restrictions and received the following answers:

Firstly, no other branch of motor racing has price restrictions, so why should karting?

Secondly, with present price restrictions, certain competitors have got around these and therefore there is no point in having restrictions.

These are both ridiculous answers. The first because I believed that the RAC MSA wanted to attract people to the sport, not deter them because of the cost involved.

The second because it implies that certain competitors are blatantly cheating, and if known, as implied, should be disqualified.

My main and immediate concern was the possible homologation of engines such as the Rotax 128, which would make current engines obsolete overnight. This would mean that a lot of competitors would lose a lot of money and be forced to find £3,000 plus to buy one of the new engines or, more likely, be forced to retire.

The RAC MSA kart committee gave an assurance that the Rotax 128 would not be allowed to be homologated and also any other engine that would cause similar problems, would be refused as well.

I now ask for assurance in writing that this is to be the case.

Does the RAC MSA really want to price the majority of competitors out of the sport?

I await your prompt reply.

Yours faithfully,
GRAHAM HOLMES

LETTERS TO THE EDITOR

your
letters..

Dear Sir,

Although this letter should have been sent to you a couple of months ago, may I through the pages of your magazine express sincere thanks to all concerned with Ulster Kart Club for an excellent race meeting at the end of May.

The hospitality shown by them all was second to none and all provided the friendliest and most enjoyable weekend ever experienced. Congratulations and thanks to all the organisers.

It just leaves me to say that one or two English clubs should take a leaf out of their book.

Yours faithfully,
Mark Powell and Crew,
59 Jamaica Road,
Malvern, Worcs.

Dear Ed,

May I through your magazine thank Coca-Cola for their support of the 1990 British Kart Grand Prix which was much appreciated.

I would also like to thank all the competitors in the 250 National class for helping to make it a very competitive weekend.

Thanks also to Martin Pluck for his sporting gesture in sending me an inscribed G.P. plate.

Last, but not least, many thanks to Lesley and all the Team for their support which enabled me to take the G.P. title for the second time.

Yours Sincerely,
Mark Allen

Dear Ed,

I would like to thank all the people who were at the Manx Kart Grand Prix for their help and concern when I was knocked over by a car in the pits. I was cared for very well by the hospital where they pinned my leg. They flew me back to Milton Keynes hospital where I had a skin graft, which has taken well. I am now at home and getting around on crutches.

At the Prize giving a collection was made for me which raised £276. I think that was very nice of you all and I was pleased to know so many people were thinking of me. I am going to save it to buy a Mountain Bike and hope my leg will be strong enough to ride it soon.

Thank you all again and I hope to see you all soon.

Lee Stewart, (aged 11)
Rectory Grange,
Petsoe End,
Emberton,
Bucks.

Dear Sir,

In the report of the Rissington Super One Round we were as much as accused of cheating when my son Darren was excluded from 5th place in the Juniors for having an oversize restrictor.

As it happens we were two thou ... yes two thou ... over and while this is of course not correct and we were justly disqualified I do not think that it could be called cheating ... just b ... careless.

We race to win and have never cheated in any way whatsoever.

Colin Malkin
Stratford Road,
Warwick.

Happy to put the record straight ...
Ed.

Dear Sir,

May I through the pages of your magazine thank my sponsors, Tom 'Invader' Thacker and family for all their help throughout the year.

Silverstone was 13th time lucky for me.

Also thanks to Coca-Cola for sponsoring the Grand Prix and to everyone for their good wishes.

Yours in sport,
John Brennan.

Dear Mike,

May I through your magazine just say how much Audrey Ashe will be missed by all in karting.

I had known her for over twenty years and she was a very dear friend.

Richard Price
Ulverstone,
Cumbria.

AUDREY ASHE

It is with great sadness that we have to record the passing of Audrey Ashe on August 8th, after a lengthy illness. Audrey will be best remembered for her long association with the Merseyside Kart Club and her involvement with the World Cup during its halcyon days at Heysham. She gave up a tremendous part of her spare time to the sport and through her dedication shone a kindness and a sense of humour. To her husband Frank, son John, daughter-in-law Sylvia and family Kart and Superkart extends its sincere condolences.

She was one of those special people in our sport who gave up so much of her time in organising meetings. Together with Elsa Price she donated the 'O' plate to the Hesketh Challenge where she felt it belonged after its long association with Heysham. Although illness had prevented Audrey attending events over the past year she had not failed to keep in touch with what was happening. Our kindest thoughts are with her husband Frank, son John and daughter-in-law Sylvia. God bless Audrey.

From all at the Hesketh Challenge.

The members of Chasewater Kart Club would like to offer their sincere condolences to the family of the late Audrey Ashe. It is with fond memories that we remember her for her dedication, humour and kindness. Audrey was instrumental in getting our Birmingham circuit off to good start and the older members of the Club will remember her from other circuits where the events always ran with a refreshing smoothness. With kindest thoughts always of a very special lady.

It is with great regret that we learned of the recent death of Audrey Ashe. She was well-known in her capacity as Competition Secretary for the Merseyside Kart Club and had been a long time supporter of her son John in his 250 racing, as well as being a supporter of karting in general. She will be missed by all those who knew her through karting or otherwise and I am sure I speak for all her many friends in extending our deepest sympathy to Frank, John, Sylvia and all the family. Karting has lost a dear friend and a very special lady.

We were very sad to hear that one of the great ladies of karting, Audrey Ashe passed away on August 8th.

Paul Grice ... Founder Member of Merseyside Kart Club.

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KART AND SUPERKART CLUBMANS CHAMPIONSHIP

By the time you read this our Clubmans Championship will have just one round remaining ... at Kimbolton on September 23rd. Whilst we may have had one or two hiccups along the way many of those drivers taking part have said how much they appreciate having the chance to enjoy a true Clubmans Series.

We are happy to tell you that the Championship will most certainly be held in 1991 and that Mrs Alice Wright has agreed to take on the task of co-ordinating the Series.

Alice is well known to many of you through her previous connections with Wombwell and Langbaugh and is still a frequent helper at Three Sisters. She was also quickly enlisted at our recent Rowrah meeting where she helped out in the lap scoring box.

Things are already moving and Alice is busily talking to Clubs in an effort to get next years Series settled early. If you have any ideas or

suggestions then please contact Alice at the following address; 'Rockbank', 19 Clarksfield Street, Oldham, OL4 3AW. Tel: 061 633 1720. Alternatively contact our Bolton office.

Ater the Blackbushe round Chris Rankin sent us the following letter:

Dear Mike,

A TOUGH BLACKBUSHE MEETING!

On the morning of race day I had a bad crash in practice when someone seized in front of me. I was sitting directly behind him at the end of the straight ... flat out ... so I obviously could not avoid hitting him. My kart took off and landed upside down, only to roll a further four or five times. Amazingly I managed to escape with cuts and bruises but no broken bones. My kart was, however, just about written off.



Senior Britain driver, Tim Murphy, leading the K & S Championship after the Rowrah round.

Thanks to the kindness and help of all the other karters by the end of the day I managed to finish high in two of the three heats and in the final.

I would like to thank everyone who helped and showed concern. Special thanks to the St. John Ambulance people, Richard Blackburn (Junior Britain) and Don Ashbridge (Senior Britain), the latter two for the loan of parts. Also thanks to Andy Hunter (100 Britain) who helped me put my kart back together again almost up to racing standard except for the somewhat bent chassis.

True Clubman spirit shining through!

We have also had a nice note from the parents of Tim Murphy (pic) expressing their appreciation of the Series and recalling the fine day Tim had at Blackbushe, taking two wins and a second in the heats and then going on to convincingly win the final. He went on to pick up sufficient points at Rowrah to increase his overall lead in the Senior Britain Class. A full report of that meeting appears elsewhere in this issue.

Both Marlyn Dickson and Tim Taylor have suffered from accidents resulting in them being unable to take any further part in the Series. We wish them both a speedy recovery and hope they can join us next year.



William Cook Martin pictured with the Mark Hines Memorial Trophy to be awarded to the Overall Cadet winner of the K & S Series.

TILBURY 12th AUGUST.

The 'Devil Takes The Hindmost' at Tilbury !! Now come on Gordon, I hear you say... What are you talking about? No problem... I'll explain..... The August meeting of London Kart Club at Tilbury Raceway was yet another special event. After the normal race meeting each class had an extra race with grid positions completely reversed from the official final. Once the green light had been given, on each successive lap the last man was black flagged into the pits by the 'Devil'...otherwise affectionately known as the Clerk of Course....until just one driver remained as winner! A great idea for those who may otherwise have had a disastrous day. Extra trophies were awarded for this extra event.

Total entries for the day were very good considering the holiday season and the attraction for karters to high-tail it down to Clay to say "Hello Mum" to the TV cameras!

Nevertheless all grids could do better...so come on down to Tilbury. You will be guaranteed some exciting racing...the friendliest of welcomes and a chance to savour the best cooked breakfast this side of Watford. Enough of this...what about the racing...

JUNIOR BRITAIN

David Meiner was on pole for the final with Jonathan Rampling and

Jason Williams lining up next. Meiner and Rampling held their positions through Stadium bend at the off with Murrell in third. Williams was having trouble with his exhaust eventually having to pull off as it parted company with the kart. Meiner increased his lead as the race progressed with Walters getting the better of Rampling for second place on the last lap.

SENIOR BRITAIN RESTRICTED

With over 30 entries this class was divided into two groups and it was Chitty who ran away with the first final, never being put under any pressure. Piper held on well to second place with Frid taking third.

Rick Siggings took up the running second time round and with his head down widened the gap leaving the rest to fight over second spot. That battle was finally resolved in favour of Ian Parker with Mark Grady third.

100 NATIONAL RESTRICTED

Martin Dewdney made a good start in the final and emerged from stadium bend in first place only to drop to third as Joe Sultan and Terry Hatton went through at the hairpin. Sultan was the first to go out of the race though, spinning off as Hatton took the lead at the hairpin. Bartram and Dewdney battled for second place, becoming entangled at one point resulting in



National restricted. Action - Tilbury August
Pic: Tony Clarke

CLUB SCENE



Tilbury action with Peter Morter in 100 National.
Pic: Tony Clarke

Bartram pulling off. Hatton was well clear and romped home with Dewdney and Lewin next.

100 NATIONAL

Peter Morter ran away with this one, increasing his lead lap by lap. Phil Brown held on to second with Alan Smith coming home third.

SENIOR BRITAIN

From the green Paul Wells took the lead from Steve Wright and Lee Allen...the threesome opening up a gap over the rest. Wright managed to ease away from Allen and on the last lap he was putting pressure on Wright but the leader kept his head...drove well and took the flag first. Allen came home in third.

NATIONAL HEAVYWEIGHT

Malcolm Wright made the best of it on the green taking poleman David Cleal at Stadium with Robert Wright coming through to third. The two leaders pulled away from the pack...Clarke thwarting all attempts by Cleal to get through. It was all to end abruptly for Cleal though as he lost his chain and that left Clarke well clear. Peter Cleal managed to take Wright for second spot with just two laps to go but the leader was too far ahead for him to catch. That was how they finished.

RESULTS

JUNIOR BRITAIN

1. D. Meiner; 2. S. Walters; 3. J. Rampling.

JUNIOR BRITAIN RESTRICTED

1. J. Tarling.

SENIOR BRITAIN RESTRICTED (1)

1. J. Chitty; 2. D. Piper; 3. P. Frid.

SENIOR BRITAIN RESTRICTED (2)

1. R. Siggings; 2. I. Parker; 3. M. Grady.

100 NATIONAL RESTRICTED

1. T. Hatton; 2. M. Dewdney; 3. M. Lewin.

100 NATIONAL

1. P. Morter; 2. P. Brown; 3. A. Smith.

SENIOR BRITAIN

1. P. Wells; 2. S. Wright; 3. L. Allen.

NATIONAL HEAVYWEIGHT

1. M. Clarke; 2. P. Cleal; 3. R. Wright.

DEVIL TAKE THE HINDMOST

NATIONAL HEAVYWEIGHT	Dennis Williams
JUNIOR BRITAIN RESTRICTED	Peter Denhart
JUNIOR BRITAIN	James Hill
SENIOR BRITAIN RESTRICTED(1)	Keith Barnard
SENIOR BRITAIN RESTRICTED(2)	Mark Grady
100 NATIONAL RESTRICTED	Terry Hatton
100 NATIONAL	Nick Pascoe
SENIOR BRITAIN	Lee Allen
NATIONAL HEAVYWEIGHT RESTRICTED	Graham Buyers

Report by Gordon Schumway Pic by Tony Clarke .

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at

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Entries close: September 26, 1990

CLUB SCENE

SHENINGTON 28th/29th JULY

For the second year running a two day closed to Club meeting was held with Timed Practice on Saturday with two heats, a Pre Final and Final on Sunday for all classes. Temporary Club membership could be had and if no timed practice was done the driver went on to the back of the grid. This year though the meeting counted for the Club Championship points so encouraging a few more entries and as usual all drivers were allocated to one of the sponsored teams, the best nine scores counting for team trophies. The only other trophy at stake was the inaugural Frank Blewitt Award for 100 Super, which will now be competed for annually.

JUNIOR BRITAIN SUPER and CLUBMAN

Nick Smith topped the timed session with a best of 45.11 whilst the best of the Clubmen was Neil Moulton, with a new record time of 46.02.

The former pronounced the event rather boring, not having to pass anyone other than backmarkers all weekend! but the system did reduce the number of accidents. Smith had pole...quicker than 100 Nationals...won both heats, the Pre Final and the Final on his old Parilla. For the pre final his brother Malcolm was alongside on the front row but slipped back to an eventual sixth. Nick Dudfield...now giving away some 8 kg...didn't find much power in his Solo for the heats so reverted to a TKM for the final and clawed up to second ahead of Charles Butler Henderson. CBH was being run by one Mr Tigwell as his father was attending to customers needs at the Cadet finals at Kimbolton. Neil Moulton...in the Clubman class...was impressive, beating one or two of the Supers to finish fifth and set a new record for the class.

The next (one off Clubman) was Lee Hammond, in his first ever Junior Britain race just three days after his birthday.

SENIOR BRITAIN NOVICE

Again there were enough novices to have a race of their own and after setting fastest time at 47.79 the talent of Andy Garrad shone through as he led the final throughout. Pete Johnson led the rest surviving a late effort by Nicky Mauger (dad Dick back in seventh) with Russel Eden having been demoted to fourth. David Trinder spun from an early sixth. Matthew

Warr retired but Spencer Jones...in his first ever race...finished a good sixth behind David Hosking.

SENIOR BRITAIN SUPER and CLUBMAN

Another to show some dominance throughout the meeting was Simon Mauger...fastest Super at 46.41 on his Allkart/BG Parilla. From the off he set out in front but at Stratford the yellows were out as several behind spun. Phil Thompson kept his second place but fell away from the leader as the race progressed. Stuart Fellows spun out of eighth at Cafe letting Peter Burden up to challenge Dave Ashe until his engine expired on the closing lap. Jamie Bond was the top Clubman...fourth on the road after losing third to Steve Boreham. Vincent Young and his Super came next with Clubmen Paterson and Ashe following.

100 SUPER and NATIONAL

Gary Chapman headed the timed list with a best of 43.51 whilst the best of the Nationals was Stuart Freegard on 45.21. Chapman and Paul Ibbotson battled for the lead throughout the heats. Bobby Game looked off the pace...even falling down amongst the Nationals in one heat whilst using his works Parilla. In the final however he had bolted on a Rotax and jumped into the lead by the second corner...chased hard by Ibbotson and Chapman. It was close until Chapman ran wide out of Stratford falling behind Oliver Gavin for half a lap. He clawed his way back though to challenge for second which allowed Game to creep away to take the flag. In the Nationals Freegard eventually deposed Paul Wilkins for second but Autoglass backed Christian Horner was ahead for the duration. Pan Panayi kept Martin Riman and Nick Clark at bay for the places.

125 NATIONAL and 210 NATIONAL

Kim Marks (125) topped the times with a 49.41 with the best of the 210's being Simon Bateman on 51.33. Although incidents were few Ian Drury suffered in one heat and needed hospital treatment for a perforated ear drum and severe bruising. Hope to see you back soon. Kim Marks headed the field in the final from a fast starting Alan Dell with Lorraine Wilson lucky to

be in third after her motor had been slow to start. Maggie Dell kept fourth with Gordon Smith and Shaun Taylor swapping places behind her. A long way back Andy Passey headed the 210's as Simon Bateman, Tony Wilkins and Martin James all went into retirement. That let Gordon Maidment up to second with Andrew Holmes...the sole P & R... still running.

250 NATIONAL

British Long Circuit Champion Mark Allen headed the timed session on 46.07...eight tenths lower than the previous lap record...aboard his self prepared Dino/KTM. He suffered a five place penalty in one heat for taking up his grid position late after a plug change. In the final though he shot off into the lead as Chris Tomkinson moved swiftly through from fourth to second taking David Roberts and then Dennis Gale into the Chicane. Chris had not practiced so started at the back of the grid having to work his way up as the day progressed. Despite a steaming radiator for most of the race Clive Gardiner found a way past Lenny Knox the latter losing fifth to Colin Ducker on the last lap.

RESULTS

JUNIOR BRITAIN CLUBMAN

1. Neil Moulton Wright/TKM
2. Lee Hammond Wright/Parilla
3. Matthew Bettley Gillard/Parilla

JUNIOR BRITAIN SUPER

1. Nick Smith Dino/BG Parilla
2. Nick Dudfield Wright/TKM Solo
3. Charles Butler Henderson Wright/Turney TKM

SENIOR BRITAIN NOVICE

1. Andy Garrad Allkart/BG Parilla
2. Pete Johnson Dart/Arrow
3. Nicky Mauger Allkart/BG Parilla

SENIOR BRITAIN CLUBMAN

1. Jamie Bond Superdart/Parilla
2. Duncan Paterson Wright/Parilla
3. Dave Ashe Boxer/TKM

SENIOR BRITAIN SUPER

1. Simon Mauger Allkart/BG Parilla
2. Philip Thompson Boxer/Carr Parilla
3. Steve Boreham Allkart/Parilla

100 NATIONAL

1. Christian Horner PCR/PCR Rotax
2. Stuart Freegard Allkart/BG

3. Paul Wilkes Parilla Wright/Rotax

100 SUPER

1. Bobby Game Allkart/Parilla/Rotax
2. Paul Ibbotson Kali/Atomik
3. Gary Chapman Gillard/de Bruyn Rotax

125 NATIONAL

1. Kim Marks Stratos/SED Minarelli
2. Alan Dell Anderson/Rotax
3. Lorraine Wilson Stratos/SED Minarelli

P & R

- Andrew Holmes Sprint/Rotax

210 NATIONAL

1. Andy Passey Anderson/Villiers
2. Gordon Maidment Stratos/Villiers

250 NATIONAL

1. Mark Allen Dino/KMP KTM
2. Chris Tomkinson Dino/KTM
3. Dennis Gale Anderson/Cagiva

TEAM RESULTS

1. Nick Moss Developments; 2. Bobby Game Racing; 3. Gillette Deodorants; 4. Mauger Skip Hire; 5. Shrewley Kart Shop; 6. Protrain Racing; 7. Team H D and A . 8. Kelgate Gatellie; 9. Brady Fabrications; 10. JJ Engineering.

Remember the next Club meeting is on 30th September due to the gearbox 'O' plate championships being held on 15th and 16th September.

Report by Graham Smith.

HAPPY SEPTEMBER BIRTHDAYS TO ALL THE FOLLOWING

- Mike Smith (our editor) 2nd
Andy Thornton 25th
Paul Klaassan 12th
Andrew Harvey 19th
Robin Gillam 19th
Jamie Vale 26th
Tony Brown 23rd
Mark Gellatly 16th
Keith Edwards 1st
Peter Gray 24th
Andrew Scott 5th
Jacques Hendrikse 10th
Paul Woodward 1st
Michael Nield 11th

KART AND SUPERKART CLUBMANS CHAMPIONSHIP ROUND 4...ROWRAH.....AUGUST 12th.

The 1990 Kart and Superkart Clubmans Championship moved to Rowrah for the fourth round on Sunday August 12th and whilst the entry may have been a little on the low side all four classes produced some good racing.

DAVID TUCKER aboard his Gillard took a convincing win in the Cadet final; the Zip of LEE JONES was piloted to a fine win in Junior Britain; SEAN PITTS and his Anderson took the honours in Senior Britain whilst STEVEN BAILEY and his Sprint led home the 100 National field.

The weather was to say the least a little wet during the later stages but that didn't appear to dampen the enthusiasm of those present.

The Cumbria Kart Club did their usual efficient job throughout the meeting and our thanks go to all concerned for their efforts.

