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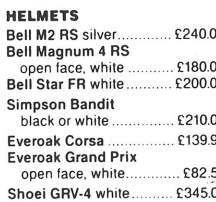
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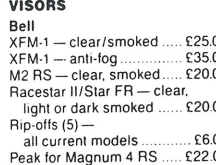
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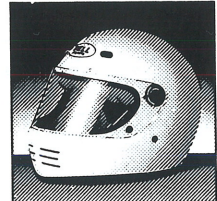


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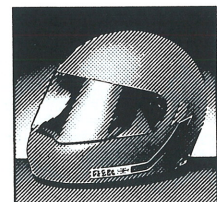
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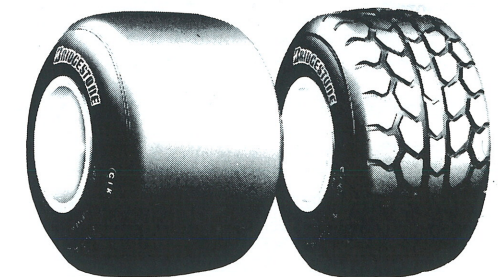
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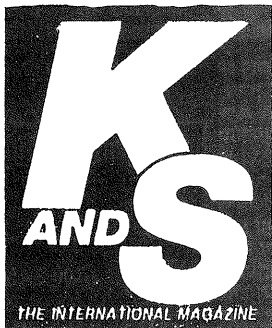
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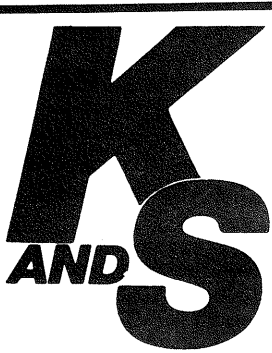
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FRONT COVER:

Daniel Bailey, fourth overall in the Kart and Superkart Championship . . . Junior Britain.
Moved up to Juniors in May after a lot of success in Cadets during 1988 and 1989.

INSET. TIM MURPHY . . . Overall Senior Britain winner of the Kart and Superkart Championship.

MONTHLY

No: 138

Mike Says . . .

Well the racing season is almost over for another year, at least with regard to the Major Championships. The Club racing scene will, of course, continue, weather permitting, throughout the coming months with a number of Winter Series planned.

It has been in many ways a somewhat troubled season but from what I am told there are a number of plans in the pipeline which will, hopefully, make for a much more stable 1991. As soon as confirmation is received the pages of Kart and Superkart will bring you the news.

Congratulations are in order to all those drivers who have been successful in carrying off a Championship in 1990, I'm sure you will be hoping that next year is just as good, if not better.

Thanks also to those people who took the time to phone in with their comments on the new look K & S... most of them favourable... and to those who offered constructive criticism... yes we will look at possible further improvements.

To those who are having a Winter rest... enjoy it ... and to those who plan to continue racing despite the weather... have a good winter season.

MIKE SMITH

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KTM engines rebuilt, stand, push
bar, slicks and wets on one piece
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seat, helmet, many spares. Plus Nis-
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passengers - £2,000 ono. Will split.
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1 Featherstone pipe (fat) £30
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member, Howard Duff, was alongside with his similar equipment. Steve Fox was on row two and alongside him sat Michael White. Jonathan White and Graham McCarthy made up row three with Paul Wallington and Peter Norman on four. Lee and Gary Johnson made up row five with Darren Plummer and Stephen Bailey completing the grid.

For Lee Johnson it was proving a troubled meeting after a nasty spin off left him with a damaged knee. Heavily strapped he was determined to continue despite a severe limp.

On the green it was Fox who made the early running with Jonathan White in second place after one lap. Chenery was third followed by Michael White, Wallington, Norman and Duff.

After four laps Norman had been taken by both Duff and Wallington and for the next four laps the leading order appeared to have settled. Then . . . it happened . . . between Stow and the Willows the front quintet were all involved in a coming together and the race order changed dramatically!

Fox, Jonathan White, Chenery, Michael White and Duff were all trying to sort themselves out as a new leader emerged in the shape of a delighted Graham McCarthy. Wallington now had second . . . but a long way adrift of McCarthy . . . Norman was third . . . Stephen Bailey had fourth from Plummer and Gary Johnson.

Chenery, Fox and Jonathan White were mobile again . . . in that order but with an awful lot to do.

Jonathan White continued to circulate at the back of the field for the remaining distance with McCarthy well clear. Pit lane signals got the message to him that all he needed to do was stay mobile.

Chenery was making up some ground though and by the chequered flag had hauled himself up to fourth ahead of Bailey and Fox. Norman came home in second place behind McCarthy with Plummer third.

RESULT

1. Graham McCarthy	Sprint/Rotax;
2. Peter Norman	CRG/Atomik;
3. Darren Plummer	DAP/Sirio;
4. Gordon Chenery	Wright/Rotax;
5. Stephen Bailey	Sprint/PCR Parilla;
6. Steve Fox	Gillard/Rotax.

Thanks to all officials of the Hunts Kart Club for their assistance throughout but to end on a not too pleasant note . . . it was disturbing to be told later that some considerable damage had been done to the ladies toilet. If anyone knows anything, Hunts Kart Club would like to hear from you.

So, after all the points were totted up the overall positions . . . down to sixth place . . . looked like this:

CADETS		
1. Danny Yeomans	485	
2. David Tucker	471	
3. Paul Jones	450	
4. Judd Coupland	395	
5. Stacey Fell	374	
6. Tom Coupland	354	
JUNIOR BRITAIN		
1. Andrew Gallagher	440	
2. Lee Jones	435	
3. Adrian McDade	416	
4. Daniel Bailey	386	
5. Richard Blackburn	375	
6. Michael Knaggs	364	
SENIOR BRITAIN		
1. Tim Murphy	494	
2. Michael West	467	
3. Jonathan Hughes	445	
4. Sean Pitts	445	
5. Paul Wilde	433	
6. Chris Rankin	385.	

100 NATIONAL		
1. Gordon Chenery	497	
2. Steve Fox	457	
3. Graham McCarthy	444	
4. Howard Duff	438	
5. Jonathan White	414	
6. Stephen Bailey	411	
Our thanks go to Jenny and Derick Jones of Karts 'n' Parts for donating a Zapelli wet suit for each class. Howard Davies of Newgate for donating a Parolin piston and barrel to the Cadet class winner and to Angus Coatsworth of A & M Bearings and Transmissions for donating a chain and a complete set of bearings to the Cadet class.		



Michael West, Senior Britain. Pic: Steve Nelson.



Chris Rankin (14) leads the Senior Britain field. Pic: Steve Nelson.



The 24th Hong Kong International Kart Grand Prix will take place at Victoria Park between the 29th November and 2nd December. Racing will be for Formula K, the newly introduced Formula A, Intercontinental A with the re-introduction of a Junior event. Closing date for entries is November 1st and further details can be obtained from; The Hong Kong Kart Club, Caltex House, 18th Floor, 258 Hennessey Road, Hong Kong.



The Endyke Hull street race appears to have caused quite a 'buzz' in the Humberside area with a number of enquiries coming into this office regarding karting in general. The Lincs Kart Club have hit on a winner with next year promising to be even better.

One of our Swedish Subscribers recently sent us his renewal instructions and it was interesting to note that his address was given as FROSON. In an accompanying letter he tells us he lives in the North of the Country. The Froson North?

With immediate effect all ROWRAH entries should be sent to: The Competition Secretary, c/o Midtown Farm, Mawbray, Maryport, Cumbria, CA15 6QT. Tel: 0900 84433.

A number of Long Circuit drivers have expressed the view that they would be prepared to pay a substantially higher entry fee if it were possible to race at Donington again. How do you feel about that?

The TVS event at Clay was the first major karting involvement by Gulf Oil although the Cheltenham based Company is already a major sponsor of the British Powerboat Grand Prix. The Clay event is being shown in six 30 minute slots by TVS and a special video will go on sale later in the year.



The problem of noise would certainly appear to be one of Worldwide concern. A contact in Australia tells of a driver being black flagged in practice after recording what was described as an ear shattering 100db. Long hours were spent in trying to get the level reduced and the motor in question . . . a 250 Rotax . . . was eventually checked at 90db with little, if any, loss of performance. Hmm . . .