CADETS

The youngsters got the racing underway and it was David Tucker who made a clean sweep of the three heats, winning in style each time out. Darren Coatsworth earned a big hug from dad after his fine second place in heat one whilst Paul Jones got it all together to take second in the remaining heats. Robert Bell and Stacey Fell turned in good performances to earn second row starts for the final.

Fifteen laps were on the cards and on the green it was Tucker, off pole position, who made the best of it. As one lap was completed Jones was tucked in behind with Bell and Fell heading the rest. The two leaders quickly pulled out a gap whilst Coatsworth settled into fourth spot ahead of Gibson, Judd Coupland, Charnley and Tom Coupland. The first positional change took place on lap seven as Tom Coupland moved ahead of Charnley and immediately set his sights on brother Judd. Tucker still had the lead...Jones was constantly looking for a way through with just a couple of lengths separating them. On lap eight Stacey Fell got it wrong...spinning down to last place...much to her disgust!

With two thirds of the race completed Tucker and Jones were still well clear at the front...Jones being unable to make any real impression on the leader. Bell had the edge over Coatsworth and there was then a gap before Gibson led the rest through. Stacey was valiently trying to make up lost ground and was beginning to close a little on Charnley. The rest were as before.

Lap thirteen...no changes...Tucker still well in control and keeping Jones at bay....Bell still heading Coatsworth



Young David Tucker held off the challenge from Paul Jones to take the Cadet honours.

Pic: Iain Blair

and Gibson holding sway over the rest. The next lap and it changed....Judd Coupland got past Gibson...brother Tom was not going to be left out and he quickly followed through to claim sixth place.

Into the final tour and Jones was still trying his best but Tucker was not for giving anything as he hit the straight for the last dash to the flag and a deserved victory. Behind Jones, Bell and Coatsworth continued their battle for third with Bell getting the verdict by less than a length. The Coupland brothers were next with Judd having the advantage and they were followed home by Gibson and Charnley with Stacey...a disappointed young lady...bringing up the rear.

JUNIOR BRITAIN

Three different heat winners in this class...Lee Jones took the first; Adrian McDade the second and Dickie Wilson the third.

Jones also had a third and it was he who sat on pole with his Zip. The Wright of Jonathan Downer was alongside with the similar mount of Steven Crawford and the Colt of McDade on two.

At about twenty minutes to five...in wet conditions...the green came on and it was Jones who made the best of it. The wet track, combined with bags of enthusiasm, resulted in a number of early spinners and the opening lap was certainly fast and furious. Jones led them through as they went into lap two...Downer was second from McDade and Coverdale. By lap four Jones had eased away and was well clear of his pursuers as Downer suddenly found himself at the back of the field giving second place to Coverdale. McDade was next from Gallagher with Rotherham ahead of Wilson and the rest.



Lee Jones was a clear winner in the K & S Junior Britain class
Pic: Iain Blair



Senior Britain action with Mark Ticehurst shadowed by eventual winner Sean Pitts.

Pic: Iain Blair

signalled the off and as they all safely negotiated the chicane for the first time it was Wilde who headed the field during the opening lap. It wasn't to last though as he spun to the rear of the field on lap two with Series leader Murphy doing the same thing on the next tour! For laps three, four and five Ticehurst had the lead before Pitts took over with Hughes in third spot. Murphy was beginning to pick up places again and by lap six he had moved from nineteenth to fifteenth and had early leader Wilde in his sights. At the front Pitts and Ticehurst had about ten lengths over the rest with Hughes still holding third from West. Murphy was still gradually picking up places and after eleven laps he was up to twelfth spot.

Lap fourteen and the leader took the first of the backmarkers being quickly followed through by Ticehurst and Hughes. As the laps were reeled off Pitts held his position at the front and as they went into the last lap West made his move to get the better of Hughes by the flag. Nelson came home in fifth from Davidson with Davis next from Ashbridge. Murphy had recovered well and crossed the line in ninth place.

100 NATIONAL

Whilst another trio of winners emerged from the heats it was Michael White and his Kali on pole for the final after a win and two seconds. Steve Fox also had a win aboard his Gillard and he was alongside on the front row. The Wright of Jonathan White was on two with the PCR of Lee Johnson for company. Row three had the Sprint of Graham McCarthy with Steven Bailey alongside... again on a Sprint.

At the off Michael White looked as if he was going to walk away with this one... quickly pulling away as the field spread out over the opening laps. For six laps he led... comfortably... but then disaster as sprocket maladies sidelined him as he entered

the straight for the seventh time. Bailey then found himself in the lead as White attempted to re-join... only making it a few yards to the start line before calling it a day. Duff had second from Jonathan White, Lee Johnson and Graham McCarthy with gaps appearing through the field. McCarthy indulged in a spin but managed to re-join without losing a place whilst at the front Bailey was still holding sway.

By lap twelve backmarkers were being encountered by the leaders and after sixteen laps just five drivers were on the same lap as Bailey. Johnson had got the better of Duff to claim third whilst McCarthy still held fifth from Chenery.

Nothing changed over the remaining laps and that was how they crossed the line with Bailey delighted to have taken victory. Bad luck for Michael White... but that's racing.



Rowrah Stadium... home of Cumbria Kart Club and recent venue for the 4th round of the Kart and Superkart Series.

RESULTS

CADET

1. David Tucker
2. Paul Jones
3. Robert Bell
4. Darren Coatsworth
5. Judd Coupland
6. Tom Coupland

JUNIOR BRITAIN

- | | |
|---------------------|-------------|
| 1. Lee Jones | Zip/TKM |
| 2. Daniel Coverdale | |
| 3. Andrew Gallagher | Gillard/TKM |
| 4. Adrian McDade | Colt/TKM |
| 5. Marc Rotherham | Gillard/TKM |
| 6. Dickie Wilson | Wright/TKM |

SENIOR BRITAIN

- | | | |
|---------|--------------------|---------------|
| Gillard | 1. Sean Pitts | Anderson/TKM |
| Zip | 2. Marc Ticehurst | PCR/PCR |
| Allkart | 3. Michael West | Boxer/Parilla |
| Allkart | 4. Jonathan Hughes | Boxer/Parilla |
| Wright | 5. John Nelson | Boxer/PCR |
| Wright | 6. Simon Davidson | Whippet/PCR |

100 NATIONAL

- | | |
|--------------------|--------------|
| 1. Steven Bailey | Sprint/PCR |
| 2. Lee Johnson | PCR/Rotax |
| 3. Howard Duff | Wright/Rotax |
| 4. Jonathan White | Wright/Rotax |
| 5. Graham McCarthy | Sprint/Rotax |
| 6. Gordon Chenery | Wright/Rotax |



Steven Bailey on his way to victory in the 100 National final.

Pic: Iain Blair

CARRICKFERGUS ROAD RACE 25th JULY

Report by John Belshaw.

250 NATIONAL

The usual dominance of Stephen McAdam was not shown as engine troubles forced him into retirement after just one lap of the final. John McAllister and John Feeney set the early pace but by the close of two laps Ian Lynch had come through to make it a three way fight at the front. As the race progressed McAllister gained a little on Feeney and Lynch and with two laps to go the latter made a determined move up to second. The leader, McAllister, had just enough to keep ahead though, a lead he held to the flag.

250 FORMULA E

With dry weather conditions this was going to be a fast race and from the off Ivan Fisher set a blistering pace from pole position. Richard Bell and Joe McCullough were hot on his heels but Fisher had the edge leaving the pair to run a terrific battle for second. At the half way stage as Fisher maintained his lead disaster almost struck Bell and McCullough as the pair collided on the back of the circuit. Luckily neither was put off and it was Bell who emerged best although the lead enjoyed by Fisher was further extended. Into the last lap and Bell

and McCullough were at it again with the former once more coming off best to take second place some thirty yards behind the winner... Fisher taking the honours for the third year running.

The ULSTER KART CLUB would like to say a big thank you for the excellent turnout of drivers, the racing being thoroughly enjoyed by a huge crowd of spectators. Also a special thanks to the very professional teams of Marshalls, St. John Ambulance crew and the Carrickfergus Borough Council for their continued support of a very special event on the calendar.

100 NATIONAL

Eamon Marnell led the field into the first bend with John Ferguson and Philip Gordon right on his tail. The main threat from street Champion, Roger Drumm was soon present with Drumm in one of his first races this season following pre season injuries. By the end of the first lap he was up to third and hard on the bumper of Ferguson. By half distance Drumm had pulled out all the stops to take the lead but Marnell was not giving in easily. Into the last lap the pair were right together but then a mistake by Marnell allowed Gordon to take up the challenge and make it a real race to the flag. Drumm just got it by half a length with a disappointed Marnell third from Ferguson.

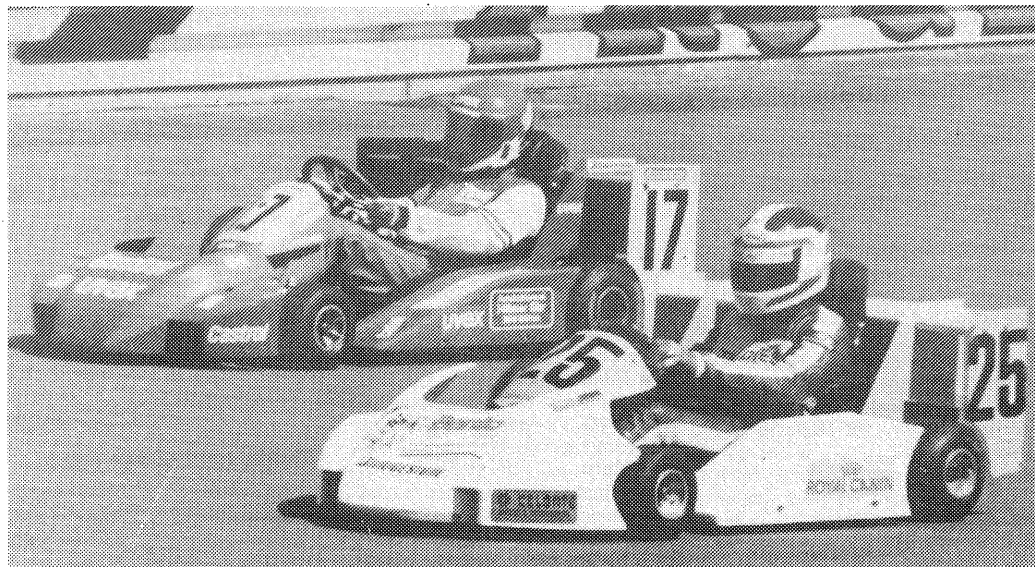
125 P & R

From the flag Noel Strain set the pace and lap after lap opened up a gap between himself and Alan Davis in second spot. By half distance Davis had also opened up a good gap over Keith Hemsley who was in close combat with Samuel Hoey. Disaster struck Davis however in the closing stages leaving Strain some 100 yards ahead of Hemsley at the flag.

125 NATIONAL

Although some of the usual stars were missing, the increasingly successful Leslie Currie did race. From the start though it was evident that poleman Currie was going to be under pressure from Bryan King and David Purdy with the latter piling the pressure on from the off. After one lap Purdy was right alongside Currie and came off the straight slightly ahead. King was also starting to come on strong and lap after lap there was very little between the trio. Into the last lap and a bit of over enthusiasm by Purdy forced him wide coming off the straight allowing Currie to pull a few yards on second placed King with Maguire moving up to third. Currie held off the challenge from King to take the win whilst some brilliant driving from Purdy gave him third spot behind King.

NURBURGRING SUNDAY JULY 1st



Jacques Hendrikse (25), just leads Olaf Dau at Nurburgring on July 1.

The ISG, the equivalent of the Central Kart Club, organised a meeting at the Nurburgring on July 1st on the full Grand Prix circuit. The weather was wet and windy although the first practice took place in dry conditions with most drivers looking for a compromise on gearing.

Timed practice began shortly before noon but as the weather got worse times were far below normal with Bobo Westman recording quickest time on 1m 43.27.

Grondstra, Wimmer, Hendrikse, Rontforth, Dau and Wollerich were next. Fastest of the single cylinder Intercontinental E was Uli Seiker on 1m 58.36 and he was followed by Borchert, Hoedel, Bouma and Heuting.

As the Pre Final was about to start it rained! with all drivers lining up on new wets as they had ruined

previous sets at the Euro Champs in Finland. The rain began to ease and some changed back to slicks but on, the green it was Wollerich who got a flier only to go grass cutting at the hairpin allowing Grondstra through to lead. As the rain eventually stopped and the strong wind dried the track quickly those on slicks were potential winners.

It was Ronforth who took the win from Grondstra, the latter having been on wets. Pau was third and slick shod with Wimmer and Huber both on wets taking the next two places.

The Intercontinental E's had a race of their own with all out on wets. Huetting took first place after a close battle with Hoedel second from Mueller and Bartels.

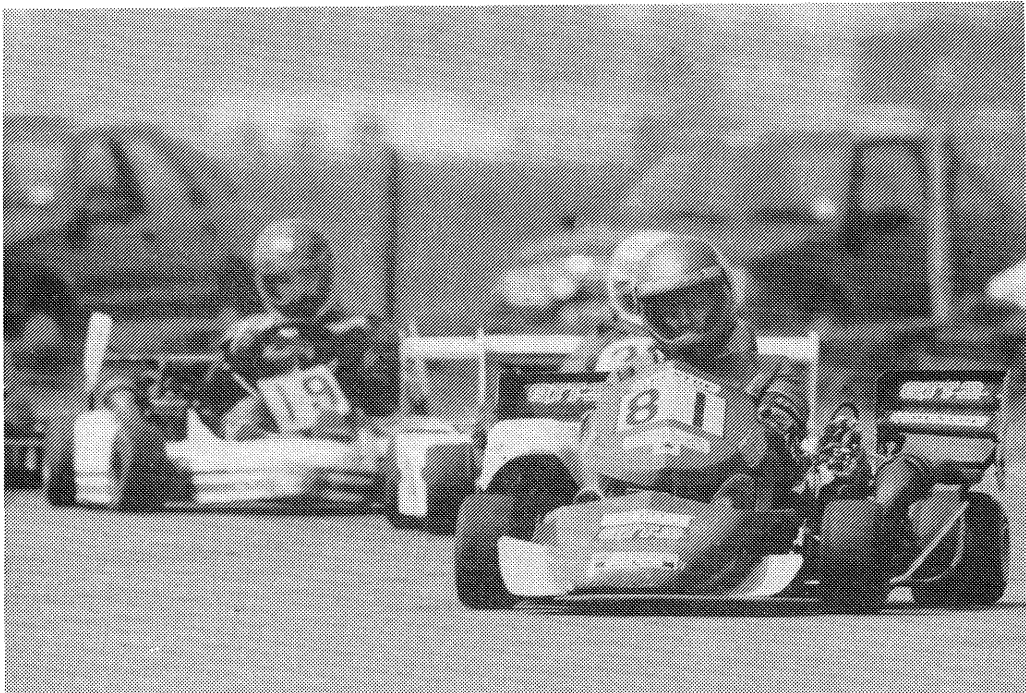
The Final was due off at six o'clock by which time the rain had stopped allowing the sun to show itself for a short while. It was cold

though particularly having had to wait so long. However, the final did get away at about ten minutes past six and it was Westman who led into the first corner. Grondstra took over at the front on lap two with Wollerich, Wimmer, Hendrikse and Mueller behind Westman. At half distance the Rotax of Grondstra went off a pot and that allowed Westman to retake the lead. The Swede held it to the flag with Wimmer second followed by Wollerich, Hendrikse, Rontforth, Mueller and de Pau.

The Intercontinental E final was initially led by Huetting from Seiker, Bartels and Hoedel. From the back of the grid Bouma charged through and on lap four he took the lead and held it to the flag. Seiker was second from Bartels, Hoedel and Huetting.

Report and photo by Jacques Hendrikse.

HESKETH SUPER CHALLENGE



Rob Peters, a regular Hesketh Cup Competitor.

Pic: Doug Rees

SNELSON POINTS AFTER FIVE ROUNDS

1. Paul Pedelty 19; 2. Neil Hems 18; 3. Martin Wall 16; 4. Roger Mayers 12; 5. Bob Kennings 7; 6. Andy Griffiths 2; 7. Mark Ellis 1.

1. Bob Kennings 340; 2. Neil Hems 255; Trevor Cryer 233; 4. Paul Pedelty 229; 5. Paul Studley 215; 6. Malcolm Green 195; 7. Ian Woodcock 190; 8. Rob Peters 189; 9. Martin Wall 161; 10. Roger Mayers 128.

210 CHALLENGE 1990 ROUND 4 FULBECK

Report by Graham Payne.

Round 4 of the Challenge took place at the tight twisting circuit of Fulbeck in Lincolnshire with overcast skies and the barometer needle showing it was a day of change.

The first heat was led away by Simon Bateman and after one lap he was followed by Norman Allen, Graham Payne, Martin James, Steve Warcroft and the rest. Payne took Allen on lap two whilst Warcroft slipped down the field allowing French and Roper up to fifth and sixth. By lap five Bateman had a commanding lead from Payne and the rest but in the closing laps Edwards managed to get past Payne to take second spot. Payne made the best of the start in heat two followed by Bateman, French, James and Edwards but by lap two Bateman had the lead, a position he held to the flag. It was Edwards turn to lead in heat three closely followed by Higgins, Bateman, French, Payne, Allen, Kettle and the rest. Lap three and Payne moved into the lead only to be sidelined with mechanical

problems leaving Bateman with a clear lead. That position he held to take his third heat win. French came home second from Kettle, Edwards, Higgins, Roper and Shirley.

The final grid sheet showed Bateman on pole with Edwards alongside. Higgins and Payne were on two with Kettle and French on three. On the green Edwards hit the front with Bateman, Payne, French, Higgins and the rest in pursuit. Lap two and Bateman took the lead whilst lower down the order Winn demoted Shirley only to retire on the next lap with mechanical problems. As the laps rolled by so the leading places remained the same and it was Bateman who took the honours from Payne, French, Kettle, Higgins and Edwards.

RESULT.

1. Simon Bateman; Dino/Villiers; 2. Graham Payne Dino/KMP; 3. Peter French Zip/Villiers; 4. John Kettle Magnum/Villiers; 5. Peter Higgins Barlotti/Upton; 6. Keith Edwards Lazer/Villiers

DATES FOR YOUR DIARY

SEPTEMBER 9th
Birmingham Wheels
Clay Pigeon
Boyndie
Kimbolton
Tilbury
Wombwell
Langbaurch ... RAC/Super One
Final Round

SEPTEMBER 16th
Nuthampstead
Crail
Shenington ... RAC British Open
Championship
All gearbox except 250 E
Langbaurch
Bovington

SEPTEMBER 22nd
Snetterton ... UK Cup ... National
Classes

SEPTEMBER 23rd
Kimbolton ... Kart and Superkart
Series Final round.
Blackbushe
Pembrey ... Welsh Championships
Fulbeck
Three Sisters
Le Mans ... World Championship
250 E
Final round.

SEPTEMBER 29th/30th
Three Sisters ... RAC Short Circuit
Gearbox Championship ... Final
round.
Rowrah ... RAC British Open
Championship Senior Britain.
Ellough
Shenington
Dunkeswell

RAC/SUPER ONE ROUND FIVE FELTON, JULY 22 WE WUZ ROBBED !!

Behind the headline lies a story; a story of daylight robbery. The spectators were robbed of cheering the real winners who were denied their just rewards by one of the most heart-rending decisions a Clerk of Course has to make.

It was whether to exclude drivers whose noise boxes had fallen off. The correct decision was to exclude but that didn't make things any easier for the drivers who lost valuable points without actually cheating or gaining an advantage.

Maybe in future the RAC will look at security of fixing in homologating further 'approved' noise filters, some of which are a complete joke. It is also interesting to note that the most popular filter seemed to produce the most raucous induction noise. At full blast, the new crop of filters sounds louder to the ear than last year's number plate deflectors. This is clearly daft!

The officials of the meeting are not to blame, the regs. state a mandatory compliance. I would have thought that 'force majeure' would have applied in these cases.

Apart from that, the meeting went smoothly, although the lack of a flag marshal on the startline led to some interesting and potentially dangerous situations. The entry was good, the weather was dry in comparison to Larkhall although the blazing sun seen on Friday failed to materialise and the day was decidedly chilly

RESULTS

JUNIOR BRITAIN

1. Ralph Firman Dino/TKM
2. Guy Smith Gillard/TKM
3. Jamie Davies Wright/Solo
4. Paul Higginbottom Gillard/TKM
5. Josh Cobb Colt/PCR
6. Henry Stanton Wright/TKM

SENIOR BRITAIN

1. Darren Gibbs Wright/Carr TKM
2. Mark Beddall TKM/TKM
3. Andrew Clark Wright/Solo
4. Ivan Turner Gillard/TKM
5. Steve Cook-Martin Colt/TKM
6. Antony Cleal Dino/Parilla

100 NATIONAL

1. Neil Hann Wright/Rotax
2. Alan Mackay Gillard/Rotax
3. Andrew Keenan Gillard/Rotax
4. Richard Yorke PCR/Atomik
5. Lee Loder Sprint/Rotax
6. Martin Moore Kali/Atomik

100 SUPER

1. Ricky Flynn Wright/Rotax
2. Steve Brogan Wright/Rotax
3. Paul Evans PCR/Atomik
4. Jamie Spence Wright/Rotax
5. Paul Henderson Gillard/Rotax
6. Jeanette Peek Techno/Rotax

Iain Blair.

SEPTEMBER 1990

Kart and Superkart Clubmans Championship Round 5, Larkhall, Sunday, August 26th

The West of Scotland Kart Club hosted the fifth round of the Kart and Superkart Championship on Sunday August 26th at their Larkhall circuit and despite the entry being once again on the low side some excellent close racing was seen. DANNY YEOMANS took the Cadet honours aboard his Zip; the Wright of ADRIAN McDADÉ was first in Junior Britain: TIM MURPHY, also on a Wright came out tops in Senior Britain and MICHAEL WHITE, aboard a Kali took the honours in 100 National.

The weather was good for race day, the threatening clouds never giving way to rain and as usual it was the Cadets who got the proceedings underway.

Cadets

Three heats and three different winners ... Chris Blooman and his Gillard taking the first one from Danny Yeomans and Paul Jones ... both aboard Zips with the Allkart of Stacey Fell in fourth spot. Paul Jones took the second heat with Tom Coupland and his Wright in second spot from third placed Yeomans. The Wright of Judd Coupland got in on the act this time with a fourth place. The third heat and it was Master Yeomans back at the front again ... Jones had second ... Stacey third and Tom Coupland with his Wright was fourth.

The final grid sheet showed Yeomans on pole with Jones alongside; Blooman and Fell had the second row; the Coupland brothers were on three; Darren Coatsworth and Andrew Hiorns on four whilst Daniel Gibson ... excluded from a heat ... was at the back.

On the green Danny Yeomans made the best of his pole spot and as they completed one lap he led from Chris Blooman ... the pair having made an early break.

Judd Coupland paid an unwanted visit to the tyre wall as he entered the straight for the first time but was able to rejoin, albeit well down. Brother Tom led the rest in their chase of the two leaders until Paul Jones took over third spot on lap four. He took Tom Coupland and Stacey Fell with him and by half distance that group of five were quite tightly bumper to bumper. Darren Coatsworth was next ... being pursued by Daniel Gibson whilst Judd Coupland was running ahead of Andrew Hiorns but at least a lap down on the rest.

With two laps to go it was certainly close at the front ... Jones had relegated Blooman to third with Tom Coupland and Miss Fell as before. Gibson and Coatsworth were still disputing sixth spot with



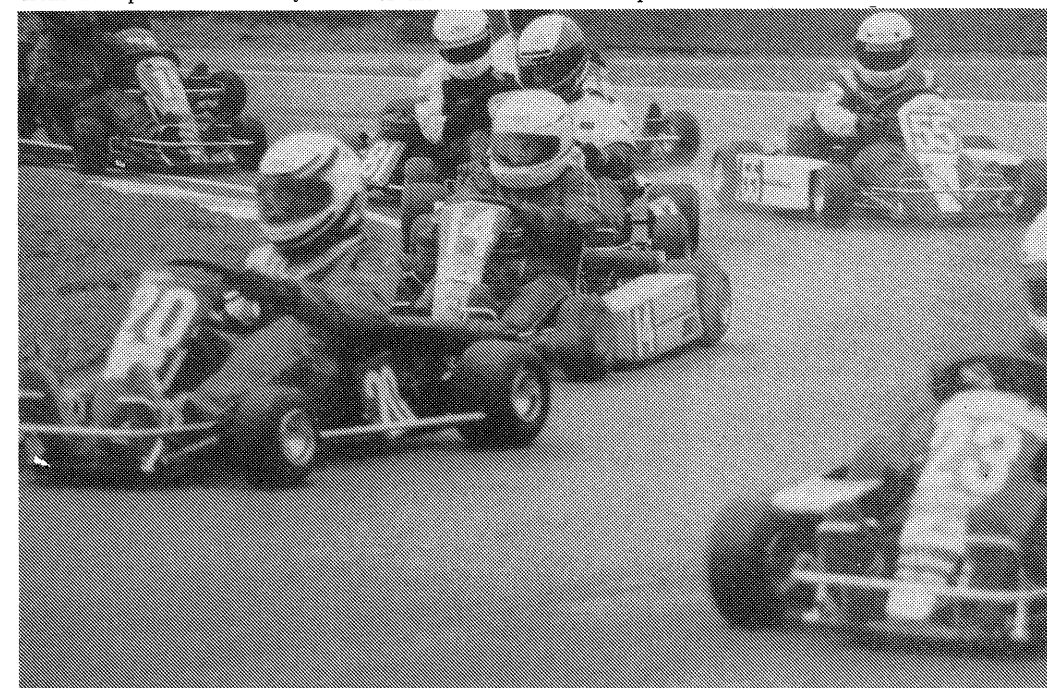
Cadet Heat - Coatsworth (20), Jones (22), Yeomans (12). Pic: Jamie Smith.

Gibson having a slight advantage as they went into lap eleven. Horns was now ahead of Tom Coupland and for the remaining two laps that was it stayed with Danny Yeomans taking the flag first.

1. Danny Yeomans Zip
2. Paul Jones Zip
3. Chris Blooman Gillard
4. Stacey Fell Allkart
5. Tom Coupland Wright
6. Darren Coatsworth Allkart

Junior Britain

From an entry of just fifteen the Wright of Adrian McDade took the first heat with the Gillard of Andrew Gallagher second. Richard Blackburn and his Wright had third from the Zip of Gordon Finlayson.



Junior Britain action. Pic: Jamie Smith.

leading seven stayed the same. Lap three and it was tightening up McDade took over the front spot from Gallagher and after one more tour Buchan was up to second place. By half distance McDade and Buchan had pulled away leaving Gallagher in charge of the rest. Blackburn was then black flagged ... Jonathan Downer had gone missing on the infield and it was all pretty hectic stuff in the middle order.

After ten laps the leading duo were still well ahead ... Lee Jones had powered his way through to take third from Gallagher with Finlayson and Bailey next. One more lap and Jones had eased away to make his third spot more comfortable ... if a little lonely. Gallagher, Bailey and Finlayson were opening up a gap to seventh placed Knaggs who had Kirkaldy and Ireland following.

It stayed that way until ... with one lap to go ... Ireland got the better of both Knaggs and Kirkaldy to claim seventh spot and he held that to the flag. Nothing changed at the front with McDade running out the winner from Buchan. Jones was a comfortable third whilst Gallagher headed Bailey and Finlayson across the line.

1. Adraain McDade Wright/TJ TKM
2. Chris Buchan Zip/Boyce TKM
3. Lee Jones Zip/TKM
4. Andrew Gallagher Gillard/TKM
5. Daniel Bailey Wright/Parilla
6. Gordon Finlayson Zip/Boyce TKM



Stuart Petts - Senior Britain: Pic: Jamie Smith.

Senior Britain

Tim Murphy abroad a Wright, took the first heat with the Anderson of Sean Pitts second from third placed John Nelson and his Boxer. Michael West . . . also on a Boxer was fourth . . . and he went on to win the second heat whilst Murphy had to settle for second spot. Nelson had third from the Wright of Paul Wilde with Jonathan Hughes and his Boxer taking fifth. West got it all right again in the third heat, Murphy was second . . . Pitts third . . . Hughes fourth and Nelson fifth.

Close racing it was and the final grid showed a front row of Murphy, on pole . . . West alongside. Row two had Pitts and Nelson whilst three was taken by Hughes and Wilde.

A couple of rolling laps were necessary before the starter was satisfied and on the green it was Murphy making the best of it. West was with him though and as they completed one lap that pairing had pulled out at least a ten length lead over third placed Nelson. Pitts and Hughes were next with Jan Davis and Jason Bird following. By the close of lap two Murphy had about six lengths over West . . . Bird had got past Davis but the rest were as before. As Murphy maintained his hold at the front . . . gaps began to appear down the field as half distance approached Paul Wilde indulged in a spin . . . restarted but at the back, with a lot to do.

Into the second half and West closed right up on Murphy each time they came into the in field section but Murphy was not giving an inch as he held on to first spot in fine style. Nelson, Pitts and Hughes were having a close scrap for third place whilst Bird and Davis were engaged in battle for sixth spot. As the race reached its closing stages Murphy and West were still running very close . . . Murphy holding his line well giving West little chance to make headway. Lap thirteen and Hughes . . . in going for third place . . . ran wide and suddenly found himself in fifth with two laps left!

a third and a second in the heats. So, the final grid order was like this . . . Chenery on pole . . . Fox alongside . . . Michael White and Jonathan White on two . . . Howard Duff and Graham McCarthy on three . . . Lee Johnson and Dave Baker on four and Paul Wallington being joined by Steve Bailey on five.

The latter had a disastrous day . . . one he will want to forget . . . three non finishes in the heats and then failing to make the start of the final!

On the green it was poleman, Chenery who got away well but in a fast and furious opening lap Fox emerged at the head with Jonathan White in second ahead of Chenery, McCarthy and the rest . . . all in line astern.

Lap two and as Fox came through again in the lead, Chenery was shown the warning board as he came through in third ahead of McCarthy with Jonathan White still holding second.

On lap four it changed . . . Chenery and McCarthy had been involved in an incident on the far side of the circuit and they came through to start lap five at the back . . . a long way behind Baker.

As the halfway point was reached Michael White had tagged on to the scrap for the lead leaving Duff in charge of the rest.

It began to tighten up at the front . . . Fox still led but the rest were not too far adrift as eleven laps were completed. Chenery was really motoring . . . although he had a lot to do in a short space of time if he was to get back in touch.

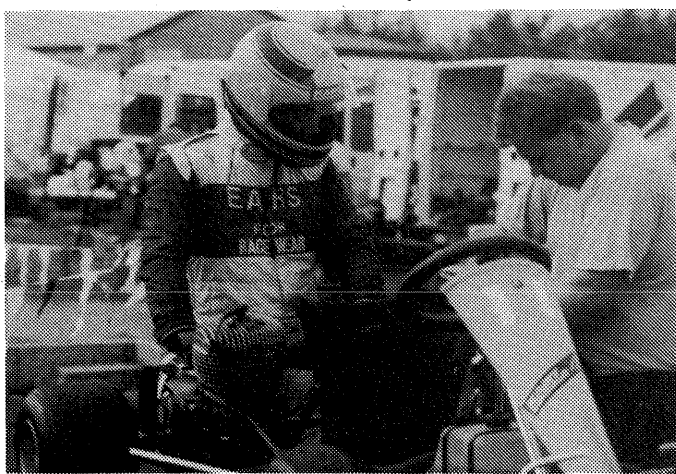
By the close of lap twelve Fox and Michael White had eased away . . . Baker still had charge of the rest with Jonathan White having dropped back into the pack. One lap to go and the leading duo were well clear . . . Chenery was making up ground rapidly . . . but time was running out.

Through the infield for the last time and it was very close . . . Fox still had it as they came down to the right hander leading on to the start/finish line . . . he just had the edge as they exited . . . but then in a last

- | | |
|--------------------|-------------------------|
| 1. Tim Murphy | Wright/Parker TKM |
| 2. Michael West | Boxer/Kartsport Parilla |
| 3. Sean Pitts | Anderson/TKM |
| 4. John Nelson | Boxer/Kartsport PCR |
| 5. Jonathan Hughes | Boxer/Kartsport Parilla |
| 6. Jason Bird | Wright/TKM |

100 NATIONAL

IT was full marks to Gordon Chenery aboard his Wright as he took all three heats to firmly take pole for the fifteen lap final. Jonathan White had second place first time out and he followed that with a fourth and a seventh on his Wright. The Gillard of Steve Fox had a third and a second with a sixth place finish in heat three. Michael White got more out of his kali as the day progressed . . . taking a seventh



100 National driver Graham McCarthy supervises adjustments. Pic: Jamie Smith.



Jason Bird lifts a wheel. Pic: Jamie Smith.

dash to the line Michael White found that little extra to take the flag first!

Jonathan White had third from Baker, Duff and Chenery with Johnson coming home ahead of McCarthy.

- | | |
|-------------------|-------------------|
| 1. Michael White | Kali/Rotax |
| 2. Steve Fox | Gillard/Rotax |
| 3. Jonathan White | Wright/Rotax |
| 4. Dave Baker | PCR/Nodtune Rotax |
| 5. Howard Duff | Wright/JAG Rotax |
| 6. Gordon Chenery | Wright/Rotax |

With just one more round to come . . . Kimbolton, September 23rd, the overall points positions look like this at the top . . .

CADETS

- | | |
|-------------------|-----|
| Paul Jones | 359 |
| Tom Coupland | 303 |
| Danny Yeomans | 303 |
| Judd Coupland | 301 |
| Daniel Gibson | 295 |
| David Tucker | 285 |
| Darren Coatsworth | 277 |

JUNIOR BRITAIN

- | | |
|------------------|-----|
| Andrew Gallagher | 324 |
| Lee Jones | 320 |
| Stephen Crawford | 302 |
| Adrian McDade | 276 |
| James Beales | 275 |
| Jonathan Downer | 259 |

SENIOR BRITAIN

- | | |
|-----------------|-----|
| Tim Murphy | 392 |
| Jonathan Hughes | 340 |
| Michael West | 332 |
| Paul Wilde | 331 |
| Chris Rankin | 292 |
| Sean Pitts | 281 |

100 NATIONAL

- | | |
|-----------------|-----|
| Gordon Chenery | 386 |
| Lee Johnson | 339 |
| Howard Duff | 336 |
| Graham McCarthy | 333 |
| Paul Wallington | 279 |
| Michael White | 279 |

KARTING FOR THE DISABLED THREE SISTERS, AUGUST 18th

From places as far apart as Liverpool and London, Sheffield and Cirencester 50 drivers with differing disabilities met at Three Sisters on Saturday August 18th for two days practice and racing for the first National Pro-Kart Championship.

The Wigan Formula Four Club, which had led the way in developing karting for disabled drivers, organised the meeting which was sponsored by the Ashby Charitable Trust.

The RAC approved machines use 160 cc Honda four stroke engines

and are capable of speeds up to 60 mph. They have a single hand control for both accelerator and brake but are adaptable for a range of disabilities.

Practice day was fine and dry and speeds increased as drivers learned the intricacies of machine and track. After practice came a persistently wet day for racing. Competitors, confident in the dry, now had to contend with controlling karts on a surface which was ready to loosen its grip if they accelerated too quickly out of corners.

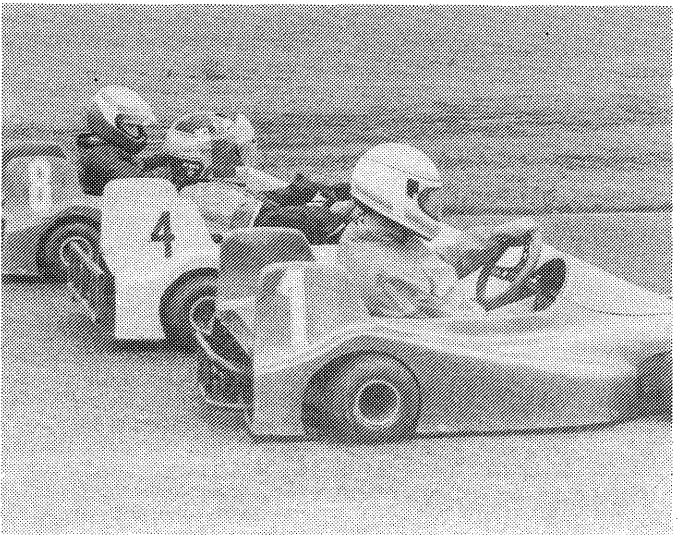
Instead of times, a points for places system was used, with one point for first, two for second and so on. Eventually the eighteen lowest scorers were organised into three

finals with the six lowest lining up for the last race of the Championship.

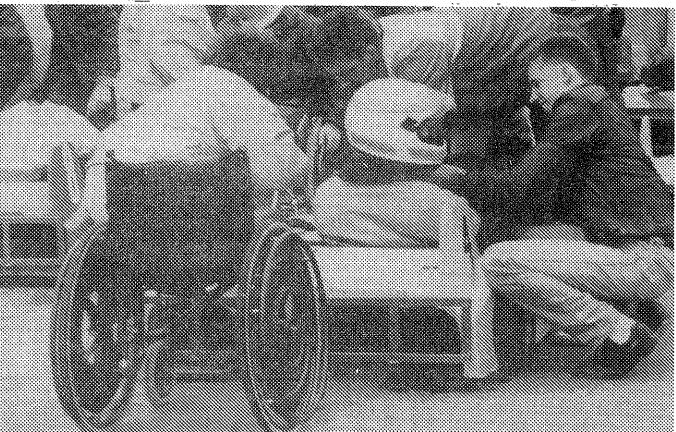
This ten lapper produced a close encounter between Terence Ferrari and Steve Rodgers, the pair battling for first place for eight laps before Geoff Faint of Daventry squeezed past and held on to the flag.

Despite the miserable weather of Sunday competitors and sponsors were convinced it had all been a success. Presenting the awards Brian Ashby, Chairman of the Ashby Charitable Trust, congratulated the drivers for coping with the unfamiliar machinery and hinted that the Championship could well become a fixture on the karting calendar.

Report by Brian Phillips.



Waiting for the green light. Disabled drivers compete in the National Pro-Kart Championships at the Three Sisters track, near Wigan, on Sunday, August 19.



The scene in the pits as one of the competitors in the National Pro-Kart Championships for disabled drivers held at the Three Sisters Circuit, near Wigan, on August 18 and 19.

NEW SUPER

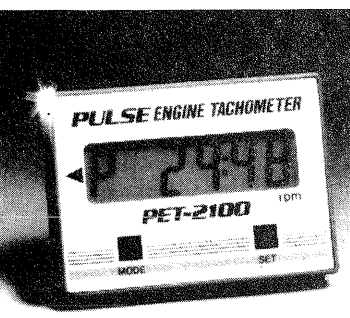
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210 CHALLENGE 1990

FULBECK-LITTLE RISSINGTON-SHENINGTON-THREE SISTERS



ROUND 5 FULBECK

ROUND 5 and the 1990 210 Challenge returned to Fulbeck on a dry but overcast day.

The grid lined up for the first heat which saw Simon Bateman take the lead followed by Graham Payne, Peter Roper, Bob Rawden, Peter French and the pack. Lap 3 and Graham Payne rolled to a halt with mechanical problems and Peter Roper slipped down the pack to 6th, leaving Bob Rawden in 2nd followed by Peter French, John Kettle and Peter Higgins. Lap 7 and Simon Bateman was still leading but Peter French had disappeared and John Kettle had passed Bob Rawden for 2nd with Peter Higgins 4th, Peter Roper 5th, Andy Holt 6th and Ray Shirley 7th which was the finishing order when Simon Bateman took the chequered flag.

Heat 2 and Bob Rawden made the best start followed by Peter French, Peter Roper, Simon Bateman, Peter Higgins, Graham Payne and the pack. Lap 2 and Simon Bateman passed Peter Roper for 2nd and started closing on Bob Rawden while behind Peter Higgins had moved in front of Peter Roper for 4th and Andy Holt had moved in front of Ray Shirley for 7th. Lap 6 and Simon Bateman passed Bob Rawden extending his lead over the final few laps to take his second heat win of the day.

Heat 3, lap 1 and Simon Bateman lead closely followed by Peter French, John Kettle, Ray Shirley, David Von Gerad and the pack. The laps rolled on and everyone stayed in position leaving Simon Bateman to record his 3rd heat victory.

The final and the grid lined up: Pole: 1. Simon Bateman; 2. John Kettle; 3. Ray Shirley; 4. Bob Rawden; 5. Peter French; 6. Peter

Roper; 7. Peter Higgins; 8. David Von Gerard; 9. Andy Holt; 10. Graham Payne.

The final, the lights flicked to green and Simon Bateman hit the front followed by Bob Rawden, John Kettle, Graham Payne, Peter French and the pack. Lap 3 and Peter French started to make his move passing Graham Payne for 4th and by lap 5 had passed John Kettle for 3rd. Lap 7 and the Simon Bateman was still leading followed by Bob Rawden, Peter French, John Kettle, Graham Payne, Ray Shirley and the pack. Lap 10 and Peter French took 2nd from Bob Rawden who on the last lap slipped to 4th being overtaken by John Kettle.