The recently formed Association of British Kart Clubs (ABkC) plans a further meeting in October when representatives of the Drivers Association will be invited along. Points on the Agenda include the role of the Association in bringing Officials towards a consistent approach. Starters and Clerks of Course do suffer a good deal of flack and the ABkC feel that it would be beneficial to bring them together more and perhaps come up with a standard operating procedure. The Association can be contacted through Steve Chapman on 0844 53161.



The Organiser of the popular 210 Challenge, Graham Payne, has arranged the Presentation Evening for Saturday November 24th. The venue is the Stone Manor Hotel, Stone, Nr Kidderminster. The cost for the five course meal is £16.95 per person and tickets can be obtained from Graham at 52, Harrow Road, Leighton Buzzard, Beds. LU 7 7 UQ. Tel: 0525 378980.

Alternatively tickets will be available at rounds of the Challenge which take place at Sherington on October 7th and Little Rissington on October 21st. Accommodation is available at the Stone Manor but Kate Bateman has a comprehensive list of alternatives and can be contacted on 0527 70834.

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JUST HEARD

Bits and pieces from around the Clubs.

The Sherington meeting on August 19th had a 100 UK Trophy on offer but only three drivers entered. Where are you all?

All 100 cc karts except UK must use either a Swiss Hutless or yellow KID inlet box at Sherington. This ruling applies to practice days also... otherwise racing may have to be curtailed due to complaints from the village.

Keith Bisp was out on his 250 twin for the first time in a year.



Wombwell had a good entry from 100 UK at its September meeting with a full grid out for the final. A strong entry from all other classes made it a good day with 16 being the class lowest.

Our man at Wombwell reports that some 'fiddling' is creeping into the 100 UK class with gasket packing and carb spacers being discovered. The scrutineers are we understand... quite rightly... watching carefully.



The Wessex Championships were held as part of the Dunksell meeting on August 26th with wins going to Terry Giffard in 125 Open; Julian Thomas in 125 National and Andy Norsworthy in 250 National.

The extension to the pits at Kimbolton was open for the September 9th meeting and whilst it had not been covered with hardcore the prevailing weather did not make that a problem.

The new banking at Kim corner stops drivers disappearing into the crops... please remember, it is not Indianapolis!

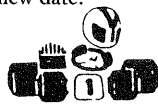


The Annual Chasewater Wheels Dinner/Dance takes place on November 30th at Moor Hall Hotel, Sutton Coldfield. All tickets have been sold but if you wish to go on the reserve list contact Pat Atkinson or Liz Peters.

The Annual General Meeting of the Club will take place at the Alexander Stadium, Birchfield, Birmingham on December 3rd at 7.30p

Chris Traveski, injured at the August meeting, is still very poorly. The Doctors and his family would appreciate any visits from karters as that would help in recovery. Anyone who may be able to help please contact Liz Peters on 021 353 9582.

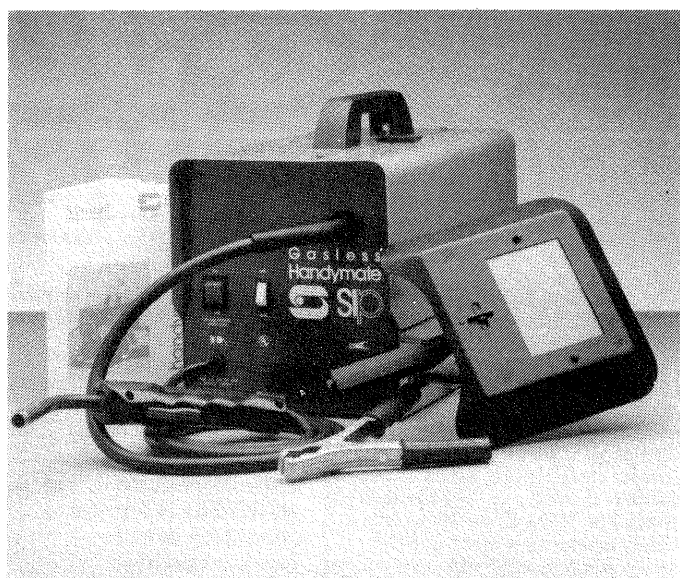
The Car Boot Sale has had to be postponed for a month or so... details as soon as they are available for the new date.



Commentator Don Briggs announced his retirement at Snetterton after 14 years behind the mike. Never a dull moment when Don was about, he will be missed.



After 14 years of commentating Don Briggs announced his retirement at Snetterton. Pic: Steve Nelson.



We don't need reminding that noise can be both annoying and deafening and whilst Grand Prix drivers do all that is possible to reduce the risk, spectators and others, can get some protection from the foam ear plugs manufactured and marketed by E.A.R. UK Ltd of Poynton nr Stockport. They come in a useful storage vial, are made from energy

absorbing foam and offer comfort as well as protection.

SIP of Loughborough have recently introduced a new Handymate No Gas Mig Welder. Selling at around £140 for a full kit including professional torch and full reel of wire it includes new features such as automatic wire control and an electronic sensor which adjusts welding amperage.

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KART AND SUPERKART CHAMPIONSHIP FINAL ROUND, KIMBOLTON, SUNDAY, SEPTEMBER 23rd

Sixty drivers assembled at Kimbolton for the final round of the 1990 Kart and Superkart Clubmans Championship. On the day Niki Richardson took the Cadet honours; Dean Panrucker took first place in Junior Britain; Stuart Petts came home first in Senior Britain and Graham McCarthy emerged as winner after an incident packed 100 National final.

With four from five rounds to count for overall positions when all the sums were done Danny Yeomans headed the Cadets aboard his Zip; Andrew Gallagher took the Junior Britain top spot driving his Gillard/TKM; Tim Murphy aboard his Wright/Parker TKM headed the Senior Britain list whilst the Wright/Rotax of Gordon Chenery took the honours in 100 National.

Each class competed in three heats and a final and it was the Cadets who got the racing underway. Clouds threatened for much of the day but fortunately any serious rain stayed away.

CADETS

Three different heat winners... Niki Richardson aboard an Allkart taking the first... Oliver Wood and his similar mount won the second with the Gillard of David Tucker coming home first in the final heat.

The latter also had a second from his first heat and he had pole for the final. Danny Yeomans and his Zip picked up a second and two fourth places and that put him alongside Tucker on the front row.

Gavin McFayden featured in the top half dozen each time out and he sat behind Tucker on the final grid with Wood alongside.

Richardson and Judd Coupland occupied row three with Paul Jones and Steven Pratt on four.

At the off it was Wood who took up the running with Tucker in

second spot as they completed lap one. McFayden was next with Judd Coupland heading Yeomans and the rest. Richardson was looking for a way forward and after three laps was up to fourth behind Tucker as McFayden took over second place. Tucker hit back though and for the next three tours was back up to second behind Wood.

Seven laps gone and Richardson found a bit extra to relieve Tucker of that second place with McFayden, Judd Coupland and Davies next. Yeomans headed the rest being followed by Jones, Goss, Blooman and Coatsworth. They circulated in that order until with three laps to run Richardson hit the front... Wood held on to second with Tucker third and Davies next.

Two laps from home and Davies was ahead of Tucker... Yeomans, Jones and Goss were next with Blooman ahead of Coatsworth. The first four held their positions over the last tour, whilst Goss managed to get the better of Yeomans to take fifth with Jones in seventh.

RESULT

- | | |
|---------------------|----------|
| 1. Niki Richardson | Allkart; |
| 2. Oliver Wood | Allkart; |
| 3. Alexander Davies | Gillard; |
| 4. David Tucker | Gillard; |
| 5. Alistair Goss | Allkart; |
| 6. Danny Yeomans | Zip. |

JUNIOR BRITAIN

Lee Jones and his Zip/TKM took pole for this final with a second and two fifths from the heats. The Gillard of Andrew Gallagher had a couple of wins but a twelfth place in heat two meant he would line up alongside Jones. Adrian McDade was on row two with his Wright in the company of similarly mounted Martin Pierce. Row three was occupied by the Solo of Dean Panrucker and the Wright of Daniel Bailey.