210 NATIONAL CHALLENGE CHAMPIONSHIP TABLE

Name	SHEN	L/RISS	T/SIST	FULB	FULB	L/RSI	SHEN	TOTAL
1. Graham Payne	37	37	37	35	31	-	-	177
2. John Kettle	30	31	29	32	33	-	-	155
3. Simon Bateman	5	33	33	37	37	-	-	145
4. Keith Edwards	32	30	30	30	0	-	-	122
5. Peter Roper N	31	29	5	28	5	-	-	98
6. Martin James	24	35	31	5	0	-	-	95
7. Peter Higgins	26	0	32	31	5	-	-	94
8. Steve Wacroft	27	5	28	25	0	-	-	85
9. David von Gerard	25	27	27	0	5	-	-	84
10. Peter French	0	0	5	33	35	-	-	73
11. Rob Rawden	33	0	5	0	32	-	-	70
12. Ray Shirley	0	0	0	27	30	-	-	57
13. Chris Flitney	28	28	0	0	0	-	-	56
14. Ernie Winn	0	5	35	5	0	-	-	45
15. Norman Allen	5	5	0	29	0	-	-	39
16. Brian Johnson	5	32	0	0	0	-	-	37
17. Nick Holt N	5	0	5	26	0	-	-	36
18. Stewart Warsop	35	0	0	0	0	-	-	35
19. Peter Deyner	29	5	0	0	0	-	-	34
20. Chris Wright	5	26	0	0	0	-	-	31
21. Richard Whymark	0	0	0	24	0	-	-	24
22. Andy Holt N	0	0	0	0	5	-	-	5
23. John Bush	0	0	0	0	0	-	-	0
24. Shaun Gibbs	0	0	0	0	0	-	-	0
25. Simon Green	0	0	0	0	0	-	-	0

Official Result

1. Simon Bateman, (Dino/Villers)
2. Peter French, (Zip/Villers)
3. John Kettle, (Magnum/Villers)
4. Bob Rawden, (Zip/Villers)
5. Graham Payne, (Dino/Kmp)
6. Ray Shirley, (Bartotti/Villers)

Phil Davis Heat Trophy Positions

1. Simon Bateman, 24 Points.
2. Graham Payne, 12 Points.
3. John Kettle, 8 Points.
4. Martin James, 6 Points.
5. Ernie Winn, 5 Points.
6. Stewart Warsop, 4 Points.
7. Brian Johnson, 3 Points.
8. David Von Gerard, 1 Point.
- = Rob Rawden, 3 Points.
- = Keith Edwards, 1 Point.

Pit Bits

Simon Bateman has now won all the heats and finals over the last 2 rounds which is a great achievement. Can he keep it up at Little Rissington or by mentioning it is this the kiss of death??

As many of you may know, this year I have found it difficult to devote the necessary time to the Challenge due to my business and family commitments. To resolve this and to allow the Challenge to continue next year I am pleased to announce that Kate and Simon

Bateman will be helping me in the running of the series, concentrating on organising the stand for the International Kart Show and compiling and issuing the race reports. Both have been involved with the Challenge for many years and have thankfully helped me in several ways. I am sure you will all join me in thanking them for volunteering and wish them every success.

Needless to say I will be shortly concentrating on organising next years series and from the drivers I have asked there appears to be a consensus of opinion that the number of rounds and the points are acceptable, but they would like to see the best 5 rounds to count from the 7 races and the exclusion of Three Sisters in favour of the forthcoming extended Kimbolton. Your views would be appreciated.

My thanks to Beth for recording the grids and the lap scoring.

The next round is at Little Rissington on Sunday, October 7. Entries close one week prior to the meeting. Entries to be sent to: Mr. P. Ogden, 28 Montreal Close, Lower Wick, Worcs WR2 4DZ.



K & S READER SERVICE

We are often asked for back copies of Kart and Superkart and whilst most issues from the last ten years are available, some months have sold out and readers are unable to obtain a copy to make-up a set or to read a particular article.

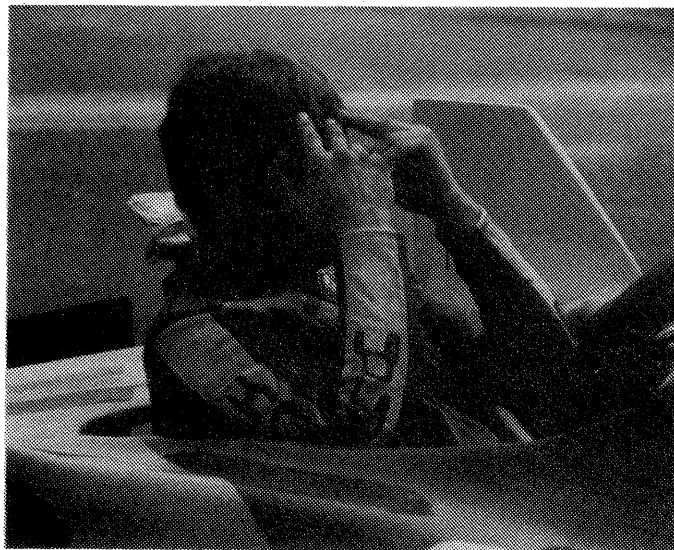
However, we do hold a full set of all magazines published since 1979 and listed below you will find the main features from Kart and Superkart, each with a reference number.

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

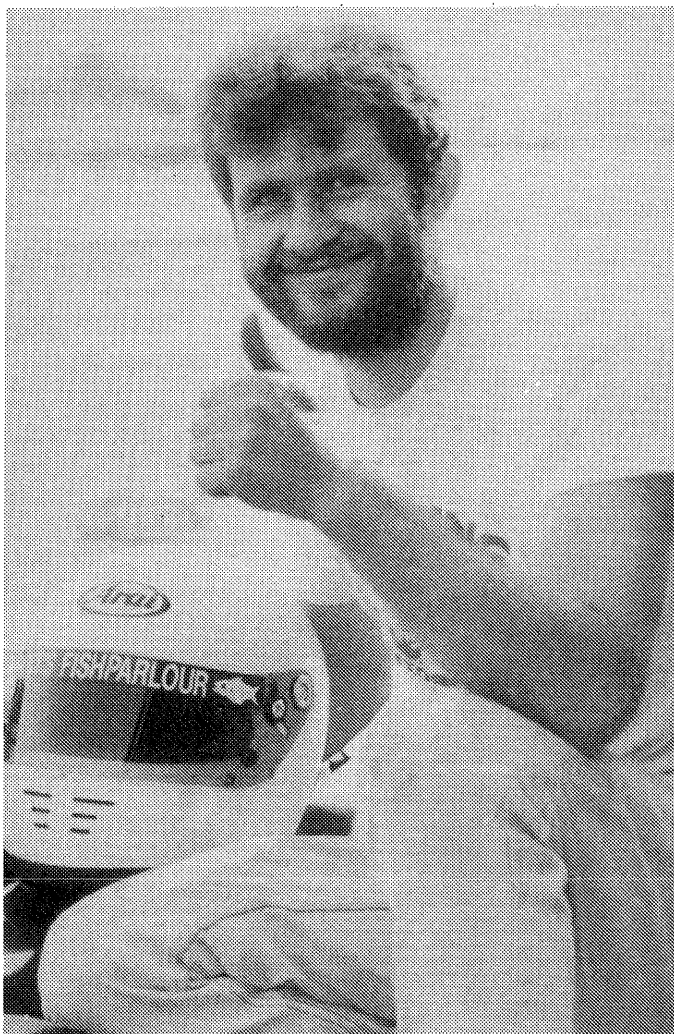
A NEW READER SERVICE

	TECHNICAL	PROFILES			
79/1		Lake Speed Steve Styryn Mike Wilson	83/12		Malcom Belbin Mark Allen Sponsorship A look at Team Schemes Miles Hall Inside Kart and Superkart!
79/2	Tillotson Carbs Motiv Exhausts The PCR		84/1	Class of 125	Roger Goff Mike Ballantyne
79/3		Alan Lane Steve Elmore Jackie Brown	84/2	Class of 125	Deavinsons
79/4	210 Preparation Peter Haywood	Lennart Bohlin	84/3	125 Rotax Roy Woodridge Class of 125 DAP Engines P&R Honda CR 125	
79/5	210 Preparation Peter Haywood Britain Class engines	Robert Langford	84/4	Honda CR 125 (continued)	Carolynn Grant Sale Mike Doble Trevor Causer Andrew O'Hara
79/6			84/6	Wind of change John Burns Helmets PCR 100 National	Ricky Grice Tony Holmes Brian Heerey Hines Stateside
79/7			84/7		Peter McCallum Barry Tomlinson Tim Parrott
79/9	Inside Hewland Dyno Tuning Pt1 Peter Inchley Dyno Tuning Pt2 Peter Inchley IBEA Carbs	Brian Heerey Paul Fletcher John Ball Calvin Fish Terry Fullerton The Sponsors... Hermetite	85/1	210 Talk... John Burns Class of 125	
79/10			85/2	Ian Reading on 250 National Graham Pettit	RAC Green Paper!
79/11			85/3		Stephen Coward The Green Paper, readers views Darron Gibbs Poul Petersen BJK Racing Steve Tillet Dale Spruce Mark Webster Monica Strath Steve Gill EME Engines Andy Martin Karting in Russia William Batmalle Paul Rees Vicky Starkey
80/1	Lockheed brakes Yamaha YZ 250(F) Dino 100cc DAP 125 Water cooling Drew Liddle 125A/C Rotax Roy Wooldridge Parilla TT23	Dave Buttigieg Mickey Allen	85/5		
80/2			85/6		
80/3			85/10		
80/4			86/1		
80/6			86/2		
80/8			86/3		
80/10			86/4		
81/1	PCR 135 TKM Engines The Rotax 250 The 125cc scene Roy Wooldridge Down at Uptons Tyres on test DAP Engines Chassis set up Slide carbs	The AGRO Kart! John Newton Gray Prior	86/5		
81/2			86/7		
81/3			86/12		
81/4			87/2		
81/5			87/3	Carbs	
81/12			87/5	Carbs	
82/1			87/6		
82/2			87/9	250 National by Kevin Priest/Paul Sadotti Villiers belt drive The Comer Engine	
82/3			87/12		
82/4			88/1		
82/12		Adrian Lumb Derek Rodgers Nigel Edwards Kurt Luby Stuart Ziemelis Graham Roscoe Giles Butterfield Behind the Scenes Richard Boston Richard Weatherley	88/6		Jim Russell Racing Drivers School Formula Drive... Pembrey
83/1			89/4	Helmets	
83/2	ERE Engines				
83/3	Helmets				
83/4	80cc Gearbox PRC 100 cc				
83/5		Derek Price			

SNETTERTON PICTORIAL



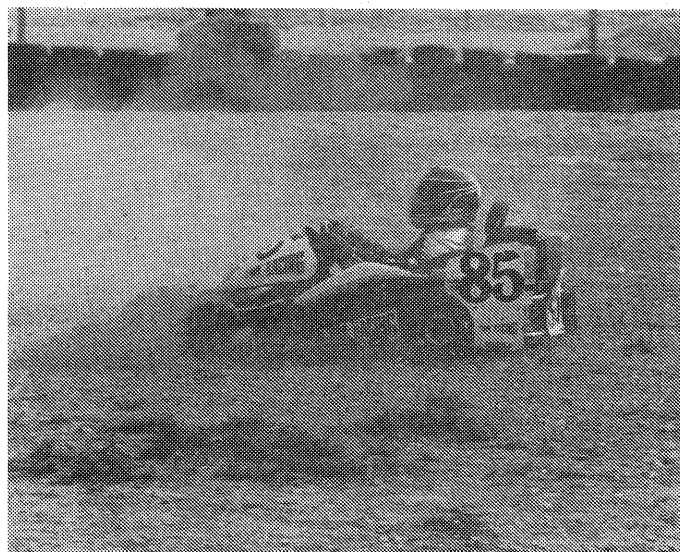
Phil Featherstone just couldn't believe his bad luck at Snetterton in July.
Pic: Steve Nelson



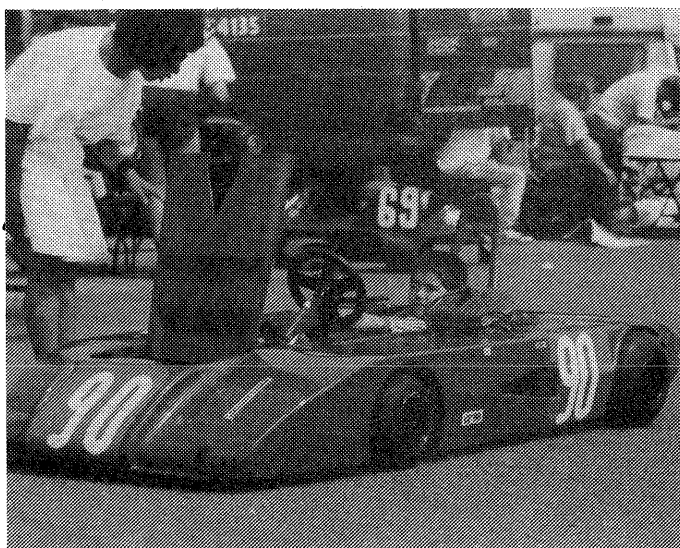
But it was all smiles later as was able to change No. 2 for the British No. 1 in the 210 Class.
Pic: Steve Nelson



A packed 250 National field at the July Snetterton. Can you put names to numbers?
Pic: Steve Nelson



Kevin Maunder in unrehearsed 250 national action . . . Snetterton, July.
Pic: Steve Nelson



Wind deflector maybe . . . but how do you expect me to see over that!
Pic: Steve Nelson

KARTING AT SPARKFORD

The inaugural meeting at the Haynes Sparkford Motor Museum circuit took place on August 5th with Cadets, Junior Britain and 100 UK taking part.

The circuit at the Motor Museum was conceived to demonstrate the Vintage and Veteran cars housed there but had to be made safe for the faster, more sporting varieties. We have two chances to prove to the South Somerset District Council and to the people around us that we can also hold Club Kart meetings without inconveniencing the local people too much.

At 5 o'clock in the morning I opened the gates to the Museum and my heart sank when I realised that the wind was blowing towards the village of Sparkford and the air was fresh and crystal clear.

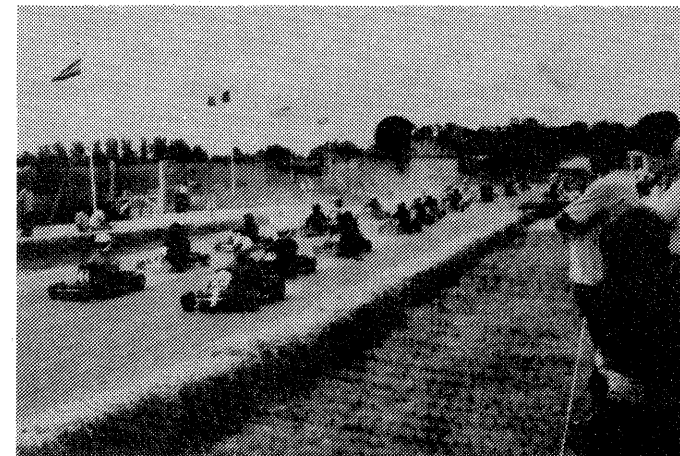
It was less than ideal for noise testing! Due on the day were three senior members of the Environmental Health Department of the South Somerset District Council who would monitor noise in the surrounding villages.

The first karters started to arrive at around 7am. and by 9.45am all 57 karters were safely pitted. The feared congestion of the roads in the surrounding area just did not happen. With scrutineering over by

10am. the first voluntary noise tests were carried out by Bill Wilson at 11.05am. The first of three practices started a little later than programmed at 11.20am. We had decided on three pre-race practices because of our lack of mid-week practice facilities. It became clear very early on that even the most experienced karters were having difficulty setting up their machinery for long negative camber bends and short positive camber bends . . . but that's karting, isn't it? By the time practice was over at 12.25pm it was becoming clear that experience and skill really did count on a fast and difficult circuit.

Experience came to the fore in the first heat. Peter Rochford first time out in the 100 UK class, proved that as long as you know what you are doing, it doesn't matter what class you race in.

However, Matthew Isgrove and Paul Vincent gave him a good run for his money. Next out was Junior Britain and inevitably Jamie Davies proved his superiority. The combination of Peter Newsham's mechanical experience and Jamie's sheer flair proved too much for the rest of the field. The Cadets followed, hoping that practice and two heats had laid down some rubber. Gareth



Sparkford and the start of a well supported 100 UK heat with author Mike Penn (59) on row three.

Penn and Gary Catt relentlessly chased Marcus Bazley who was hot on the tail of Peter D. Clarke. Jensen Button, the expected star of this heat, who had shone in practice developed mechanical trouble and had to retire. All credit to Darren Coatsworth for hanging on to 3rd. place from his pole position.

As the day wore on lap times came down considerably as the drivers got to grips with the tight hairpins and very quick straights. There were breaks during the day to re-arrange safety barriers. The biggest problem was the lack of rumble strips which of course cannot be put down until driving lines from all class one karts are noted. Straw bails were successful to a point, but as the day progressed the drivers found different and better lines and still managed to spread earth and dust around the track! All credit here to the marshalls who did a splendid job with dustpan and broom. By the time the finals came round at 4.10pm the outcome was fairly predictable . . . experience and skill counted as it always does. In 100 UK Peter Rochford positively shone, as did Mike Treliving, Paul Vincent and Dean Mann. Ian Mulliner, another favourite, sadly suffered carburation problems almost from the start in the final. In the Junior Britain inevitably Jamie Davies was first over the line by a large margin from James Taylor, but all credit to Simon Spearing who put up a tremendous fight to take third. In the Cadet final Jensen Button showed his superiority, taking 1st place from Marcus Bazley with Darren Coatsworth and Scott White battling for third and fourth place. Commiserations to Gareth Penn who fought well in fourth place for six laps only to have a front tyre valve knocked off in a tussle for the corner on the second hairpin with Gary Parfett. Gareth finished the race with one completely flat front tyre, but his consistency in the heats, a fourth and two fifths, and his dogged determination in the final earned him the Driver of the Day award.

My grateful thanks to the officials of

Clay Pigeon Kart Club without whose help this first meeting would not have been possible. My special thanks also to Dave Hockey who, like me, spent a sleepless Saturday night wondering if we had all the safety barriers and services in the correct places. Also thanks to the many new, aspiring marshalls and officials from the local area who were initiated by fire at the Haynes Sparkford Car Club Inaugural Meeting. Our first meeting went well, superbly well. Although we were only allowed three classes for our inaugural meeting everyone enjoyed themselves and there was some very lively racing on a track that proved to be very fast indeed.

Finally, our sincere thanks to John H. Haynes, Chairman and Founder of the Haynes Publishing Group and the Haynes Sparkford Motor Museum, without whose dedication to Motoring and Motor Sport none of this would have been conceivable, let alone possible.

RESULTS CADETS

1. Jensen Button; 2. Marcus Bazley; 3. Scott White; 4. Darren Coatsworth; 5. Gary Catt; 6. Daniel Greig

JUNIOR BRITAIN

1. Jamie Davies; 2. James Taylor; 3. Simon Spearing; 4. Michael Howells; 5. Gordon Isgrove

100 UK

1. Peter Rochford; 2. Mike Treliving; 3. Paul Vincent; 4. Dean Mann; 5. Colin Davis; 6. Matthew Isgrove

Driver of the Day Award, presented by I.B.M. Racing . . . Gareth Penn. Most outstanding Novice, presented by Kartell . . . Colin Davis.

For Colin Davis this was his very first race.

Report and pics . . . Mike Penn.

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CADET COLUMN

SHENINGTON 28th/29th JULY
Timed practice on the cards for this one and at the end of it David Lloyd topped the list with a best of 55.58. Simon Rodgers was next on 56 s with Michael Brinkworth recording a 56.68.

Those three produced one of the best races of the day with a totally clean fight for first place. Although it finished in that order it was Brinkworth who had the lead only to make a mistake at the Chicane, running wide on the kerb and dropping to third. Ricki Watson stayed in fourth throughout unable to stay with the leaders. Impressive novice Mark Skinner on a Sprint took fifth after pressing Steven Brady into an error at Cafe and even caught up on Watson.

RESULT

- | | |
|-----------------------|---------|
| 1. David Lloyd | Allkart |
| 2. Simon Rodgers | Zip |
| 3. Michael Brinkworth | Wright |

KIMBOLTON August 13th

With the big name drivers looking for TV fame elsewhere only one grid of Cadets was required but they did produce some close racing. Westley Barber showed excellent race craft for a little guy in winning all the heats. Gavin MacFayden led at the start of the final from Lewis Richard with Barber lurking in third. With the race half run Westley closed in and took over the lead to slowly ease away. Richard and MacFayden exchanged places with Richard getting the verdict at the flag. Behind the lead trio a battle had developed between Kevin Sale, Max Winslade and Alistair Goss with it ending in that order.

RESULT

- | | |
|--------------------|---------|
| 1. Westley Barber | Allkart |
| 2. Lewis Richard | |
| 3. Gavin MacFayden | Allkart |

RESULTS.

FULBECK 24th JUNE

- | | |
|---------------------|---------------|
| 1. Daniel Wheldon | Allkart/Comer |
| 2. Jenson Button | Wright/Comer |
| 3. Anthony Davidson | Allkart/Comer |

BLACKBUSHE 24th JUNE

- | | |
|--------------------|-----------------|
| 1. Paul Rivett | Wright/Comer |
| 2. Jeremy Gumbley | Allkart/Comer |
| 3. Richard Jackson | Superdart/Comer |

TILBURY 8th JULY

- | | |
|------------------|---------------|
| 1. N. Richardson | Allkart/Comer |
| 2. J. Gardner | Allkart/Comer |
| 3. M. Bell | Allkart/Comer |

Restricted B. Frost DAP/Comer

KIMBOLTON 8th JULY

- | | |
|--------------------|---------------|
| Clubman | |
| 1. Gavin MacFayden | Allkart/Comer |
| 2. Kevin Sale | Zip/Comer |
| 3. Justin Saint | |

Super

- | | |
|-------------------|---------------|
| 1. Tom Sisley | Allkart/Comer |
| 2. Daniel Wheldon | Allkart/Comer |
| 3. Kevin Hall | Allkart/Comer |

FULBECK 15th JULY

- | | |
|---------------------|---------------|
| 1. Daniel Wheldon | Allkart/Comer |
| 2. Anthony Davidson | Allkart/Comer |
| 3. Jenson Button | Wright/Comer |

SHENINGTON 15th JULY

- | | |
|-------------------|---------------|
| 1. Jeremy Gumbley | Allkart/Comer |
| 2. Lars Sexton | Zip/Comer |
| 3. Simon Rodgers | Zip/Comer |

Novice award Andrew Knight



A group of Cadets pictured at Three Sisters with the Krs Series Trophy.

TILBURY ... AUGUST 12th

On the green Thomas Walsh made the break with Wayne Fleming in second from Nick Wood. After sitting patiently on the bumper of Walsh ... Fleming managed to get through at the hairpin and almost immediately pulled away. Wood gradually closed the gap to Walsh and as they fought for second place at the hairpin ... they touched and Walsh unfortunately overturned. The ambulance was not required though and the race continued. With only two laps to go Fleming was still leading with Frost second and Alcock third. That was how

they finished ... Wood coming in fourth.

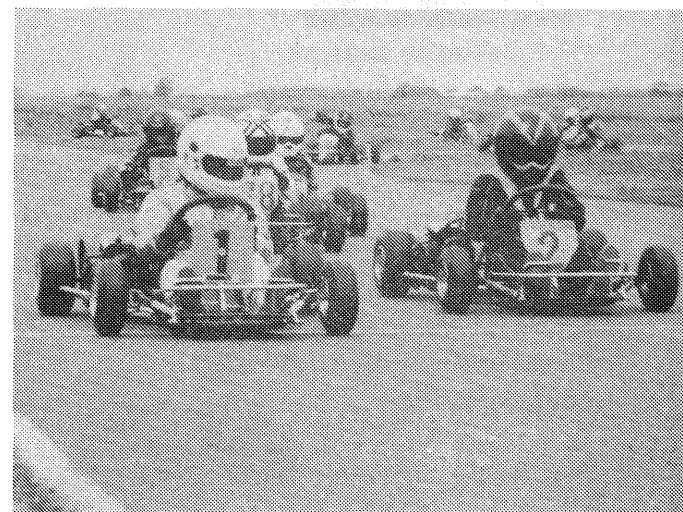
- | | |
|------------------|---------|
| 1. W. Fleming | |
| 2. B. Frost | |
| 3. N. Alcock | |
| Restricted | D. Hall |

LITTLE RISSINGTON 5th August.

A number of teams had been at Silverstone on the Saturday resulting in a long weekend. With Champs leader Lee Hammond having moved to Juniors the rest were after the title and on the green it was Lars Sexton leading from

RESULT

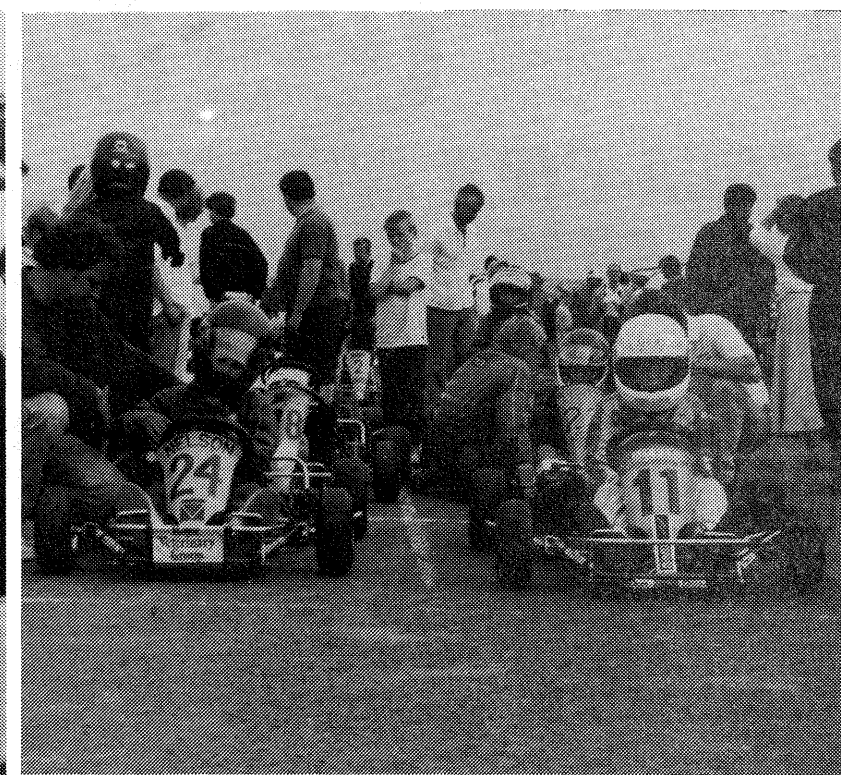
- | | |
|-------------------|---------|
| 1. Lars Sexton | Zip |
| 2. Daniel Goode | Allkart |
| 3. Philip Charles | Allkart |



Daniel Wheldon (1) and Jenson Button (2), dispute the lead at the Fulbeck June meeting.

Pic: Mike Hayden

NORTHERN IRELAND GRAND PRIX





COCA-COLA BRITISH KART GRAND PRIX SILVERSTONE AUGUST 4th/5th

As always the National classes produced some excellent racing at the Annual Grand Prix weekend with the result being in doubt right up to the flag. The weather, as mentioned in the World Round report, was first class too giving some good racing and spectating conditions.

Unfortunately the weekend did have its controversial moments ... but then the Grand Prix always seems to bring out both the best and the worst.

Driving standards were not all they should have been at times and that prompted Clerk of Course, Peter Carter to issue some stern warnings. It was suggested in some quarters that the problem largely stems from the large entry and the fact that a number of those present were, to say the least, inexperienced ... having come out just for the Grand Prix. Certainly it was felt that something should be done before next year ... qualifying perhaps?

However, on the reporting front, I am pleased to say that for this year Kart and Superkart had the assistance of Gary James. Gary is no stranger to writing, having covered the British sidecar scene a few years ago and elsewhere within this issue you can read his in depth coverage of the 125 racing.

So, that leaves yours truly to report on events in other classes ... so let's start with the 210's.

LUCKY 13 FOR BRENNAN

The usual format of three heats and a final would decide the Grand Prix winner and after two of those heats Kelvin Bonarski was the man to beat, having crossed the line first on both occasions. Irishman, John Brennan took second spot first time out followed home by Andrew Mears, short circuit specialist John Haigh, Charles Morris and Gary Parker. Steve Hurst slotted into second spot in heat two whilst Gary Adnitt got into the top six also. The third heat, on Sunday, was when Brennan got it all together, taking the win from a rejuvenated Phil Featherstone.

George Bett ... in one of his last outings before calling it day ... claimed third from Haigh, Cattermole and Quance.

So, when the grid sheet was produced it showed Bonarski on pole ...

Brennan alongside ... Mears next and Haigh completing the front row. Cattermole, Bett and Morris had row two with Quance, Borwell, Parker and Adnitt on three.

Phil Featherstone had suffered a troubled period during qualifying and he languished on row nine ... just two from the back. On the green it was Bonarski making the best of his pole spot and he led after one lap from Brennan, Bett and Cattermole. By the close of lap two Brennan had taken the lead. Bonarski had gone ... Bett had second from Mears and Haigh whilst Featherstone had powered his way through to settle in fifth place. The battle was about to begin!

Half distance and Bett was into the pit lane ... his race over ... but for Brennan and Featherstone it was just getting into full swing.

At Copse for the seventh time the Zip of Featherstone was through, Brennan and his Invader had second whilst Mears held sway over the rest as Adnitt got himself into the top half dozen.

Whilst Brennan seemingly had a slight straight line advantage it was Featherstone who led after seven and eight tours with Haigh the next to go into retirement. The two leaders were certainly close with neither giving an inch and as they went into the last lap Brennan just had the edge. Out of Bridge for the last time and Brennan held on to take the win ... his first at Silverstone.

Featherstone collected second and the margin was just 7/100ths of a second. Mears came home third from Ashwell, Adnitt and Quance with Borwell just missing out on a top six place.

John Brennan was naturally delighted and his after race comment was, "A nicer fellow couldn't have finished second!"

RESULT

1. John Brennan Invader/Brennan
13m 49.36s 82.82mph
 2. Phil Featherstone TPR Zip/
FPV
 3. Andrew Mears APM/Villiers
 4. Igor Ashwell Aero/Villiers
 5. Gary Adnitt Anderson/Invader
 6. Simon Quance Zip/Longtune
- Fastest lap of final ... Featherstone ... 1m 21.52s 84.25mph.

BERNIE THE BETTER HALF!

The 125 P & R's shared the tarmac with the Villiers and on Saturday the heats went to the Castleford duo ... Chris Stoney taking the first with Bernie second and the roles being reversed in the other qualifier. Ryan Baptiste took third place each time and it was generally thought that he would be the one to offer a serious threat to Bernie in her efforts to become the first lady to win a Grand Prix.

Indeed, on Sunday Ryan took the last heat with Bernie second and Chris third. Jonathan Vamplew celebrating his 19th birthday had a couple of sixth places on Saturday and when the final grid sheet was produced it showed Bernie on pole ... Chris alongside ... then Ryan and Alistair Rooney completing the row.

Ten laps then to decide the P & R honours with all eyes on the lady of the class. After one lap she led with Baptiste second from Needham and Vamplew but by the close of three laps Chris had moved up to second ... Vamplew was third whilst Baptiste was obviously having problems and falling away from the leaders. With one more lap gone Baptiste was out of the race and it became a Stoney benefit at the front with Chris dutifully shadowing Bernie. By the close of lap six ... remember running with the 210's ... Bernie was still ahead and in sixth place overall ... well mixed with the Villiers. Mr Stoney sat tight ... second place was secure ... and barring mechanical gremlins that meant Bernie was safe too.

With one lap to go Bernie was sitting in fourth place overall and as

she completed her last tour she had made that third on the road having moved ahead of Mears. Chris inevitably followed through and that was how they finished. Vamplew had run strongly and he claimed third behind the 210 of Quance.

Bernie had put her name in the record books and what a popular victory it was. She, of course, was delighted and the champagne certainly flowed on the rostrum afterwards.

RESULT

1. Bernie Stoney Zip/CSK Rotax
13m 34.05 84.37 mph
2. Chris Stoney Zip/CSK Rotax
3. Jonathan Vamplew Stratos/
CSK Rotax
4. Keith Bisp Zip/KMP TKM
5. Gary Needham Stratos/DPE
TM
6. David Robinson Fastrak/
Cagiva

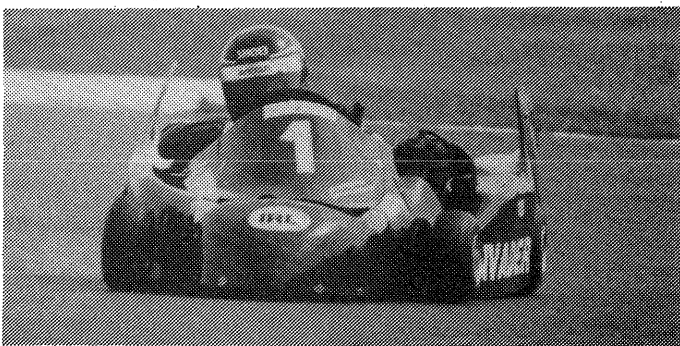
Fastest lap of the final ... Chris Stoney ... 1m 19.96 85.90 mp

The race time recorded by Bernie for ten laps would have placed her third in the 125 National Grand Prix.

CLOSE ENCOUNTERS!

The 250 National class has gone from strength to strength in recent seasons and with a mammoth entry for this event some close exciting racing was expected. The crowd was not disappointed and the final turned out to be one of the best and closest for some time.

Because of the large entry four heats were required to determine final grid order with Mark Allen



Irishman John Brennan at last got his hands on the GP plates.
Pic: Iain Blair



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ling into the barriers to the left of the Marshall's post, the kart coming to rest just short of the spectator fencing. Mackay was clearly in difficulties, but three ambulances and several medical teams were quickly on the scene as the race was halted. After what seemed a long time the battered driver was helped to his feet, much to the relief, applause and whistles of the crowd.

All this proved too much for yours truly, so a move to the Hull City Turn was made for a quieter life. On the green for start three, Game and Ibbotson hammered into the funnel at a stunning speed, but then it all turned nasty again. As the dust settled, two drivers were laid out on the track, one of whom appeared to be Bob Stainsbury, together with a number of other karts which made identification of the other driver difficult. However, the sight of another mangled kart on the inner pavement revealed Neil Hann, who had speared through the straw bale protection and hit the traffic light head on. Neil was taken to hospital and kept overnight with hand and chest injuries.

And so to start number four and the remaining eight survivors. Poleman Game led, chased by Ibbotson, Burton and Faulder. By the end of the opening lap Burton was under pressure from Super driver, Faulder, and when neither driver came round on time on the next lap, it was assumed an incident, probably at All England Bend, had taken them both off. This left Cauldwell comfortably third, although well behind the two leaders.

Game kept shoulder checking as he powered under the start/finish line, but Ibbotson had to give second best, with Bobby holding his advantage to the flag.

With prizes to the first five, the results were:



Junior Britain
83 David Wandlass Boxer/Panilla

CADETS (All England Cadet Championship)

1, Daniel Wheldon, Allkart/Comer; 2, Tom Sisley, Allkart/Comer; 3, Barrie Wilkin, Jeta/Comer; 4, Jenson Button, Wright/Comer; 5, Kevin Hall, Allkart/Comer.

JUNIOR BRITAIN (Swift Caravan Challenge Cup)

1 - £350, Stephen Warburton, Boxer/TKM; 2 - £150, Edward Horner, Wright/TKM; 3 - £75, Gary Robertshaw, Wright/Solo; 4 - £50, Michael Simpson, Wright/TKM; 5 - £25, Brad Lintern, Wright/JAG Parilla.

100 UK (Endyke Tyres Trophy)

1 - £350, Bill Tully, TKM/TKM; 2 - £150, Neil Richardson, Knight/TKM; 3 - £75, Stuart Etheridge, Gillard/TKM; 4 - £50, David Gilfillan, Zip/TKM; 5 - £25, Paul Cooper, Boxer/TKM.

SENIOR BRITAIN (Kingston Karting Cup)

1 - £350, Andy Clark, Wright/Solo; 2 - £150, Steve Cook-Martin, Colt/TKM; 3 - £75, Ivan Turner, Gillard/TKM; 4 - £50, Patrick Walsh, Jeta/JM DAP; 5 - £25, Jonathan Sedgewick, Boxer/KS Parilla.

100 NATIONAL (Hull City Council Trophy)

1 - £350, Mark Fothergill, Wright/Rotax; 2 - £150, Bob Stainsbury, Hutless/Rotax; 3 - £75, Phil Burton, Wright/Rotax.

SUPER NATIONAL

1 - £350, Bobby Game, Allkart/Parilla.

IRON-MAN CHALLENGE BUCKMORE PARK

Playscape's appropriately named Iron-Man Challenge certainly lived up to its title at Buckmore Park on Saturday August 4th being the ultimate test of skill and stamina. The idea behind Bob Pope's latest brainchild was that drivers should compete in three 150 lap, two hour races at the Kent circuit, the top five in each qualifying for the final. At the end of the day an exhausted but elated Dave Smith became the Iron-Man taking a £750 purse into the bargain.

The final was a tense affair with Alan Robinson leading son Grant through the first 15 tours ahead of Paul Dennis and Dave Smith.

Drama was to come though when Grant's Pro-Kart lost a front wheel and hurtled into the tyre wall. Although the youngster was unhurt he was too exhausted to continue! Phil Gibbs retired at one third distance with pain in his ribs and at the half way stage Smith had taken up the running. Alan Robinson had dropped back with mechanical problems leaving Shaun Hollamby in second. At the 100 lap point there was little change although Smith

was now half a lap clear whilst Robinson had made a superb recovery to latch on to the tail of Hollamby.

Twenty laps later and Robinson burst through the pit chicane straight into the tyres! On close inspection it was discovered that a bolt had worked free and was quickly repaired. Starkey moved up to third whilst Robinson had rejoined in fourth before fuel problems gave him further worries.

Meanwhile out front Smith still held sway but the pace and heat was taking its toll and with ten laps left it was evident that he was fading fast although Hollamby was unable to close the gap. With just seven drivers left running and little overtaking it all became that much easier.

As the last laps were counted down Smith perked up considerably and amidst long and loud applause held on to the flag. The Iron-Man Crown was his and a first prize of £750. Hollamby took second and £250 whilst Starkey collected £100 for third place.

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taking two ... Colin Fletcher one and Andy Martin the other. All the 'names' of the class were present and most featured in the top half dozen during the heats.

Defending Title holder Martin Pluck had a second and a third ... Steve Matthews was in there ... Paul Goodison got a slice of the top action as did Kevin Maunder. Stephen McAdam, Barrie Peary, Adrian Wilcox, Pete Morgan and Richard Dean were determined not to be left out and in the last heat Mike Doble, Jason Schofield and John Underdown got in the top six.

Derek Rodgers was destined to miss the final ... after a heat was red flagged he had been told he could re-fuel if necessary but by the time that task was completed the heat was on its way again and Derek missed out. His efforts to get permission to start at the back of the last heat met with a firm NO and Derek was not a happy man!

However, when all the dust had settled ... and there was plenty of that! The final grid sheet showed Mark Allen on pole. Andy Martin was alongside ... Colin Fletcher was next with Martin Pluck completing the front row. Steve Matthews was on row two with Paul Goodison and Kevin Maunder for company whilst on three the 'names' still appeared ... Stephen McAdam ... Adrian Wilcox ... Jason Schofield and Barrie Peary. Phil Hemes, Pete Morgan, John Underdown and Darren Wenn were on four and had there been a bookie present I think the odds would have been short!

Once the green set them on their way it didn't take long for the battle to warm up ... Allen and Maunder got away well ... as did Morgan ... but it was Martin who took up the running initially. It wasn't to last though for he came through after just one lap with his hand up signalling problems ... and retirement.

Steve Matthews went into lap two in the lead ... Wilcox was up there as was Allen. Fletcher was not far away. It stayed that way for the start of lap three but by the close of that tour ... Allen was ahead ... Matthews had second. Fletcher third from Wilcox and McAdam. The pace was certainly fast ... positional changes were occurring all round the circuit as up to eight drivers battled it out in tremendous style.

Half distance and it was the turn of Morgan to take over at the front ... Allen was down to third behind Wilcox whilst Fletcher was looking for a way through. McAdam was still in there but then so was Matthews with Pluck about to join in the front running fun. It was superb, close racing as Allen regained first place after seven laps ... Pluck and Fletcher made contact on the main straight whilst Matthews was out of the running with a broken gear lever. Eight laps gone and McAdam was back in charge ... Allen second ... Wilcox



125 Open action with Chris Stoney heading Richard Crump (98) and Ross Hyett.
Pic: Iain Blair

third ... Pluck fourth ahead of Morgan and Maunder.