Junior Britain Action, Terence Dove (35) leads Adrian McDade (20). Pic: Steve Nelson.



Steve Fox, 100 National. Pic: Steve Nelson.

At the off Gallagher was soon into the lead followed by Jones, Pierce and McDade with Panrucker next up. The latter was the one to make most forward progress... third after two laps... second after three tours and into the lead after four laps. Gallagher was second as they went into lap five with Jones heading McDade, Knaggs and Pierce.

Bailey was in charge of the rest and he headed Blackburn, Goss and Scoging. With Panrucker running strongly at the front Gallagher held on to his second spot with Jones, McDade, Knaggs and Pierce next whilst Bailey still had charge of the rest.

As the race reached its closing stages backmarkers came more into the picture but the leaders were safely through and at the flag it was Panrucker who took the win in style. Gallagher crossed over in second spot from Jones, McDade, Knaggs and Pierce.

RESULT

- | | |
|---------------------|-------------|
| 1. Dean Panrucker | Solo/Solo; |
| 2. Andrew Gallagher | Gillard/TKM |
| 3. Lee Jones | Zip/TKM |
| 4. Adrian McDade | Wright/TKM |
| 5. Michael Knaggs | Zip/TKM |
| 6. Martin Pierce | Wright/TKM. |

SENIOR BRITAIN

The Wright/Parker TKM took pole for this one with Tim Murphy in the driving seat taking a win, a third and a fourth from the heats.

Michael West and his Boxer/KS Parilla was alongside whilst Jonathan Hughes and his Kartsport Boxer occupied row two in the company of Stuart Petts and his Allkart with Goff TKM power.

The Wright of Paul Wilde sat on row three alongside the Anderson of Sean Pitts.

From the off West took up the running and after one lap he led from Petts, Pitts and Wilde. By the close of lap two though Petts was in front... West was second with Pitts, Wilde and Edge following. Boss was making progress and after four laps he was in front of Edge with leaders as before. Murphy was running in seventh spot behind Edge but ahead of Rankin and the rest.

Backmarkers were to come into the picture over the next couple of laps but Petts held firm at the front with Wilde still in second from West, Pitts and Boss.

With just three laps remaining Edge got the better of Murphy to take seventh place with the latter coming under pressure from Hughes. The latter had missed a rolling lap at the start whilst attending to his outfit... the race had started without him... and he was placed under a severe handicap.

With just two laps left Petts was still heading the field, Wilde was second from West with a backmarker between the latter and Pitts. Hughes was driving extremely well and had got the better of Murphy but at the flag the win went to Petts from Wilde, West and Pitts with Boss taking fifth ahead of Rankin.

RESULT

- | | |
|-----------------|-------------------|
| 1. Stuart Petts | Allkart/Goff TKM; |
| 2. Paul Wilde | Wright/TKM; |
| 3. Michael West | Boxer/KS Parilla; |
| 4. Sean Pitts | Anderson/TKM |
| 5. Andrew Boss | Boxer/Parilla; |
| 6. Chris Rankin | Gillard/TKM. |

100 NATIONAL

Gordon Chenery sat on pole for this one aboard his Rotax powered Wright having taken a couple of heat wins together with a fourth place. Another Hunts Kart Club

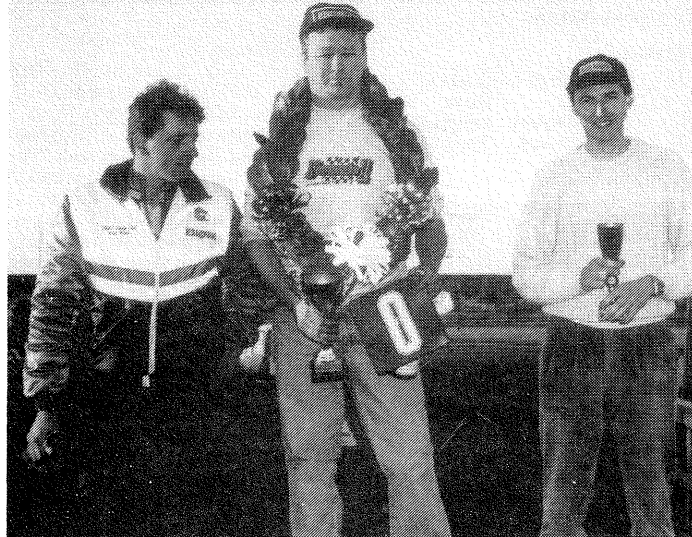
BRITISH OPEN CHAMPIONSHIP WINNERS



210 National – George Bett.



250 National – Andy Martin.



125 P & R – Willy Grieve.



250 E (without 'O' plate) – Ian Shaw.



125 National – Mark Powell.



125 Open – Andy Fairless.

JUST HEARD

The Hunts Kart Club will run a Winter series on the following dates – December 9th, January 13th, February 10th.
 Entries for these Kimbolton meetings should be sent as usual to: Mrs. Sharon Moore, 2, Anson Close, Daventry, Northants, NN11 4TJ.



John Shaw, Secretary of Cadwell Kart Club, tells us that he has relinquished his position as Chairman of the Kart Technical Working Group at the RAC together with his membership of the Kart Committee.
 He stresses that it is entirely due to home and work commitments and certainly not an anti RAC move. The good news is that John intends to continue whole heartedly with his work for Cadwell Kart Club in addition to his scrutineering duties. He also plans to give some time to the Long Circuit Clubs Championship in 1991 and we will publish more details of that as soon as anything is finalised.

Knockhill advise us of a Long Circuit event on July 21st but as that is the day before the July Snetterton it would seem that a change will be made. Again more details when they are confirmed.



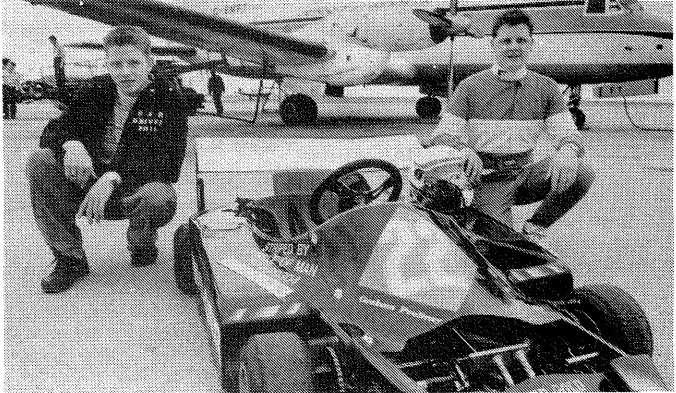
Following his loss of a baby buggy at Silverstone John Brennan was presented with some cash at Snetterton ... the result of a collection among the 210 drivers. Nice one lads.



The Association of British Kart Clubs ... ABKC hold their next meeting on Sunday October 14th at the Norfolk Hotel, Hagley Road, Birmingham. The Hotel is approximately 1½ miles from the city centre on the A456.
 Morning coffee, lunch and afternoon tea will be available at a cost of £5.10 per person.

The Central Kart Club have just two dates at Snetterton in 1991, March 11th and July 20th. The Club will also be involved in the Annual visit to Brands Hatch ... end of June ... first weekend of July possibly ... more details when they are known.

Yet another Indoor Circuit is about to open. This one is at The Ladyship Centre in Halifax. The usual facilities of trackside bar and catering will be on offer. More details from Digby Roberts of Inkart Racing on Halifax (0422) 380530.



Left to Right: Phil and Graham Poultney with their Kart.

Living on the Isle of Man doesn't exactly make it easy for anyone to take an active part in karting on the mainland but with the help of Jersey European Airways Graham

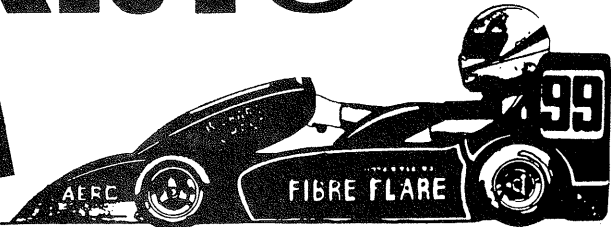
Poultney has had quite a successful year. Support is assured for 1991 and Graham will be hoping for even better things in the 210 Championship.