Backmarkers came more into the picture as lap nine was completed ... clouds of dust appearing at Brooklands as the leaders disputed the top places and as they went into the last tour McAdam still had it. Pluck was third ... Maunder had also relegated Wilcox whilst Morgan was lurking in sixth spot. That last lap changed it all once more ... out of Bridge it was between Allen and Pluck as they headed for the line side by side! Every last ounce was put into a determined finish by both drivers and on the line it was impossible from my vantage point to give an accurate verdict.

The timekeeper was the man to decide and when the official result was announced the GP plates had gone to Mark Allen ... by just 1/100th of a second! Less than a second separated the first six with fastest lap going to Martin Pluck at 1m 15.32 ... a speed of 91.21 mph.

RESULT

1. Mark Allen Dino/KMP KTM
2. Martin Pluck Anderson/RCR Yamaha
3. Pete Morgan Anderson/KTM
4. Kevin Maunder Anderson/MWR KTM
5. Adrian Wilcox Anderson/Orson KTM

6. Stephen McAdam Zip/KTM
Certainly one of the best races seen for some time and a credit to all who took part ... commiserations to Steve Matthews and Colin Fletcher ... both failing to last the distance after making a fine contribution to the early front running battle.

SHAW ADDS ANOTHER

The 250 Formula E Grand Prix required three split heats and a repechage to determine final grid order. Ian Shaw took a couple of heat wins. Phil Glencross had one as did South African Derick Irving.

The third one on Sunday went to Eric Gassin with Roger Goff taking the second part.

All the expected names appeared throughout in the top six with the addition of Duncan White, Keith Ellis Hall and Alan Pritchard giving the regular front runners something to think about. The repechage was won by Peter Gray with Garpfalk, Hendrikse, Topham, Ammenn and Pedelty completing the top six. Ten were to go through so that meant that Conway, Griffiths, Maisey and Marsh also joined the back of the main grid.

Fifteen laps for this one and it was about 5.30 when the green signalled the start of some rapid racing. An eight kart battle soon developed at the front and as they completed one lap Irving held sway from Glencross, Gassin, Shaw, Grondstra and Dau with Hines and Goff in pursuit. After two laps Glencross had taken the lead but one more tour complete and it changed. Grondstra came through in first spot followed by Gassin, Shaw, Goff, Glencross, Wimmer, Hines and Irving. As they came into Brooklands next time round three drivers had eased away slightly ... Grondstra, Gassin and Shaw whilst Glencross led the rest.

One third distance and Grondstra was out. Shaw took the lead from Gassin with Goff chasing hard in

third place ahead of Hines. Things began to settle a little. Shaw managed to get about six lengths clear of Gassin and as Goff gradually closed on the Frenchman so Hines reduced his deficit to the Kelgate driver. Gassin was not to be denied though and he closed up again, so much so that as ten laps were completed he had the Nissag in front.

Not for long ... Shaw regained the lead into Copse as they began to get in amongst the backmarkers. Hines was still closing on Goff ... the latter getting closer to Gassin and it was turning out to be an enthralling scrap.

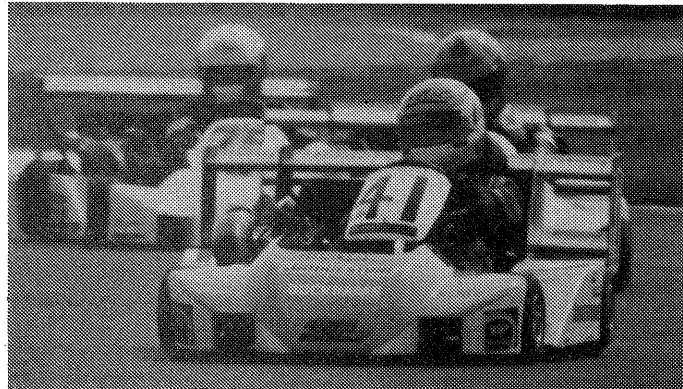
Lap thirteen and Shaw had a slightly longer lead. Goff was at last about to get the better of Gassin whilst Hines was still lurking in fourth spot and ready to pounce. Behind all this front running action Gray was driving a tremendous race ... from the repechage ... and in eighth place.

The last lap and it almost went wrong for Shaw as he missed a gear allowing those behind to close up yet again but then Goff suffered in the same way and it was as you were!

Out of Bridge for the last time and Shaw held his first place to take the win and the GP plates for a second time. It was close though ... his winning margin was just over half a second whilst Goff and Gassin were



The winners line up:
Brennan (210); Allen (250 N) and Barrington (125 N) back row. Stoney (P&R); Shaw (250 E), Molloy (125 Op).
Pic: Steve Nelson



Ian Shaw had the greatest winning margin . . . half a second! . . . in the 250 E Grand Prix.
Pic: Iain Blair

separated by slightly more than one tenth of a second! Hines took fourth spot with Glencross, Irving and Wimmer ahead of Gray.

RESULT

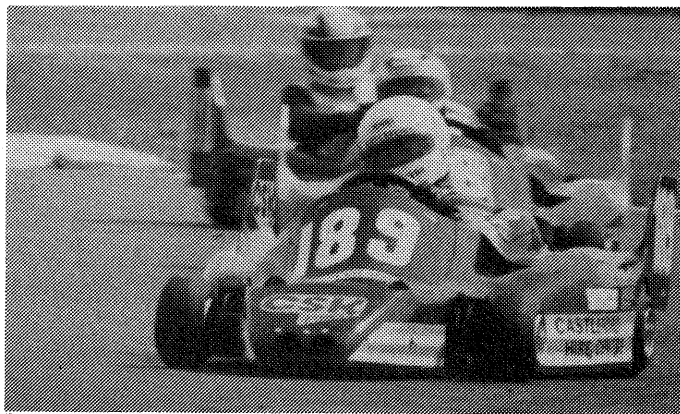
1. Ian Shaw Zip Eagle/Rotax
17m 22.29 s 98.85 mph
 2. Roger Goff Kelgate Anderson/
Rotax
 3. Eric Gassin Nissag/Rotax
 4. Martin Hines Bridgestone Zip/
Rotax
 5. Phil Glencross Anderson/Rotax
 6. Derick Irving Anderson/Rotax
- Fastest lap of the final ... Goff ...
1m 8.72 s 99.95 mph.
On the rostrum afterwards Ian

Shaw commented that it had been a hard race and that he felt he had blown it in the last lap whilst Roger Goff was almost breathless ... having chased, caught and passed Gassin in style.

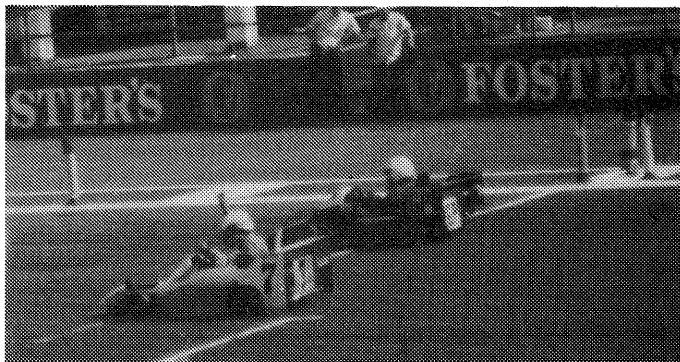
Martin Hines was called to the rostrum in the absence of Eric Gassin and said he felt he was there under false pretences really ... Gassin should have been on the podium ... but that's another story.

So the 13th. Grand Prix ended ... having been its usual mix of lows and highs with a bit of controversy as well.

The good news was that Coca - Cola had enjoyed it and promised to be back in 1991.



Bernie and Chris Stoney pick their way through the 210's.
Pic: Iain Blair



The 250 National Grand Prix finish . . . Mark Allen by just 1/100th of a second!
Pic: Michael Mulheir

MASTERFUL MOLLOY

AFTER an extremely hectic race, Paul Molloy added the GP PLATES to his British Championship title with a very close win over Chris Stoney and Simon Cullen. The result was in doubt right up to the finish and it was finally decided while lapping a backmarker at Bridge Corner. Chris Stoney was making his bid but hit the slower kart which did enough to slow his progress and give Molloy the win by 2/10's of a second.

Simon Cullen headed the list of 63 entries for the 125 Open class with three heats awaiting everyone to qualify for the Grand Prix on Sunday. Stuart Ziemelis decided to forego his chance of honours as he was busy preparing customers engines and also helping to develop a new Lazer chassis, while Stuart Mead decided to miss this class preferring to race in Formula E.

Leslie Currie had pole position for heat 1 and made the most of it by claiming 3rd place at the finish. The win, however, went to Derek Price from Trevor Roberts. Paul Molloy backed up Price by bringing his Stratos into 4th place having started from row 13, with Alex Pettigrew and Stephen Coward next. Seventh place went to Nick Costin in the distinctive blue Bandit ahead of Simon Cullen and Frank Hynds. Chris Stoney came through from

row 12 to claim tenth place from Nigel Wigg on another CSK Rotax and Ross Hyett completing the top twelve.

Among the retirements, Graham Stephens dropped out after a couple of laps when his Goff Rotax started to overheat causing it to seize, Steven Webb's race ended with a big end failure and Paul Umney's Goff Rotax also seized.

Heat 2 saw Bryan King on pole position with Andy Bratley alongside but it was Paul Molloy from row two who got the start and led round the first lap ahead of Graham Barker, Richard Crump, Simon Cullen and Frank Hynds with the rest of the pack together. Roy Patterson and Alan Naul were very slow away, while Steven Webb dived into the pits at the end of the warm-up lap with an oiled up plug. Fortunately, he managed to continue but lost an awful lot of ground and eventually finished 44th.

Chris Stoney also had a plug oil up at the start and just made Copse Corner before pulling off into retirement. A possible broken oil seal was later diagnosed as the cause of the problem.

Barker's good drive came to nothing at the end of lap 1 when his arm shot into the air, and half a dozen karts shot to the right and left taking avoiding action. Fortunately,

no contact was made and the Anderson driver was able to pull off at Copse Corner.

All this had left Molloy with a lead of 100 yards by the time he reached Brooklands next time around. Second place was now held by Cullen from Crump, Hynds, a charging Price, Bratley, Cook, Bryan King, McLean and Roberts. Costin was moving up well from row 12 while Poole was seen touring at the back of the field and soon to retire.

Currie was making progress

through the field and was up to 7th by the end of lap 3, while Costin had dropped back after surviving a spin at Becketts and Hynds had retired from 5th place.

Molloy continued to lead this heat in impressive fashion and had pulled well clear at the finish to win, setting race and lap records on the way. Cullen claimed second place at the end having held that position for most of the race, but was coming under pressure from Price at the flag.

The race for 4th place was in

the inside of Higginbottom to take fifth place. By lap two, the first four were a couple of seconds clear of Warburton in fifth with Higginbottom in his slipstream, shadowed by Mark Nadolski and the advancing Guy Smith. Any further improvement by Smith, however, was about to be halted. As Cobb slowly pulled away from the pursuing Manning/Lintern/Davies scrap, with Warburton and Higginbottom keeping a watching brief, Smith made a move on Nadolski at the end of Endyke Straight that was not really on. Nadolski took his usual line, only for Smith to pile into his right rear and take them both into the tyres. Davies then piled into Nadolski's kart which did little to further his cause. Whilst Smith was quickly restarted by a usefully placed team member, Nadolski waited . . . and waited . . . and waited. In desperation he tried to restart himself but failed and still the Smith pusher did not help him. Poor Mark was perfectly justified to show his anger when he threw his helmet and gloves onto the floor. A junior pusher is there to do just that, to push, especially as the driver on this occasion was the innocent victim.

By half distance Cobb had an enormous lead, virtually the full length of the Endyke Straight. Lintern was second, chased by Warburton. Higginbottom was fourth, whilst Simpson outraked Fleming entering Lowgate, the pursuing group of four drivers all nose to tail. Several laps later a hairy looking, shunt took care of Greensmith, Fleming and Battistini. All three arrived line abreast into the braking area where the track funnelled. Greensmith hit Battistini, who rode over the top of Fleming, the tyre barrier stopping the three of them. Battistini very nearly rolled on top of Fleming and both drivers were lucky to avoid injury. After all this, Warburton ended up taking the flag for a surprise win. And Cobb? In all the excitement he went missing after totally dominating the race. He deserved better.

Into the last lap and it was going to be close, as Richardson drifted out of Swift Caravan Corner, with Tully breathing his exhaust fumes. Halfway down Endyke Straight and Tully made it look so easy, slotting out of Richardson's slipstream and then slotting back in again in one smooth manoeuvre. Poor Neil must have been stunned by the champion's turn of speed on the straight. With less than half a lap to go, Tully took the flag from the unfortunate Richardson, Etheridge taking third a while later, after a closing lap's duel with Gilfillan. Cooper just took the fifth place dice, ahead of Guest and Green.

Heat One: 1, Bob Tagg; 2, Kevin Corbert; 3, Neil Richardson.
Heat Two: 1, Stuart Etheridge; 2, Dominic McGee; 3, Neil Richardson.
A cracking start from Richardson saw him beat Tagg away from pole, followed by Neil Smith, McGee, champion Bill Tully, Michael Riley and Paul Cooper. Richardson was clearly determined to stamp his authority on this one and by lap two he had a ten-length lead. Smith had spun to the rear to let McGee take up the chase of Tagg in second, although Tully next up was looking decidedly keen on moving up the leader board.

As Richardson continued to pull away from Tagg, he in turn was

now under pressure from Tully, who had disposed of McGee. The fight for third between Riley, McGee and Tagg ended on the same lap that Tully took second place from Tagg. It was simply another case of three line abreast karts being too wide for the approaching corner, all three spinning off. With three of the main contenders now out of the equation, the order read Richardson, with a big lead over Tully, ahead of Cooper, Richard Guest, Kevin Green, Etheridge and Gilfillan.

Richardson by this stage had half the Endyke Straight advantage over Tully and it really seemed over bar the shouting. Tully had left third placed Cooper well behind, who was under pressure from Gilfillan, the latter brushing the tyre barrier in Lowgate after a side-by-side entry into All England Bend with Cooper.

As they weaved around the backmarkers, the spectators began to take more notice. Tully was slowly eating away at Richardson's lead and the gap was clearly narrowing. With two laps to go it was down to ten lengths and it was now a matter of survival for the race leader. Third place Etheridge was still being given a hard time by Gilfillan as well, so two of the top four were under serious pressure. Fifth place was also a hectic fight between Cooper, Guest and Green, all three getting it line abreast on the straight on several occasions, but always clearing it up before the funnel. At least some drivers had the racecraft to do it.

Another shunt split the midfield when Lee and Dukes hit the tyres entering Lowgate, with Mansell piling in to join them.
With one lap to go, Clark still led, but Walsh's tenure on second did not last long as Cook-Martin (yes, him), having disposed of all those who passed when he spun, swept by Walsh on the last lap to finish the race in second. Had the race been of two or three laps longer duration, it would have needed a brave person to bet against him

gone conclusion in paddock talk that he would win this one. Walsh was alongside after his customary consistency, with Clark and Sedgewick on row two and Barrett and Turner on row three.

From the green light Cook-Martin stormed into an early lead, opening a small gap over Walsh even as early as All England Bend. Clark was pressuring Walsh, who was a couple of lengths clear of Sedgewick, Turner, Barrett, Hazlett and Quinn. At the end of Endyke Straight on lap two, Hazlett made a late move on Barrett, which took them both off on the entry into Lowgate.

Clark challenged Walsh successfully on lap three to snatch second, entering Lowgate, moving past Walsh on the outside under braking. Sedgewick and Turner were nose to tail, with a small gap back to the nose to tail Quinn/McHugh/Spencer. On lap six, it was Clark who emerged the leader, Cook-Martin back in third behind Walsh after an incident on the opposite side of the circuit. Turner had also got by Sedgewick and was slowly easing away in his bid to close up on Walsh.

As Cook-Martin resumed his chase of the leader in second, he made a mistake at All England Bend, brushing the tyres on the inside of the corner and spinning. This left Clark well clear of Walsh, who was being hauled in by Turner. The order then read Sedgewick, with a gap to Quinn, McHugh, Spencer and the amazing Cook-Martin, who had re-started and was travelling like an express. Another shunt split the midfield when Lee and Dukes hit the tyres entering Lowgate, with Mansell piling in to join them.

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not catching and passing Clark at the front. On the sprint to the flag, Turner just beat Walsh, who had the misfortune of losing two places on the final tour, from Sedgewick and Quinn.

HULL CITY COUNCIL TROPHY 100 NATIONAL/SUPER NATIONAL

Heat One: 1, Bobby Game; 2, Paul Ibbotson; 3, Craig Cauldwell.
Heat Two: 1, Bobby Game; 2, Paul Ibbotson; 3, Craig Cauldwell.

The commentary informed the masses that this was to be the grand finale of the meeting, involving the fastest karts and drivers of the day. The crowd down by the All England Bend eagerly awaiting the sight and speed of these drivers. Is it a mistake to put these two classes together though? One wonders if aspiring Nationals, with such a strong audience, try just a little too hard to beat their yellow-plated brethren? The race became a disastrous anti-climax.

The first start was red-flagged by an accident in Quay Street as the pack exited The Hull City Turn. Several karts collided, resulting in one driver inverting his machine and being unable to continue. Ibbotson was one of the sufferers, as was Hann, although the race stoppage allowed both to make repairs, with Neil bearing the brunt of the commentators remarks as the grid reformed.

The second start was a much more serious affair. Down Endyke Tyres Straight for the first time, Game led Ibbotson, ahead of Cauldwell and leading Nationals Burton, Redfearn and Mackay. Onto the straight again for lap two and it all went desperately wrong. The first three were unchanged, but then in the following group contact was made as the track narrowed, which launched Mackay a good 12 feet skywards, both kart and driver barrel-rolling in mid-air, before hitting the track in the middle of All England Bend and tumb-



Junior Britain
71 Darren Malkin Wright/TKM at Swift Caravan corner.

ENDYKE TYRES HULL CITY KART CHAMPIONSHIPS

Sunday, August 19, 1990

Report by Mike Hayden for Lincolnshire Kart Racing Club

A chapter in Kart racing history was forged on Sunday, August 19, with the British mainlands first ever street race through Hull City centre. This was the brainchild of Richard Dunn, an enthusiast if ever there was one, together with the support of Dave and Julie Michaels of Hull-based Endyke Tyres, and the enthusiasm and commitment of Hull City Council, led to a first-class event that took Karting into the hearts of the general public.

The organisation developed a mild hiccup at the start of practice, so mammoth was the task of actually getting to the stage of putting kart to road, but, thereafter, accidents allowing, the timetable was almost back to plan by mid-afternoon. Torrential rain until lunchtime tried its hardest to dampen proceedings, but this, surprisingly, cleared later in the day to enable some of the heats and all of the sponsored finals to get away on slicks. The spectators, even whilst the rain was falling, arrived in droves, with an estimated 10,000 people lining the outer edges of the circuit, often four or five deep at the fences, with hundreds more crowding the paddock and questioning the drivers and team personnel for more information. The presence of so many people was overwhelming and created an incredible atmosphere. This was heightened by a truly professional, first-class commentary from former karter and top Metro Championship contender, Nigel Edwards, who kept up an almost constant non-stop banter to keep the enormous crowd informed.

The circuit itself had a few basic faults, which with the experience gained will need to be ironed out before next year, especially the funnelling of the track on the approach to Hull City Turn after the start/finish line and likewise the funnel approach into All England Bend at the end of Endyke Tyres Straight (Guildhall Road). These funnels caused many incidents all day in all classes, including two horrific shunts in the combined National/Super National race. On the whole, however, the drivers spoken to clearly enjoyed the track and expressed the opinion quite early on that it would be much better if it was dry. They got their wish, together with a strong desire to come back next year.



100 UK start heading towards the Hull City turn funnel
15David GilfillanZip/TKM
32Dave KirtonKnight/TKM
11Stuart Etheridge- Gillard/TKM
Massive startline crowd watches eagerly

CADETS - THE ALL ENGLAND CADET CHAMPIONSHIPS

Heat One: 1, Jamie Ross-Mackenzie; 2, Anthony Davidson; 3, Daniel Wheldon.

Heat Two: 1, Daniel Wheldon; 2, Barrie Wilkin; 3, David Tucker. Wheldon took pole from a very quick Wilkin, ahead of Davidson and Ross-Mackenzie on row two, with Tucker and Sisley on row three.