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 BRIAN BORWELL
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LETTERS TO THE EDITOR

your letters..

The following is a copy of a letter sent to Ron Brassey at the RAC.

Dear Mr. Brassey,

I have just read a summary of the Kart Open Day and it seems that quite a number of important issues were raised and discussed.

Having written prior to the Open day 1989 asking for a subject to be raised I was disappointed that again this year there was no mention of a review of the minimum weight limits for 125 Open and 125 National.

I am now writing to you again asking that the matter be put before the Kart Committee for consideration.

The facts are as follows; a 125 Open outfit in race trim weighs at least 105 kilos, leaving only 65 kilos for the driver dressed in helmet, leathers, boots and gloves. The clothing weighs approx 10 lbs, subtracted from the 65 kilos (10st 3 lbs) requiring the driver to be only 9st 7 lbs in order to achieve the minimum weight.

As the average adult male of approx 5' 9" would weigh in the region of 11 to 12 st it is clearly impossible for him to compete on equal terms with the minority who are physically able to get down to the limit. This is resulting in desperate attempts to reduce the weight of the machinery by drilling and other, more expensive, potentially dangerous methods.

The answer must be to increase the minimum weight to 180 kilos for Long Circuit 125's and 170 kilos for Short Circuit thus allowing a body weight of approx 11 st for the driver. This must be done before the 1991 season in the interests of achieving fair and competitive racing for all. I am sure you will agree that everyone should be given the opportunity of choosing any class they wish without finding that they need to lose 2½ st in weight and 6" in height to compete.

I look forward to hearing the views of the Kart Committee and am hopeful of a favourable response before the 1991 season.

Yours Sincerely,
Mervyn Campbell,
184, Ravenhill Road,
Belfast.

Dear Mike,

May I, through the pages of the magazine, express my appreciation to all the people who have helped to make this 1990 my best ever year in karting.

Firstly, my thanks to Martin and the Zip Team. He and Tina, as you are all aware, have had a dreadful time recently with a string of personal tragedies and we all shared their sad losses. Although Martin had a lot on his mind he still managed to give 100 per cent support to my racing.

Special thanks also to Grant (I only need three hours sleep) Munro for preparing superb engines all year and for his sheer hard graft. To Ty and everyone else at the factory, who are ever willing to help and offer advice where necessary ... my thanks.

Next, of course, my family, Mum, Dad, and Andrew who have been the backbone of my racing since I first began. The success I have had is as much theirs as it is mine. The enthusiasm of Mum and Dad coupled to all the hard work put in by Andrew is something I am very fortunate to have. Thanks also to Theresa, my long standing girlfriend, for her patience and support and finally to all our friends, sponsors and fellow drivers who have cheered us along the way.

A very big thank you to all concerned.

Yours sincerely,
Ian Shaw

Dear Mike,

To win the World Championship once is a pleasurable experience but to then have the chance to do it again ... and succeed ... is a dream come true. I could not have achieved that success without the immense support of all the following: Anderson Karts, Kodak Products, Florigo, Kelgate, Shell, Dunlop, Langcourt, ARAI SRA, R.A. Baker Glaziers and Swift Exhausts.

My grateful thanks also to the following individuals for their support, Peter Berry, Phil Featherstone, Trevor Peach, Tony Otter, Chris Freer, The Wilkinson Family.

Last but by no means least, heartfelt thanks to my own family, without whose support none of it would have been possible.

Yours sincerely,
Tim Parrott

Dear Ed,

Through the medium of your letters page I would like to 'thank' Shenington Kart Club for cancelling, without notice, the 'O' plate meeting on 15th/16th September thus ensuring I had a wasted journey of some 350 miles on the Saturday.

It was left to members of the flying club to inform travellers of the cancellation.

Just a spectator who arrived at 9.15 am on Saturday.

Yours faithfully,
Don Smith, Rochdale.

The Shenington Club did of course give notice of the cancellation but coming as it did between publication dates it was not possible to include the news in the September issue. Although cancellations do not occur very often it might be worth a phone call to check before setting out on a long journey.

Ed.

The following is a copy of a letter sent to Ron Brassey at the RAC.

Dear Mr. Brassey,
Haynes Sparkford Motor Museum-Karting Circuit.

Having just returned from a meeting at the above circuit I am writing in support of the organisers of that meeting who really did do a magnificent job.

The standard of organisation was better than at many longer established circuits and I hope that this professionalism will enable the Haynes Sparkford Car Club to secure this circuit as a permanent venue.

Yours sincerely,
Richard Cue,
Junior Britain father),
Gloucestershire.

Dear Ed,
Deja Vu?

In 1979 the RAC and CIK had the brilliant idea of changing the then reasonably successful 100 International class into what was going to be the premier class of non gearbox karting using 135 cc engines.

At a stroke this plan eliminated a well subscribed class and left drivers including myself with the option of reverting to 100 National or paying silly money to buy completely new equipment to continue in the 135 cc class. I retired from racing after 15 years. History shows that the 135's struggled on for a few years in this country and then died.

It now appears that they have also been finally laid to rest as a World class.

In 1988 my younger son started in the Cadet class to be followed by his brother at the beginning of this year. We regularly race at Club meetings and both boys enjoy racing in an extremely well subscribed class.

Cadet had developed into one of the most popular classes in British karting probably because of the element of stability over the past four years.

The news that the RAC may be contemplating a change of cadet engine from the Comer S 60 to something as yet unknown left me feeling that I had been through all this before.

Admittedly the circumstances surrounding the change from 100 International to 135 were completely different but I cannot help feeling that the result could be the same. Certainly I would not be able to justify the expense of buying at least two new engines in order to continue.

We would sadly have to stop racing and accept that the resale value of our equipment was halved.

I suspect that there are other fathers in the same position as myself and I believe that a significant number of cadets would leave the sport if a change of engine were introduced in the time scale suggested.

Cadet had become so popular because it is a relatively cheap class in which to run and its stability has built up a good second hand market enabling an introduction to the sport at a comparatively modest cost. Introduction of more effective scrutineering during 1990 had eliminated previous instances of certain drivers leaving the rest of the field and disappearing into the distance in rather dubious fashion. Cadet is possibly the most successful class that the RAC has introduced in terms of getting it right first time.

I would suggest therefore that any decision to substantially change the format of the cadet class must be done with extreme care and maximum possible consultation if the attraction of the class as an introduction into the sport of karting is to be maintained.

I hope in fact the RAC will come to the sensible decision to ignore the suggestions of the Tribunal and confirm that the Comer S 60 will remain the cadet engine for the foreseeable future.

I would be interested to hear the views of others on this matter.

Yours sincerely,
Peter Brinkworth,
Redditch, Worcs.

Any comments?

Send us your
letters now!

Irishman, Leslie Currie disputed second spot with both having turns ahead of the other. Three laps from home was when Poole found a little bit extra to make the position his and with a backmarker around that was how it finished. Fairless had a massive lead at the flag, with John Brolly taking fourth behind Currie and Andy Thornton ahead of Ian Holt.

RESULT

1.	Andy Fairless	Allkart/TM
2.	Colin Poole	Anderson/Gaff
3.	Leslie Currie	Dino/Rotax

125 NATIONAL

Three heat winners in the National class with Mark Powell, Mark Gellatly and Wayne Bray each coming out on top once. Brian Kennedy had a couple of second places and a fourth, whilst Chris Stoney also appeared in the top six each time out.

On the green it was Wayne Bray ... fresh from his Long Circuit 'O' plate success ... who got a flier off the line. After one lap Powell was with him ... after two laps he was ahead and the battle was on for the places. For six laps Bray held second spot but then on lap seven Colin Mason took over behind the flying Powell with Stoney making progress.

Into the second half of the race and Stoney was up to second... Mason had third from an ailing Bray with Stephenson next. Backmarkers came into the picture... such was the pace of the leaders... but for the remaining distance Powell held firm at the front with Stoney equally sure of second, Mason had third at the flag whilst Julian Thomas ... the youngster from Wales came home in fourth place. Stephenson and Puddiphatt completed the top six.

RESULT

1.	Mark Powell	Zip/Goff Rotax
2.	Chris Stoney	Zip Bandit/CSK Rotax
3.	Colin Mason	CMR Bandit/Rotax

250 NATIONAL

Andy Martin looked set to dominate the single cylinder 250 scene with a couple of heat wins ... the other going to Mark Allen. Kevin Maunders also showed well with James Ponting also taking a couple of top six placings. A 15-lap final then and on the green it was indeed Martin who got away well with Allen settling into second spot from Kevin Thornton.

By one third distance ... lap five ... the leading quintet had the length of the straight advantage over the rest leaving Tomkinson in charge. By lap nine Martin was closing on backmarkers ... Maunders had gone and gaps began to appear.

Allen was trying his hardest and eventually succeeded in closing the

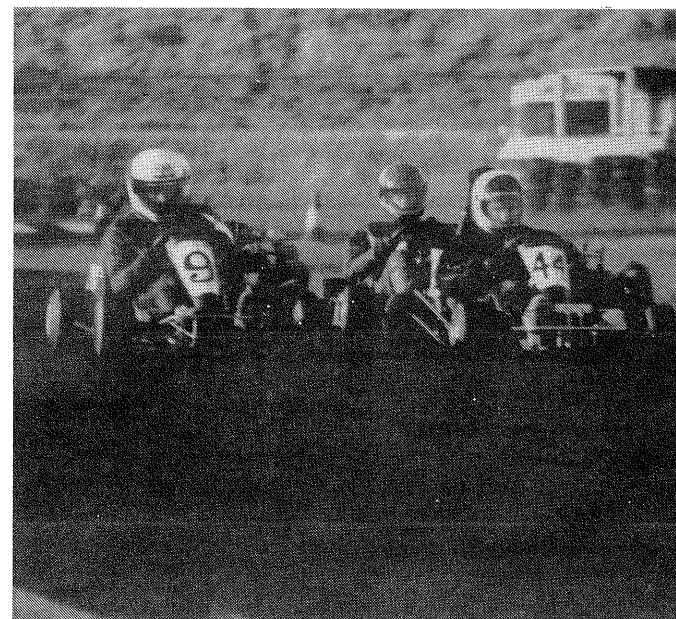


250E World Champion Tim Parrott. Pic: Steve Nelson.

gap to leader, Martin. As they neared the end of lap 11, Allen went for the lead at the end of the pit wall ... rode up on the kerbs but made it through.

As they crossed the line to start the next lap they swallowed up another backmarker ... Allen one side ... Martin the other! Before the lap was over though disaster struck Allen ... up went his hand and Martin was back in front.

Clutch problems bringing about the demise of Allen, Martin was thus left well clear of the field and went on to take a comfortable win... putting more of the slower drivers between him and second-placed Thornton. The latter also got past the backmarkers ... as did third-placed Tomkinson and that was the order at the flag. Dudley Martin, Paul Flinders and Paul Dredge completed the top six.



RESULT

1.	Andy Martin	F1 90/KC Honda
2.	Kevin Thornton	Anderson/KTM
3.	Pat Tomkinson	Dino/KTM

250 FORMULA E

The twin cylinder class had the cream of World and European drivers on show with World Champion, for a record second time in succession, Tim Parrott, European, British and Grand Prix titleholder Ian Shaw, UK Cup winner Roger Goff and recent Cadwell winner Mark Webster, all out for some very rapid laps of the Three

Sisters circuit.

Shaw took a couple of the heats... Webster had one with Goff taking a second and two thirds. Parrott had a second ... a fifth and a sixth and the question was ... could anyone live with the pace of the big uns?

On the green it was Goff who got away well and after one rapid lap he led from Shaw with Andy Griffiths third, ahead of Webster and Parrott. Shaw began to close on Goff ... Webster and Parrott both took Griffiths and the leading quartet were set for a real high-speed battle.

Roger Goff ... vastly experienced ... sat tight at the front ... defending his line in fine style as Shaw got closer and closer. Parrott was to disappear from the scene after four laps with a split fuel tank, leaving Webster in third. As they crossed the line to go into lap seven, Shaw went for the lead and as they hurtled into the right-hander at the end of the straight, he was through to first place. From then on he began to open up a gap whilst Goff was coming under pressure from Webster. The lead trio were well clear of the rest with Woodcock in charge of the pursuers which included Griffiths, Mead and Pedetty.

Lap 14 and Webbie had closed right up on Goff, finally managing to find a way through to relegate the UK Cup winner to third. That was how it stayed to the end with Webbie reducing the gap to Shaw by never able to get within real striking distance.

Woodcock came home fourth on the road but was then excluded for failing the noise test, so Griffiths moved up a place as did Mead, Pedetty and the rest.

RESULT

1.	Ian Shaw	Zip/Rotax
2.	Mark Webster	Zip/Rotax
3.	Roger Goff	Anderson/Rotax

RAC SHORT CIRCUIT GEARBOX CHAMPIONSHIPS... FINAL ROUND THREE SISTERS, SEPTEMBER 30, 1990

BRITISH OPEN CHAMPIONSHIP

Three Sisters, near Wigan hosted the final round of the 1990 RAC Short Circuit Gearbox Championships over the weekend of Saturday and Sunday, September 29 and 30 with the meeting doubling up as The British Open Championship for all classes except 250 Formula E.

On the day class wins went to George Bett (210); Willy Grieve (125 P&R); Andy Fairless (125 Open); Mark Powell (125 National); Andy Martin (250 National) and Ian Shaw (250 E).

All except the latter are British Open champions and can run the Zero plate on Short Circuits.

The RAC Championship overall positions, subject to final confirmation, resulted in Keith Bisp taking the number one spot in 125 P&R. Tom Thacker heads the 210 National; Leslie Currie takes the honours in 125 Open; Chris Stoney claims number one in 125 National; James Ponting heads the 250 Nationals and Andy Griffiths takes the honours in 250 E.

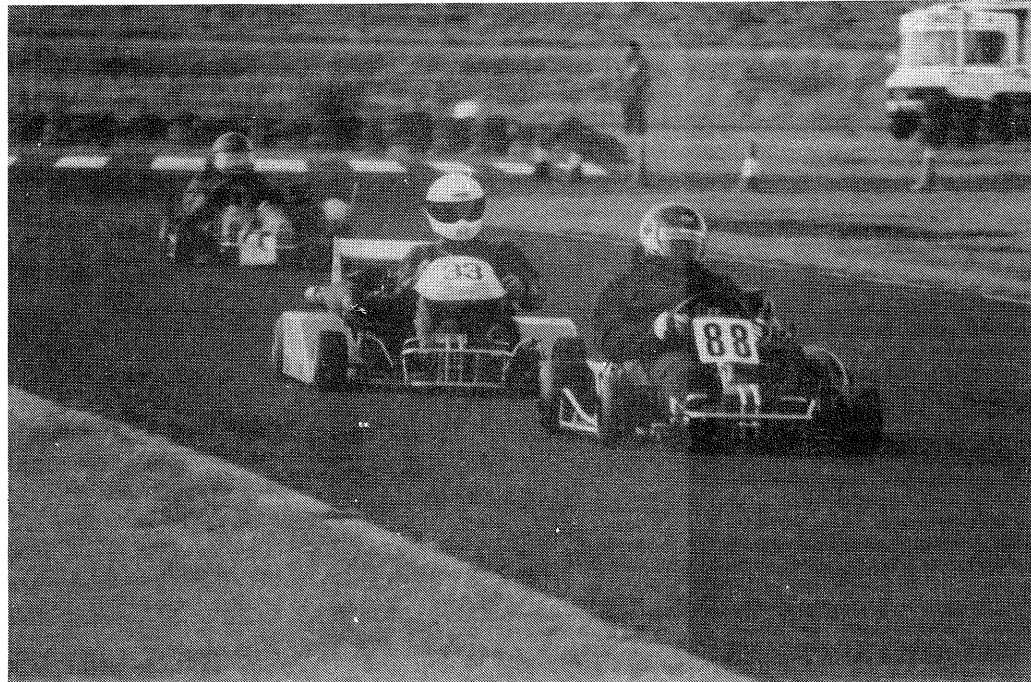
None of the defending champions managed to hold on to their titles so 1991 will bring new holders of the No 1 plates to the Short Circuits.