As the pack powered to the lights it was Wheldon who surged forward on the green, to led the opening lap, the first four as in grid order, with Sisley nipping past Tucker and Button leading Mills from grids eight and seven respectively. By the second lap Wheldon was already starting to ease away from the second place scrap, with Wilkin protecting his position from the challenges of Ross-Mackenzie, Davidson, Sisley and Tucker. However, Wheldon's task became a lot easier on the third lap when Ross-Mackenzie lost it, exiting All England Bend and spun into the barriers on Lowgate. The closely-following Davidson could do nothing to avoid him, retiring at the monument inside Kingston Karting Korner with deranged steering. Wilkin also lost several places but the incident gave Wheldon a very big lead, leaving Sisley in second, chased by Tucker and the numbered talent of Button, Mills and Shaw. Tom Coupland was next up,

safe in second, but there was a five kart nose to tail scrap for third place, Tucker heading Mills, Wilkin, Button and Hall. Wilkin made the first move at the end of Endyke Tyres Straight when he challenged Mills, squeezing through a small gap at All England Bend. As they disappeared out of sight into Lowgate, Mills was swamped, dropping way back into eleventh position.

By the flag it had been quite an impressive demonstration from the British Champion, Wheldon, taking victory by a most impressive margin. Sisley had also driven extremely well in his precise drive to second place. Wilkin took third after resisting Button's attacks, whilst fifth place finally ended up with Hall, well ahead of No. 5 Shaw in sixth, who had slipped by Coupland on the final lap.

JUNIOR BRITAIN (SWIFT CARAVAN CHALLENGE CUP)

Heat One: 1, Guy Smith; 2, Brad Lintern; 3, James Davies.

Heat Two: 1, Josh Cobb; 2, Michael Knaggs; 3, Stephen Warburton.

Cobb led away from the dummy grid with Darren Manning holding position on grid two. Lintern could be seen on three alongside Warburton, whilst Higginbottom and Duffield were on row three. Local driver and heat winner, Smith was mid-grid after an abysmal second heat.

British Champ James Davies passed my position on the All England Bend on the warm-up, popping and banging, then Nigel Edwards announced that Gavin Pell had pulled up near the commentary position. Darren Wandless was also in difficulties halfway down Endyke Tyres Straight, having pulled over to the left of the circuit. The start was red-flagged and then on the fresh warm-up laps, plenty of weaving on the Straight had Gary Robertshaw spinning into the tyres. That was the action before the start, what about after it?

Cobb led the opening lap, several lengths ahead of Lintern, who resisted a challenge from Manning as they entered the All England Bend. Warburton was next, from Duffield, as Davies hammered down



All England Cadet Champion three years running, Daniel Wheldon.

doubt right up to the finish. Crump was holding that position at half distance but he was being closed upon by six karts at Becketts on the last lap. By Brooklands he was furiously defending his place from Pettigrew with Currie and Roberts behind but at the finish the positions had all changed with Pettigrew claiming fourth place after starting from row 13. Currie was next just holding off Bratley, Crump and Roberts. McLean was 9th followed by Bryan King, Henderson and Johnston.

After an overnight break, everyone prepared themselves for the last ditch effort in heat 3. Pettigrew was on pole position with Duley, Poole, Jelfs and Machin alongside. When the lights changed to green, Pettigrew's hand shot in the air and the field somehow managed to drive round him without making contact. The CSK driver managed to get away but he'd made a diabolical start.

Yellow flags were waved at Copse Corner when Gifford spun off and there was further trouble at Becketts when six karts were involved in a collision and ended up spread across the track. Tupper, Stoddart, Clowes, Stephens, Naul and Skoyles were all eliminated before the race had really begun.

All this had left Crump in the lead, after starting from row 7. He was followed by Hyett, Cullen, Costin, Stoney, Machin and the pack. The white flag was being shown at Beckett's second time around but this didn't seem to have much effect and the marshals had to hurriedly move back from the side of the track while assisting Skoyles. At Brooklands, on lap 2, Cullen had taken over the lead from Stoney, Costin, Barker, Hyatt, Crump and Webb up from row 11. Poole's front row position hadn't helped much and he was well down while Pettigrew was seen touring near the back of the field.

The marshals were still having trouble extricating Skoyles from his kart that was positioned right on the apex of Becketts. Eventually the red flags were shown allowing them to complete their work without having to dodge the race that was going on only a few feet away.

All the drivers were then summoned to the collecting area in the paddock and lectured by the Clerk of the Course. The race had been stopped, not due to the accident, but because drivers were not obeying flag signals and were driving dangerously. The meeting was called as a warning, however, if the behaviour continued licences would be collected and anyone found contravening flag signals would be banned from racing at Silverstone again.

The grid reformed after a 15-minute delay and at the restart Pettigrew got it right this time to lead away. At Brooklands for the first time Pettigrew still led from Hyett, Crump, Costin, Currie who had

made a demon start from row 13, Cullen, Poole, Thornton, Machin and Tupper.

Cullen moved up to second on lap 2 and, by the end of four laps, both he and leader Pettigrew had pulled well clear of a lonely Costin in 3rd place. Stoney had carved his way through from a lowly position on lap 1 to hold 4th spot from Hyett, Wigg and Crump.

At the end of the national straight for the last time, Cullen slipped past Pettigrew to take the lead and claim the win giving him pole position for the Grand Prix for the second year running.

Pettigrew followed him home to get his best result so far and also claim a place on the front row for the Grand Prix. Costin had a good drive to just hold off Stoney at the finish for third place.

Currie finished in 5th place from Johnston, who grabbed the next position from Henderson, at Bridge, with Wigg and Stephens getting ahead of a slow-moving Crump at Woodcote. Roberts was 11th from Hyett, Webb and Fleming.

STARTING GRID FOR GRAND PRIX

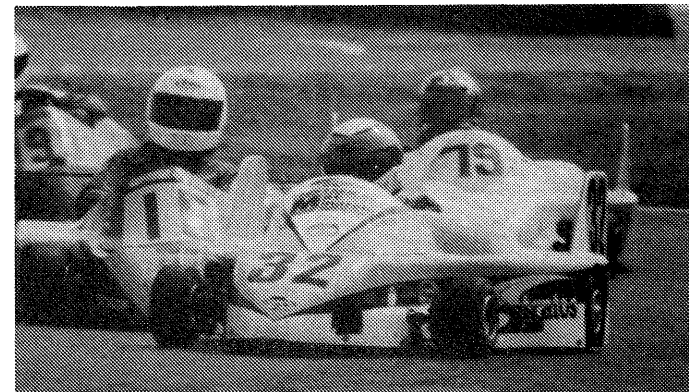
Alex Pettigrew; Paul Molloy; Derek Price; Simon Cullen; Nick Costin; Trevor Roberts; Leslie Currie; Ray Johnston; John Henderson; Richard Crump; Chris Stoney; Stephen Coward; Ross Hyett; Nigel Wigg; Bryan King; Paul Cook; Graham Stephens; Andy Bratley; James Smith; Keith Jelfs; Roy King; Lee Gage; John Brolly; Gary Tupper; Andy Thornton; Cyril Johnson; Paul Machin; Ian Holt.

Stephen Webb was on row 9, Frank Hynds row 11 and Roy McLean row 12, both having had two DNF's in the heats while former GP winner Roy Patterson was on row 13 after some disastrous heat results.

The weather was nice and dry with a cooling breeze as the 59 karts rolled round on the pace lap with a few stragglers out of position. Roy Patterson's race ended on this lap when he pulled off into the paddock to retire.

At the start, Roberts got the jump on the rest from row 2, but at Copse Corner it was Team Stratos in the lead with Malloy ahead of Price. This didn't last long because approaching Becketts for the first time Price's arm shot in the air and he pulled off to retire when a wire came off the coil. This left Molloy alone to defend the KPS banner and at Brooklands on lap 1 he led from Stoney, Pettigrew, Cullen, Roberts, Webb well up from row 9, Costin, Henderson, Cyril Johnson, Bryan King, Johnston and Stephens with the next group just squeezing through.

Stoney decided not to waste any time and grabbed the lead passing



Derek Price (32) was destined to last only one lap due to a broken coil connector.

Pic: Iain Blair

the pits starting lap 2, but he couldn't break the tow, and at Brooklands on lap 3 Molloy dived up the inside under braking to snatch the lead. However, Pettigrew had other ideas and he hit the front at Bridge Corner, sandwiching the Stratos driver between the two CSK machines. Cullen was tucked in behind holding 4th place ahead of Roberts. Costin was next in 6th spot from Henderson, Barker charging through, Johnston, Bryan King, Coward, Hyett, John Brolly, Cook, Currie, Hynds, Bratley, Fleming and Rob Johnson. Steven Webb's stirring drive ended on lap 3 when he pulled off at Maggotts with a holed piston, while Wigg and Stephens collided at Becketts on lap 2 sending both karts into a spin. Fortunately, both were able to continue but well down the field.

By half distance Stoney had gained the upper hand again, having passed Molloy round the outside at Brooklands with Pettigrew and Cullen close behind.

These four had broken clear of Roberts who was now having a lonely drive. Coward was next through ahead of Johnston and Henderson then a gap before Fleming, Cook, John Brolly, Rob Johnson, Duley and Tupper.

Retirements were coming thick and fast at this stage. Costin lost a good 6th place when the rotary valve broke and he lost power, and Barker's charge from the back ended on lap 5 when he pulled off. Currie never showed his earlier form and dropped out after 3 laps joined by Hyett, Bratley and Bryan King.

All these retirements were causing big gaps to appear and the field was becoming a bit strung out. Up at the front though the battle still raged. At Becketts, on lap 6, Pettigrew had taken the lead from Stoney, Molloy and Cullen, but by Brooklands Molloy had hit the front from Stoney, Pettigrew and Cullen. Next time around Stoney was ahead again and then at Copse Corner, Pettigrew made his bid and dived ahead to grab the lead.

Stoney was not to be denied and at Brooklands he tried a demon out-braking manoeuvre round the outside to grab the lead. However, he

got it all wrong and ran wide going for an excursion across the grass and allowing Molloy and Pettigrew to slip ahead. Disaster then struck Pettigrew when his CSK Rotax cried enough and he pulled off to retire at Maggotts thoroughly dejected.

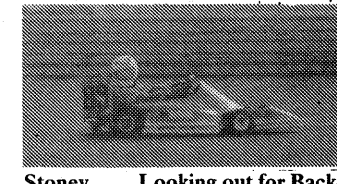
Starting the last lap Molloy still had the lead but Stoney and Cullen were right on his tail. At Becketts the positions were unchanged and backmarkers were looming up. But at Brooklands for the last time, Stoney was back at front. Molloy locked up a tyre under braking and allowed Cullen to slip past on the exit from the corner. The tailenders were caught at the bridge complex and the outcome of the race was decided in an instant.

Stoney went for a gap and hit the back of Rymer's Anderson Rotax sending the CSK Rotax six feet up in the air and pointing to the sky.

The crowd in the Woodcote grandstands gasped but Stoney's experience and expertise kept his Bandit under control and he landed back on the track pointing the right way. However, all this action had allowed Molloy to nip through and he punched the air to claim the GP plates from Stoney and Cullen. A very small blanket covering all three at the finish. Phew!

Trevor Roberts continued his lonely drive and collected 4th spot, over six seconds behind the flying threesome at the finish. Fifth place was in doubt right up to the end. Coward, Henderson and Johnston had been swapping positions for all of the second half of the race and, at the finish, Johnston just got the verdict from Henderson and Coward.

Andy Fleming got it right when it mattered and claimed 8th place at the end having broken clear of Paul Cook and John Brolly on the last lap, while Rob Johnson was next



Stoney . . . Looking out for Backmarkers

through having lost ground from the group ahead over the last couple of laps.

Graham Stephens charged back through the field after his spin on lap 2 and eventually claimed 12th place, two laps from the finish, with Duley, Tupper and Smith completing the top fifteen.

So all round we had some excellent racing which the crowd

must have enjoyed despite a few delays when races were stopped. But where were the TV cameras? The Beeb don't know what they are missing. Maybe next year the RAC might have the sense to move the GP date to avoid the clash with the Motorcycle Grand Prix at Donnington Park. Then karting may receive the TV coverage and national exposure it needs and deserves.

RESULT

1	77	Paul Molloy	Stratos KPS Minarelli	13.04.22	87.58
2	89	Chris Stoney	Bandit II CSK Rotax	13.04.43	87.56
3	1	Simon Cullen	Anderson Rotax	13.04.45	87.56
4	2	Trevor Roberts	Anderson Goff Rotax	13.10.96	86.84
5	73	Raymond Johnston	Anderson Rotax	13.15.05	86.39
6	79	John Henderson	Stratos Minarelli	13.15.11	86.38

Fastest lap of the final: Chris Stoney, 1 minute 16.75 secs, 89.49 m.p.h.

BARRINGTON, BUT ONLY JUST

Boyd Barrington, the star of this year's 125 National class successfully defended his GP Plates at Silverstone but the British champ had his work cut out. Starting from pole position, he was chased all the way by Brian Kennedy and at the finish the winning margin was only 6/100th's of a second. These two had been joined by Wayne Bray at the start but just before half distance the Stratos driver retired into the pits after a good drive.

The RACMSA had managed to attract 53 entries for the 125 National class with all the main long circuit protagonists in action plus a few that were having one off drives. Grid positions for the Grand Prix would be decided on a best two results from three heats basis, with a couple of heats on Saturday and the last chance one on Sunday.

Nigel Puddiphatt was on pole position for heat one but lost his chance to get a good finish when he spun off at Brooklands Bend in the opening laps when challenging for the lead. That left Wayne Bray and Brian Kennedy at the head of the field followed by Mike Stephenson, Boyd Barrington who'd powered his way through from the ninth row and Colin Mason.

By the end of lap three Barrington had snatched the lead and headed the screaming pack of Kennedy, Bray, Stephenson, Mason, Talbot, Pridmore, Peter Wilson, Hargreaves, Derek Wilson and Andrew Sowerby. Gary Ashurst was struggling near the back having started from a lowly grid position and former GP winner Graham Sykes was also well down.

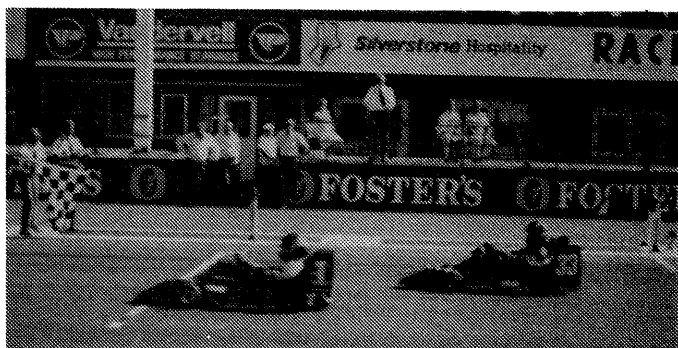
Barrington continued to lead and after five laps narrowly won from Kennedy, Mason and Bray. This group were followed home by

Stephenson and Talbot. Peter Wilson claimed seventh place after a good drive having started from row ten and just beat Pridmore. Mark Haswell was ninth narrowly beating Sowerby with a broken throttle spring, Bull, Derek Wilson and Steve Young. Gary Ashurst had pulled through to 24th while Malcolm Clark's drive ended in the gravel bed at Copse Corner.

For heat two John Brennan had pole position with Derek Wilson alongside. However, it was Malcolm Clark from the fourth row who made the best start and led into Becketts Corner for the first time followed by Bray, Pridmore and Ashurst with the pack three and four abreast. Bray had decided to waste no time in this one and had secured the lead by the end of the National Straight with Ashurst up to second spot ahead of Gellatly and Clark. Pridmore's race came to a premature end when he pulled off at the end of the straight and then the pack was thrown into turmoil when John McCann overturned right in the middle of Brooklands Corner. Pridmore rushed to his aid and immediately the red flags were shown.

This however, didn't seem to stop some people racing. Joanne Hurst was hit by Willy Grieve at Becketts and thumped the barriers fairly hard, with Graham Sykes also getting caught up in the melee causing him to miss the restart. The Grimby lass fortunately escaped serious injury and was later seen around the paddock with her neck in a surgical collar.

After a short break the grid reformed, with six karts not making the restart. Andy Sowerby had problems getting his engine to fire up having overchoked it and he



Barrington retained his GP plates but Kennedy made him work hard throughout.

Pic: Iain Blair

returned to the paddock unable to take his place on the grid.

At the start Ashurst sprinted away to lead into Copse but by Becketts he had been demoted to fourth place and Mason had taken over, only to run wide and let through Clark. The pack soared down to Brooklands for the first time and it was all change again. Kennedy led having started from row 13! Pridmore was next from Puddiphatt, Ashworth, Gellatly, Clark, Mason, Ashurst and Bray.

Eamonn Talbot was really flying in this one and came from nowhere to head the field at Brooklands next time around followed by Kennedy, Puddiphatt, Pridmore, Gellatly, Haswell, Clark, Bray, Mason and Barrington. Stephen Spavin spun and collided with Grieve, the latter managing to keep going but then collecting Lindsay, while Clark lost his seventh place when he pulled off at Bridge Corner.

Barrington's progress continued and by Brooklands on lap four he'd snatched the lead from Puddiphatt with Kennedy, Mason, Pridmore, Talbot and Bray close behind. In the next group someone got a bit sideways and suddenly another three karts were off, among them Gellatly and Haswell.

Derek Wilson and Ian Ashworth had a coming together at Becketts putting the former into immediate

retirement, but all the while Barrington kept clear at the front. However, with so many karts spinning off the rescue crews were being stretched, so it was no surprise when the red flags came out again just as Barrington was crossing the line to win.

All this meant that the results were taken at the end of four laps, and Barrington claimed his second win. Puddiphatt secured second place after a fine drive from Kennedy, Mason, Pridmore, Talbot, Bray, Ashurst, Ashworth, Blakeley, Hargreaves and Yallop.

Sunday was a bit cooler and with most people having made sufficient repairs overnight a full grid took up its position for heat three with Steve Young on pole position. Brian Kennedy made the best start from the second row and led round to Brooklands for the first time followed by Talbot. However, Talbot's Rotax motor seized at the end of the Club straight and sent his kart into a spin at the entry to Brooklands. He was then collected by Blakeley, Sowerby, Haswell, Sykes, Ashworth and Rickards with the rest of the pack managing to squeeze past. The track was almost completely blocked but the marshals did a good job to clear the track and keep the race going. Talbot, Blakeley, Sowerby and Haswell retired on the spot while Sykes,

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



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A NORTHERN BASE!

Following recent changes at Kart and Superkart the whole process of producing the magazine each month is now wholly based Up North! The Hoddesdon office is now closed and all communications should be addressed to:

Mike Smith
Kart and Superkart Ltd,
Cray Street,
School Hill,
Bolton.

Tel: 0204 365362
Fax: 0204 365364

As from this new style issue the print process will be handled by Hamilton Press Ltd of Preston, Lancashire and under the guidance of Managing Director, Jim Billington, they will take on the management of the Subscription Service. A change in the production process will allow us to bring you much more up-to-date news and results and together the new Northern crew will be striving to bring you a magazine catering for all aspects of the sport.

CADET and 100 UK BRITISH CHAMPIONSHIPS

KIMBOLTON 28th/29th JULY 1990

The finals round of the Cadet and 100 UK Championships took place at Kimbolton on 28th and 29th of July and at the start of the meeting defending Cadet Champion Daniel Wheldon led the points table with 292 from Jenson Button on 237. John Aldred from Yorkshire headed the UK points with 67 from defending Champion Bill Tully on 62. Both Tully and Wheldon are local to Kimbolton and the question was would their local knowledge see them through to Championship Titles.

Saturday was a busy day with most of the competitors signing on for official practice and scrutineers checking and sealing nearly 80 Cadet engines. The weather was good with further sun predicted for race day.

CADETS

Eight races were on the cards for the youngsters with each driver competing in four and a total score of 100 points being available.

The first heat went to Wheldon after Scottish Champion Maclaren

lost his initial lead at the Willows and was then relegated to third at the flag by Gumbley the latter looking very quick. Jenson Button dominated the second race from start to finish with Tom Sisley working his way through to take a fine second ahead of Rowe.

Heat three was re-run after a complaint about the first start and it was Gumbley who took the honours from Wilkin, Sisley and Maclaren.

Wheldon was out again for race four and soon set about carving his way through from a midfield start to take another win, this time from Howard, Davidson and Hall. Some quick calculations showed that the Title was to stay with Wheldon after that result although Button still had to be on his guard against Sisley.

The fifth heat produced a tremendous tussle between Hall and Bazley as the latter reeled in early pace setter Hall before exchanging places frequently over the last three laps. At the flag Hall just got the verdict by a kart length.

The sixth time out showed Wheldon to the fore yet again, winning from Davidson, Button and Howard. A good result for Davidson though who was looking to improve on his sixth place from last year.

Race seven was a vital one for Button and Sisley and it was the latter who took the win to clinch second spot overall in the Championship. Button picked up seventeen points whilst a second place for Gumbley moved him up the order.