The racing took place over two days with just one heat for all classes on Saturday and two more on the Sunday before the finals got underway. The weather could have been better, Sunday ranged from damp to wet! But by the time the finals were due off the skies had brightened and the sun put in an appearance.

The entry was not huge... nevertheless it did contain some quality and a welcome sprinkling of guests from Ireland, Scotland and Wales.

As usual the 210 Nationals got the proceedings underway with the first of their heats on Saturday afternoon.

Defending champion, John Haigh took that one... added another on Sunday to show that he was not going to give his No 1



plates up easily. Another local driver, Tony Suthers took the other heat with former champion, George Bett managing only one top six appearance... on Sunday.

Tom Thacker was consistent with three such finishes from the heats.

So, just a small field lined up for the final and on the green it was Stephen Plain who made the best of it with Haigh struggling to get away.

For three laps Plain had the advantage... being well clear of the rest. Haigh, however, was getting into his stride and after four laps he came through in the lead and proceeded to move well clear of Plain.

Suthers was making progress... closing rapidly on Plain and after five laps both he and Bett had relegated the early leader to fourth spot. Gaps began to appear and the

field became well spread out as they went into the second half of the race. Haigh appeared to be heading for a comfortable in... in amongst the backmarkers as the race reached its close. That however proved to be his downfall... off the circuit at the end of the pit wall and Bett was left with a short run home and the chequered flag.

Tom Thacker had run well all race and he claimed second spot from Plain with Johnson, Earl and Fry next up. Haigh meanwhile was up the kerb... with the motor still running... but in trying to get back on the black stuff he lost momentum and was left to push it home... to no avail.

Disappointment for the Preston driver but elation for George Bett... able to make the long journey back to Fife with the Zero plate.

RESULT		
1.	George Bett	Anderson/Invader
2.	Tom Thacker Jnr	Invader/Invader
3.	Stephen Plain	Anderson/PPM Villiers

125 P&R

Willy Grieve took two heat wins in the P&Rs with Malcolm Hughes claiming the first one on Saturday. One or two of the fancied runners suffered problems over the two days including Keith Bisp, Alistair Rooney and Gary Needham. Those problems continued into the final unfortunately and on the green Needham was left struggling

to get away. Grieve it was who made the running... so much so that by the close of lap three he was the length of the straight clear of second placed, Ian Smart. Needham had gone into retirement... Bisp was running... obviously in difficulties as he slipped down the order. At half distance just seven karts were still mobile... Grieve was out on his own at the front... Malcolm Hughes had taken second after Rooney had left the fray and Smart held third spot ahead of Hyde. Run away leader, Grieve was in amongst the backmarkers as the race reached its close... Bisp being one of them... and at the flat he ran out a very comfortable winner.

RESULT		
1.	Willy Grieve	F1 90
2.	Malcolm Hughes	Allkart/TM
3.	Paul Hyde	Fastrak/Caviga

125 OPEN

Two heat wins and a second place gave Steven Webb pole for this one but on the green for the final it was local hero, Andy Fairless who got away well with Colin Poole tracking his every move.

Webb completed lap one in third place... had made that second after one more tour but was then sidelined after three and was out of the race.

Fairless proceeded to open up an indecent lead... leaving the rest to fight over the places. Poole and

PLAYSCAPE ENDURO BUCKMORE PARK Saturday, September 8

Playscape
RACING LTD

It was another Pro-Kart walkover for father and son duo, Alan and Grant Robinson, when the pair won the Playscape endurance event at Buckmore Park on Saturday September 8th.

For this 750 lap team race the Robinsons recruited Barry Osborn and Carson Alt in the Chevron Cleaning Team, the quartet's cool approach netting them £1,000 worth of electrical goods which they kindly donated to the children's cancer unit at Bart's Hospital.

Nineteen teams gathered at the Kent track with up to eight drivers in each team. While the Robinsons and co got on with the job in hand, everyone else was getting very overheated on occasions when karts were sidelined with mechanical problems... perhaps only to be expected from time to time.

Surprise of the day was the fine performance by Playscape Abbey Wood manager, Joe Sultan and his team comprising Dave Baker, Simon Bucknell and Charlie Putt. Having led for 500 laps they finally came in second some five laps down, the loss of one exhaust pipe causing their demise. Third place went to the Hollingdale Williams crew of Robert Williams, Phil Hollingdale, Roman Quigly and Martin Williams.

The all female team led by Clapham Telethon winner Mari Muench held its own throughout, dropping only as low as sixth before recovering to finish fourth. Recruited into the 'Slick Chicks'

team were Catherine Cox and Cathy Robertson from Brands Hatch, former Vauxhall Lotus driver Amanda Runnacles, ex 100cc karter Claire Ledwith and Texaco rallycross driver Suzie Brailsford, having her first shot at karting.

Fifth home after eight hours was the eight man crew led by David Brown and Malcolm Lubbock, racing under the Kitchens Complete banner, while early favourites, Oliver's Army, led by Andy Oliver and assisted by Andy Laid, Steve Cohen and fast lady Wendy Brabham, failed to materialise in the top order during the first few hours. This was largely due to kart unreliability troubles and a decided lack of consideration for the equipment!

In the final couple of hours, however, consistent lap times brought them back up to sixth at the end of the day. The course kart, driven by Formula Renault driver Harry Nuttall, was deployed on a number of occasions while race damaged karts were retrieved. This enabled drivers to effect time consuming fuel stops and driver changes.

At the end of eight hours, Chevron Cleaning with a tired Grant Robinson on board, came home to take the chequered flag, leading home Joe's 'Sultans of Swing' team by some five laps.

Hailed as yet another Playscape success, final mention must be made of the Canon UK team, headed by Ron Haynes, which finished last!!

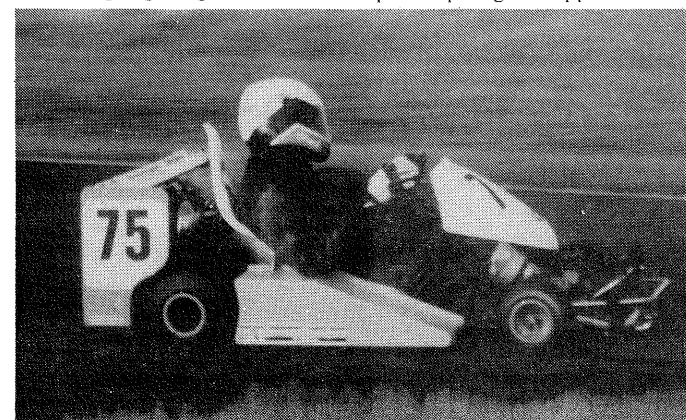
Report by Dave Cloughton and Linda Keen.



Playscape's own Joe Sultan in action. Pic: Dave Cloughton.



A happy dozen making up the first three teams. Pic: Dave Cloughton.



Mark Allen 250 National. Pic: Steve Nelson.

WORLD CHAMPIONSHIP...125 FORMULA C

LAVAL, FRANCE, SEPTEMBER 1990

Italian ALESSANDRO PICCINI won the World 125 title with Dutchman WALTER VAN LENT taking the European Intercontinental C honours at Laval over the weekend of September 1st and 2nd.

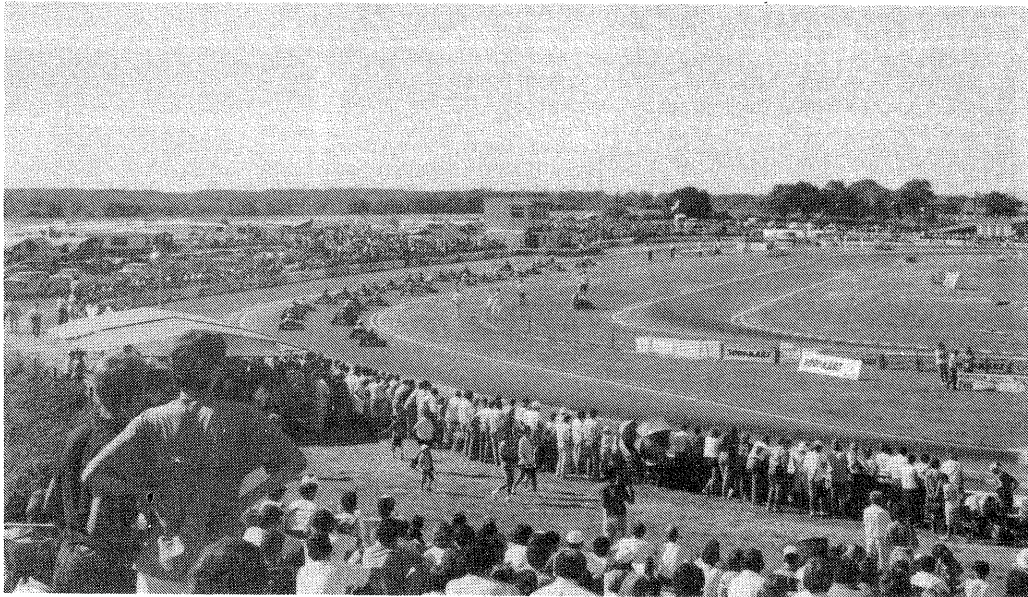
British drivers Steven Webb and Lee Gage put up creditable performances but failed to qualify for the final.

The ASK Karting Club of Laval played host to the 1990 Formula C World Championships and the European Intercontinental C event at their Circuit de Beausoleil.

Eleven corners and short straights made up a circuit length of 1004 metres including uphill and downhill gradients. The facilities overall are excellent both for drivers and spectators.

Formula C is the top CIK Formula for 125 cc and is open to single cylinder air or water cooled engines. Only one carb is allowed and power valves are forbidden. An engine price limit of 4250 Swiss Francs in the country of origin, without tax and a minimum weight of 155 kgs prevails.

Chassis regulations for Formula C are as those for Formula K except for the requirement of 4 wheel braking. That means that the kart is basically a Class One with a gear lever and additional brakes. Most entries used six inch wheels and the tyres available are much more varied than in the UK and at a very reasonable price... £120 per set.



A healthy crowd was present at Laval. Pic: Lee Gage.

Intercontinental C is a much more restricted 125 class with engines, chassis and tyres all requiring homologation. The engine price is as for Formula C. Only six tyres per meeting are allowed and in order to police that rule the organisers impounded the tyres after each outing and handed them back just prior to the next event. The engines are very similar in each class except that timing allowances in Formula C are

much more relaxed. The Pavesi was the most popular followed by TM and then Rotax. The English lads were the only drivers using 124 engines all the other Rotaxes were 128's.

The Pavesi is an interesting engine being made up of two pieces. The gearbox part fixes to the chassis and the crankcase, barrel and head part attaches to the gearbox as a separate piece.

So, if a big end goes only the front powerhouse portion needs to be changed. This part looks identical to a Class One engine before the gearbox is fixed. The TM engine used is totally different to the one we are familiar with in the UK. Mostly Italian chassis were used with Birel and Dap being very popular.

The entry consisted of forty eight Formula C and fifty six Intercontinental C. Italians formed the majority closely followed numerically by the French, Germans and Dutch. Additional entries were from England, Russia, Czechoslovakia, Hungary, South Africa, Belgium, Denmark, Sweden, Finland and Poland.

FORMULA C TIME TRIAL
The drivers were divided into 12 groups of 4 for the Time Trials which were run to a similar format as that used for Formula E.

Each driver was noise tested as he arrived in Parc Ferme, the test done statically at 7,200rpm.

1. Loison Le Coadou, (F), 37.58;
2. Anders Gabrielson, (S), 37.67;
3. Gialuca Paglicci, (I), 37.71;
4. Domenico Gagliadi, (I), 37.77;
5. Riccardo Tarabelli, (I), 37.80.

Steven Webb was 44th with a best

of 39.69 seconds and Lee Gage 46th on 40.30 seconds.

Alessandro Peccini was in fact quickest at 37.24 but was then penalised 4 seconds after recording 107.5dba at the noise check. Interestingly the British lads were the quietest at 97.5dba, this being mainly due to the fact that their engines were not really in the power band at 7200 rpm whereas the Europeans were right into theirs.

FORMULA C QUALIFYING

The entry was divided into three groups... A, B and C... and each group then raced each other once. The first race for groups A and B saw Piccini fighting through from the back of the grid to finish a very good fourth... posting notice that he was in blistering form. Donati won from fellow Italian Tarabelli and Frenchman Le Coadou. Steven Webb was 27th with Lee Gage 28th.

Groups C and B contested the second heat. Piccini was again impressive... coming from the rear to claim sixth. Last years European Intercontinental C Champion, Paglicci won from fellow Italian Cicconetti with Frenchman Tiercelin third. Webb had a better heat finishing 20th.

The last of the three qualifiers brought together groups A and C and again the Italians dominated with Gagliadi taking the win from Cicconetti and Mellini. Gage fought hard for 30th place.

Twenty drivers then contested the Repechage with just six places available for the Final. Although both British lads performed well they failed to make the cut and so

- 100 Britain Restricted
1. James Lethbridge Wright/TKM;
2. David Carl-Morris;
3. John Harrington Wright/Parilla.

- 250 Formula E
1. Chris Beavers Zip/Rotax.

- 250 National
1. Colin Ducker Zip/Yamaha.

- 125 P & R
1. Steve Pell.

- 125 Open
1. Cliff Baston Lazer/TKM.

- 125 National
1. Scott Vomberg Anderson/Goff Rotax;
2. Colin Mason Zip/Goff Rotax.

- 210 National
1. Colin Whittamore Lazer/Villiers.

TILBURY SEPTEMBER 9th

- CADETS
1. J. Howard, Wright; 2. N. Richardson, Allkart; 3. J. Gardner, Allkart.

- CADET RESTRICTED
1. D. Hall, Allkart.

- JUNIOR BRITAIN
1. D. Panrucker, Solo/Solo; 2. D. Meiner, Sprint/Parilla; 3. J. Hills, Superdart/TKM.

- JUNIOR BRITAIN
RESTRICTED
1. S. Smith, Gillard/Parilla; 2. J. Broom, Wright/Parilla; 3. L. Brant, Superdart/Parilla.

- NATIONAL HEAVYWEIGHT
1. M. Sterry; 2. M. Clarke, ARC/Parilla; 3. D. Williams, Superdart.



Kieran Hayden (11) heads David Mansell (35) at Wombwell, 2nd September. Pic Mike Hayden.

- NATIONAL HEAVYWEIGHT
RESTRICTED
1. M. Whitely, Solo/Solo.

- SENIOR BRITAIN
1. P. Wells, Solo/TKM/Parilla; 2. S. Wright; 3. J. Frost, ARC/TKM,

- SENIOR BRITAIN
RESTRICTED
1. R. Adams, BRK/Parilla; 2. R. Siggins, Superdart/Solo; 3. M. Piper.

- 100 NATIONAL
1. P. Morter, ARC/Rotax; 2. R. Mack; 3. P. Brown, Wright/Rotax.

- 100 NATIONAL RESTRICTED
1. J. Sultan, Wright/Rotax; 2. N. Lewin, Sprint/Rotax; 3. K. Gilbert, Superdart/Parilla.