The final race went to who else but Wheldon giving him four victories and a maximum score on the day. His total domination had clinched the Title but the racing for places was enthralling and showed some excellent young stars of the future. One of those must take the mantle next year as Master Wheldon moves up to the Junior ranks in the near future.

Bruno Ferrari presented a Trophy and goodies to Jeremy Gumbley for being the best un-sponsored driver on an Allkart whilst Tom Sisley presented a free drive at Brands Hatch to Peter Maclaren.

100 UK

Three heats and a final for the UK's with the first one going to Tully, leading throughout from Pritchard and Harrend with Championship leader Aldred managing only a fourth place.

Etheridge took the second heat after a tremendous battle with

Corbett whilst Bell held a lonely third spot. Much of the interest was centred around Tully and Aldred with the former getting the better of it to get closer to the pole position he needed for Championship points.

Harrand dictated heat three from start to finish as Tully moved quickly through the field to second place and that final pole position he was looking for earlier. Aldred could only manage seventh and that put him on a fourth place start for the final.

To retain his Title Tully had to win but only if Aldred finished lower than fourth. It was Tully who led through Stow followed by Pritchard, Aldred and Houghton. Houghton moved up to third from the ultra cautious Aldred and the leading quartet pulled clear of the rest who were led by Harrand and Etheridge. Tully extended his lead giving himself a clear run whilst Pritchard spun in trying to hold off Harrand thus promoting Aldred to third. No further changes occurred at the front as Tully picked off backmarkers on his way to an easy win. Houghton, Aldred and Etheridge were next from Smith. Third was enough to give Aldred the title by just one point.

Report by Duncan Taylor.

Ashworth and Rickards managed to continue.

All this action had allowed Kennedy and Barrington to break well clear of Clark in third place who was a few lengths ahead of Oughtred, Cordner, Birkett and Bray while Colin Mason had a big task ahead near the back of the field having got badly held up on the first lap. Rob Rickards pulled off into the paddock to make adjustments and joined the fray a lap later only to have a spin at Becketts and finally retire one lap before the finish.

Up at the front though Kennedy and Barrington continued to battle away, but back markers were becoming a problem. As they entered Brooklands for the last time Barrington dived up the inside of Kennedy to take the lead just as they were dodging a slower kart. Bray held third place from Cordner and Clark with Pridmore, Puddiphatt and Birkett a bit further back. All eyes though were on the leading pair and as they came out of Bridge Corner Kennedy ducked out of Barrington's slipstream and coolly passed the British champion round the outside to snatch the win. The Irishman had laid his cards on the table and Barrington knew that the GP win was not going to be easy. We were all set for a cracking final.

Gary Cordner managed to get a better exit from Bridge Corner and got up to pip Bray by a short nose for third place, with Clark claiming fifth place and a finish at last. Sixth spot went to Pridmore from Puddiphatt, Derek Wilson, Birkett, Oughtred, Stephenson and Gellatly. Colin Mason pulled through to 14th place while Graham Sykes struggled home in 28th.

behind in third place ahead of Pridmore, Talbot, Puddiphatt, Stephenson, Peter Wilson, Ashurst, Cordner and Mason. The pace up front was hotting up and the first three started to break away. Bray made his bid for victory on lap three when he took the lead under braking for Brooklands and held it over the line with Kennedy and Barrington side by side just behind. However, Bray's lead was short-lived and he was demoted to third place on the next lap. But then his challenge disappeared completely when the yellow Stratos outfit toured into the pit lane with a loose ignition wire.

This left Kennedy ahead of Barrington, these two having pulled clear of Cordner, Mason and Sowerby who had made tremendous progress through the field from his low grid position. Pridmore held sixth place from Puddiphatt, Stevenson, Malcolm Clark, Peter Wilson and Ashurst.

There was a flurry of yellow flags next time around when Haswell, anxious to make up time, lost it under braking for Brooklands and spun off collecting Bird on the way. Haswell managed to continue but had lost his chance to get on the back of the scrap for third place, while Bird retired on the spot thoroughly disgusted at being put out by someone else's mistake.

Up at the front Barrington regained the lead on lap six but Kennedy was not to be denied and picked off the British champion as they crossed the line. The Irishman was obviously getting a better drive out of the Bridge Corner and was practising his, hopefully, winning move. Sowerby's good drive continued and he just held third place

rington at Brooklands but the manoeuvre didn't come off and the British champion just held on for the rest of the lap to retain his 125 GP plates by half a length and break the race record in the process.

The battle for third place didn't let up for one moment. At the end of lap eight Sowerby had regained his place at the head of the squabbling pack from Mason, Puddiphatt, Pridmore, Cordner, Clark, Stephenson and Rickards. Peter Wilson was next through in 11th place but he joined his brother in retirement on the next lap when his Rotax stuffed had moved.

Approaching Brooklands for the last time, the pack was side by side and it was Puddiphatt who was bravest on the brakes to dive into the bend ahead. Around the final corners there was still a lot of jostling for positions but Puddiphatt kept his head and claimed an excellent third place from Mason, Pridmore, Cordner, Sowerby, Stephenson and Clark, less than a second covering these seven drivers. What a superb race.

RESULT

1	1	Boyd Barrington	Bandit II CSK Rotax	13:27.28	85.08
2	33	Brian Kennedy	Kelgate Johnstone Rotax	13:27.34	85.07
3	94	Nigel Puddiphatt	Bandit Golf Rotax	13:36.97	84.07
4	7	Colin Mason	CMR Bandit CSK Rotax	13:37.04	84.06
5	48	Steven Pridmore	Stratos Rotax	13:37.63	84.00
6	47	Gary Cordner	Stratos Minarelli	13:37.65	84.00

Fastest lap of the final: Brian Kennedy in 19.92s 85.94mph

REPORT BY GARY JAMES



B Ferrari — Enquiry

THE MSC Enquiry into the alleged supply of an illegal Cadet Kart Engine Comer S.60 number 4022E by Mr Bruno Ferrari to Master Oliver Wood, heard clear evidence that the engine had been worked on at some time and was without doubt illegal. However, there was no clear evidence to prove when or where that work had been done. There were numerous possibilities.

The enquiry noted the several advertisements that had been placed in the Kart Press by Mr Ferrari in respect of Comer S.60 Engines and draw to Mr Ferrari's attention that no tuning is allowed at all on these engines.

The Kart Committee is requested to give urgent consideration to the viability of inspecting and stamping engines at the premises of the main importer, prior to distribution — with specific reference to cylinder head volume.

The findings were set down at 12 noon.

C. Stonery / CSK Castleford Hire Centre

THE MSC enquiry into the alleged supply of an illegal Cadet Kart

Engine Comer S.60 number 3997E, by Mr Chris Stoney to Master Mark Deal, had clear evidence that the engine had been worked on at some time and was without doubt illegal. However, there was no clear evidence to prove when or where that work had been done. There were numerous possibilities.

The enquiry noted the several advertisements that had been placed in the Kart Press by Mr Stoney in respect of Comer S.60 Engines and draw to Mr Stoney's attention that no tuning is allowed at all on these engines.

The Kart Committee is requested to give urgent consideration to the viability of inspecting and stamping engines at the premises of the main importer, prior to distribution — with specific reference to cylinder head volume.

The enquiry request the Kart Committee to urgently consider the viability of replacing the Comer S.60 Engine with another unit as the standard class engine with effect for the 1991 season. The reason for this finding, being that the enquiry is very concerned at the number of sources available for the supply of the Comer S.60 Engine.

The findings were set down at 12.55 pm.

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STARTING GRID FOR GRAND PRIX

Wayne Bray	Colin Mason	Brian Kennedy	Boyd Barrington
Eamonn Talbot	Derek Wilson	Steve Pridmore	Nigel Puddiphatt
Peter Wilson	Gary Ashurst	Gary Cordner	Mike Stephenson
Barry Yallop	Steve Bird	Mike Oughtred	Ian Hargreaves
Andy Blakeley	Kenton Owen	Steve Young	Ian Ashworth
Graham Morris		Mark Gellatly	Graham Bull
		Kevin Clark	Ian Williams

Malcolm Clark found himself on row 11 while behind him were Mark Haswell, Mark Birkett and Andy Sowerby, these four obviously out to make up for their heat disappointments.

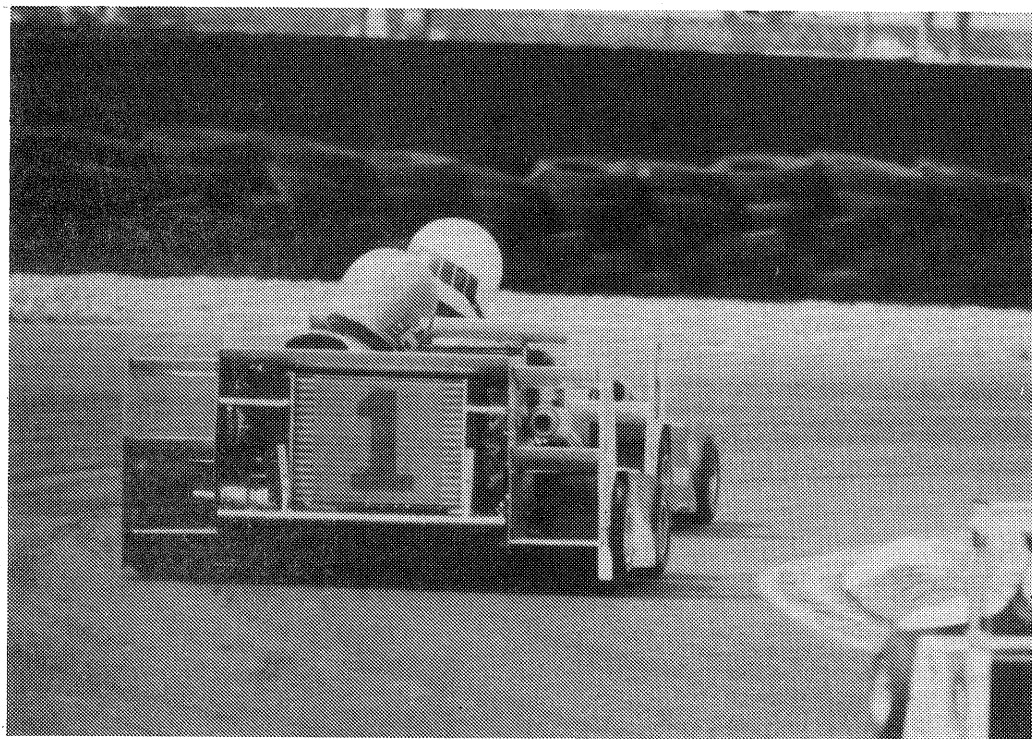
Conditions for the race were excellent as the field toured round in tight formation behind the pace car. When the lights flicked to green Barrington made the best start and led into Copse followed by Bray and Talbot with Kennedy slotted in behind. The race posted its first retirements at Maggotts Curve when Young and Brennan tangled and spun off. This incident was particularly unlucky for Brennan who had managed to secure the 210 GP Plates only an hour before.

Barrington continued to hold sway at the front and completed lap one in the lead after shutting the door on Kennedy at Woodcote Corner. Wayne Bray was tucked in

from Mason and Puddiphatt with Pridmore, Malcolm Clark and Stephenson snapping at their heels followed by Cordner, Peter Wilson and Ashurst. Bull held 12th place from Rickards, Yallop, Blakeley, Hargreaves, Williams, Ashworth and Sykes. Mark Gellatly's race ended when the exhaust springs came off and Eamonn Talbot's disappointing GP came to an end when the motor seized again after he had gradually dropped back from his early fifth place.

By the end of lap eight Barrington had managed to pull out a couple of lengths over Kennedy, these two having pulled well clear of the rest, but as they started the last lap Kennedy was again looking to make a pass at Woodcote. Backmarkers loomed up at Becketts Corner, but the two red machines got past on the exit. Kennedy made his bid for the win by trying to outbrake Bar-

CIK WORLD CHAMPIONSHIP 250 FORMULA E ROUND TWO SILVERSTONE AUGUST 4th 1990



World Champ, Tim Parrott (1), tucked in behind Phil Glencross.

Pic: Iain Blair

ROGER GOFF aboard his Kelgate backed Anderson took the honours in the second round of the 250 E World Championship at Silverstone on Saturday August 4th. It didn't come easy though..... penalties for illegal fuel... and some tough competition from the best in the world all meant that Roger had to work hard. That he did; and at the end of a torrid fifteen laps he collected maximum points.

PHIL GLENCROSS and TIM PARROTT fought hard to take second and third places ahead of Frenchman ERIC GASSIN.

A fully subscribed entry assembled at the Northamptonshire circuit with the British and European drivers being joined by visitors from South Africa, Australia and New Zealand.

The weather was excellent..... scorching temperatures bringing out the shorts, and the conversation initially was centred around tyres. Would they last in the high temperatures? Engines.....would a greater number of seizures be suffered?

The event was certainly not without controversy either. Bulletin No 7 issued at 11.10 on Saturday listed fourteen drivers who would, as a result of a stewards' decision, not be

allowed to take part in either the Pre Final or the final. The reason for that decision was noise..... yes the problem was back.... and the majority of drivers tested over the prescribed limit were our European visitors. They gathered around the Race Administration office in an effort to resolve the problem and there was much animated discussion which, at times, matched the soaring temperatures!

By the time the results of the Qualifying Sessions were published things had settled a little and taking into account penalties for both noise and fuel infringements, the official bulletin showed Anderson driver Phil Glencross at the top..... on pole for the Pre Final....with a best of 1m 9s. Zip Supremo, Martin Hines lined up alongside with a best of 1m 9.39s whilst Peter Gray excelled himself to take third spot on the front row.

Rainer Wimmer from Austria completed the row whilst on row two sat Mark Webster..... Finn, Pertti Kuusmanen..... and Roger Goff. Huber, Parrott, Grondstra and Irving occupied row three, with Gassin, Rindstroem and Shaw on four.

Just seven laps of the National circuit to decide final grid positions and at the green it was Glencross and

Hines who made the best of it.

The opening lap quickly adjusted the starting grid order.....Glencross still had the edge, but it was Goff powering through to take second place from Parrott, Gassin, Grondstra and then Hines. It was all change on lap two as Defending Champion Parrott took up the running.....Glencross was second.... Goff had slipped to fifth behind Gassin and Grondstra. Gray had pitted after one lap..... rejoined a lap down, but was running with the leaders! Glencross had another turn at the front on lap three but then Parrott hit back to lead and by the close of lap five poleman Glencross was down to fifth. Grondstra, Gassin and Goff all getting past. Webster was running strongly...sandwiched between Shaw and Hines...and as they went into the last lap it was still Parrott in the lead. Out of the Bridge complex and Parrott held it to the line from Grondstra, Gassin... Webster... Glencross, Goff, Shaw and Hines.

The final promised much. On the green it was Grondstra who just had the edge as the field powered its way down to Copse. By Becketts Hines was second to Glencross but as they completed one lap it had



World Champs and Glenross heads a quality field. Parrott (1), Hines (42).

Pic: Iain Blair

SEPTEMBER 1990

changed....Parrott was through to take up the running...Hines had second...Glencross was next...then Gassin with Grondstra fifth. Webster was on the fringe as were both Goff and Shaw. It stayed that way for much of the second lap but as they went into lap three Glencross had moved through to lead. That was the signal for some fast and furious action with much place swapping occurring all round the circuit. By the time they hit Becketts for the fourth time Glencross was down to third.....Grondstra had the front spot from Parrott with Gassin fourth. One third distance...lap five...and Parrott came through in the lead...Grondstra was next followed by Gassin, Goff, Glencross, Webster and Hines...Webbie then decided it was time to really get in on the action and after six laps he was up to third.

It was certainly tight at the front and as seven laps were completed Webbie was closing rapidly on Grondstra...two more laps and the former 250 National Champ was leading! Grondstra had second...Parrott third...Gassin next from Goff, Shaw and Glencross. It was by no means over for at Becketts on lap eleven...after leading for two laps...Webbie was suddenly down to third and we had yet another leader...this time...briefly...it was Goff...before Grondstra edged him back to second.

By the close of the lap...three to

go...Goff had regained the advantage with Glencross coming through to drop Grondstra to third. It was still very open...lap fourteen and Glencross led...from Goff...Parrott, Gassin and Grondstra with Irving now ahead of the rest.

As they reached Becketts for the last time Goff found a way through yet again and for the last half lap the Kelgate driver held on to take the flag after a very hard fought fifteen tours. Glencross had second at the end from Parrott, Gassin, Irving, Webster, Kleppe, Wimmer, Shaw, Grondstra, Garpfalk and Huber.

For Webster the race had proved to him that he was a match for the best in the World...and he had the satisfaction of recording fastest lap with a time of 1m 9.11 s.

It certainly looks good for the last round at Le Mans in late September with a number of fancied runners coming on form.

RESULT

1. Roger Goff Kelgate Anderson/ Rotax 17m 31.35 s 97.99 mph
2. Phil Glencross Anderson/ Rotax
3. Tim Parrott Kodak Anderson/ Rotax

OVERALL POINTS POSITIONS AFTER TWO ROUNDS

1. Eric Gassin 24
2. Phil Glencross 21
3. Tim Parrott 16
4. Roger Goff 15
5. Peter Garpfalk 14
6. Stefan Rindstroem 10

Pic: Iain Blair

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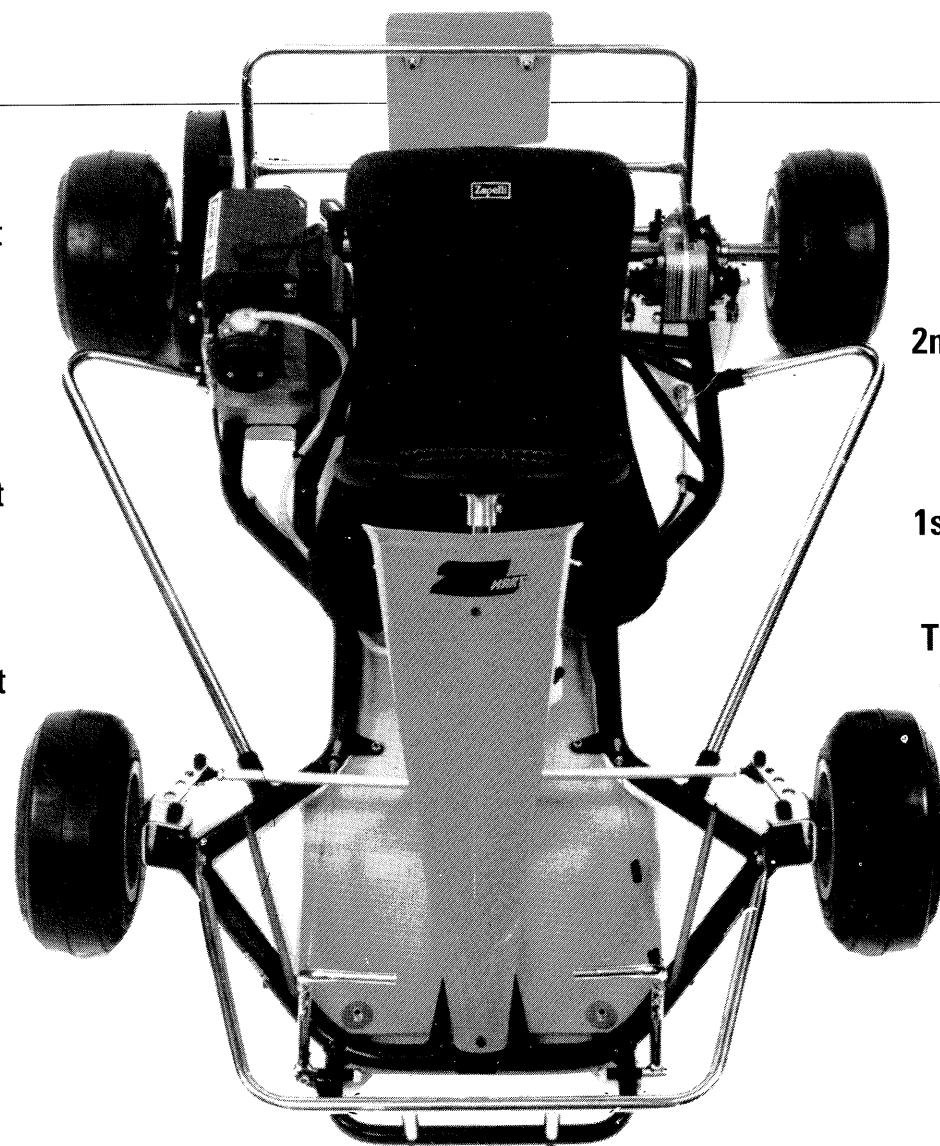
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