Chasewater Grand Prix 30th September

- Cadet Restricted
1. G. Higgot
2. C. Smart
3. A. Smith

- Cadet Premier
1. J. Billington
2. S. Rodgers
3. S. Newby

- J. Britain
1. W. Jones
2. D. Haddon
3. R. Hensman

- S. Britain
1. L. Brookes
2. M. Topp
3. P. Kennings

- 100 NAT
1. A. Peake
2. A. Smyth
3. R. Sketchley

- 100 UK
1. M. Blackburn
2. M. Pritchard
3. J. Workman

- 125 NAT
1. M. Turner

- Novice
E. Smart

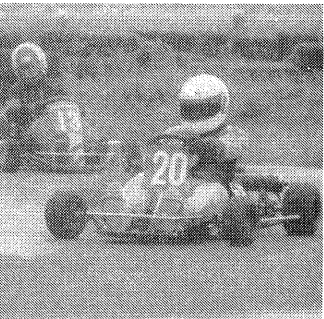
- Open
1. Dave Sprigg

- P & R
1. Cary Bailey

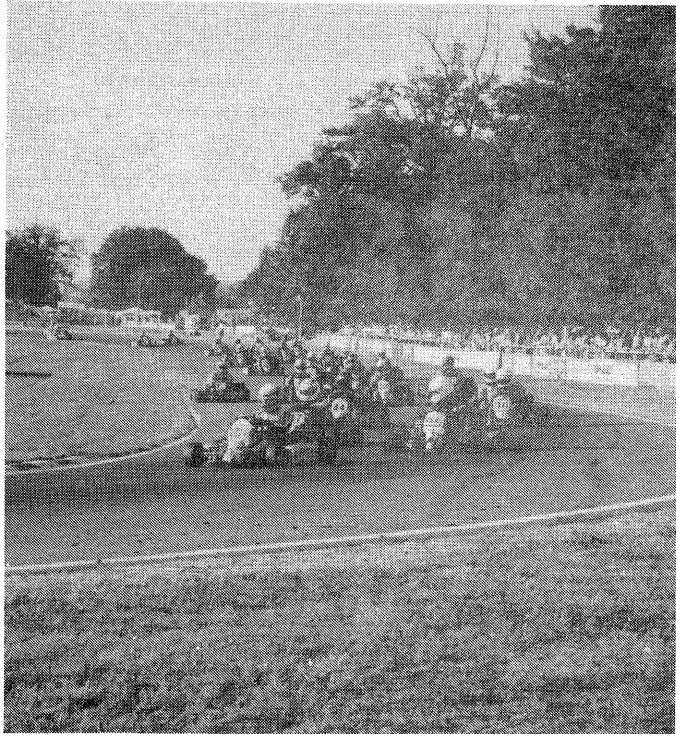
- 210
1. D. Bailey
2. L. Siffleet
3. J. Lane

- 250 NAT
1. S. Walker

- 250 INT
1. B. Kennings
2. R. Peters



Doug Bell (20) on his way to another victory at Fulbeck on September 23rd with the new Zip chassis powered by a TKM.



Piccini (28) leads the field on the opening lap. Pic: Lee Gage.



Andy Martin and his F1 90 on his way to victory at Wigan, August Bank Holiday. Pic Brian Phillips.

CLUB RESULTS AT A GLANCE

Shenington 19th August

Junior Britain Clubman.
1. Ryan Hensman Wright/TKM;
2. Iain Remmers Boxer/TKM;
3. Matthew Bettley Gillard/BG Parilla.

Junior Britain Super
1. Henry Stanton Dino/Redhill TKM;
2. Nick Smith Dino/BG Parilla;
3. Malcolm Smith Dino/BG Parilla,

Senior Britain Novice
1. Nicky Mauger Allkart/BG Parilla;
2. Russell Eden Wright/Parilla;
3. Robert Hill Wright/Parilla.

Senior Britain Clubman
1. Lee Seffron Anderson/SKS Parilla;
2. Richard Wallington Wright/TKM;
3. Robert Marshall Wright/Parilla.

Senior Britain Super
1. Vincent Young Kali/TKM;
2. Charlie Postins Wright/Parilla;
3. Nick Watkins DAP/Parilla.

100 National
1. Nick Clark PCR/MRD Atomik;
2. Harry Handkammer Kali/Rotax;
3. Mike O'Neill Gillard/Rotax.

210 National
1. Colin Hoare Zip/APV;
2. Tim Gibson Zip/Villiers;
3. Terry Mucklow Dino/Villiers.

125 National
1. Lorraine Wilson Stratos/SED Minarelli;
2. Alan Dell Anderson./Rotax;
3. Graham Bull Anderson/Rotax.

125 Open
1. Lee Gage Spyda/Rotax;

250 National
1. Pat Tomkinson Dino/KTM;
2. Dennis Gale Anderson/Cagiva;
3. Mark Ashe Zip/Yamaha.

250 Formula E
1. Ian Woodcock Zip/CDPT Rotax;
2. Keith Bisp Zip/Rotax;
3. Paul Pedelty Anderson/CDPT Rotax.

Dunkeswell 26th August.

Junior Britain
1. Jamie Patten Dap/Dap;
2. Marc Hynes Wright/TKM;
3. James Cane Hutless/TKM.

100 UK
1. David Phillips Wright/TKM;
2. Malcolm Budd Wright/TKM;
3. Paul Rochford Wright/TKM.

Senior Britain
1. Marc Craddock Dap/Dap;
2. Edward Moore Dap/TKM;
3. Ben McLoughlin Wright/PCR.

100 National
1. Marc Craddock Dap/Rotax;
2. Lee Loder PCR/Rotax;
3. Russell Maple Wright/Parilla.

125 Open
1. Terry Giffard Anderson/Rotax;

125 National
1. Julian Thomas Anderson/Rotax;
2. Ian Williams Anderson/Rotax;
3. Paul Crowe Dino/Rotax.

250 National
1. Andy Norsworthy Anderson/KTM;
2. Peter Tillson-Hawke Zip/Yamaha;
3. Alec Sutcliffe Stratos/KTM.

Three Sisters August 26th/27th

Junior Britain
1. Dickie Wilson Wright/TKM;
2. Rob Barff Ninja/TJ Sirio;
3. Joel Smith Fastrak/PCR.

Senior Britain
1. Blair Mollison Tecno/TKM/Parilla;
2. Mark Rose Boxer/Parilla;
3. Chris O'Hara PCR/TKM.

100 National
1. Rob Birnie Tecno/TJ Atomik;
2. Gary Gough Sprint/Rotax;
3. Bill White Fastrak/Rotax.

100 UK
1. Michael Houghton Zip/TKM;
2. Michael Blackburn Wright/TKM;
3. Kevin Green Wright/TKM.

125 Challenge Trophy
1. Andy Fairless Allkart/TM;
2. Stephen Arnold Anderson/Rotax;
3. David Blackshaw Zip/Rotax.

250 Challenge Trophy
1. Andy Martin F190/Honda;
2. Dudley Martin Anderson/KTM;
3. Tony Keele Keele/Suzuki.

Wombwell 2nd September

Junior Britain
1. Ade McDade Wright/TKM;
2. Neil Walker PCR/Parilla;
3. Martin Brackenbury Boxer/TKM.

Senior Britain
1. Steve Hazlett Knight/PR Parilla;
2. Mark Rose Boxer/TKM;
3. Chris O'Hara PCR/Atomik.

Senior Britain Novices
1. Val Ager Knight/Parilla.

100 UK
1. Neil Richardson Knight/TKM;
2. Darren Helliwell Wright/TKM;
3. Kevin Green Knight/TKM.

125 National
1. Steve Beckett Zip/Rotax.

250 National
1. John Edgson Zip/KTM.

250 Formula E
1. Pete Grainger Zip/Rotax.

125 Open
1. Chris Holdsworth.

125 P & R
1. John Riley.

Chasewater Wheels 9th September

Junior Britain
1. Dean Haddon; 2. Ryan Hensman; 3. Adam Wilcox.

Senior Britain Restricted
1. Owen White; 2. Teifon Lewis;
3. Paul Cope.

100 UK
1. Michael Blackburn; 2. John Foulds; 3. Peter Dean.

100 National
1. Adrian Smythe; 2. Graham McCarthey; 3. Bill White.

125 National
1. Julian Thomas; 2. Shaun Taylor;
3. Allan Rawlinson.



Richard Mark, 100 National.

125 Open
1. Steve Coward.

125 P & R
1. Steve Kendrick; 2. Richard Rozhon.

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

250 National
1. Mark Tanner.

250 Formula E
1. Roger Mayers; 2. Gordon Darrow; 3. Peter Rodgers.

Driver of the day . . . Lucy Haddon . . . Cadet Restricted.

Kimbolton 9th September

100 UK Gold Cup
1. Bill Tully TKM/TKM;
2. Chris Roscoe Zip/TKM;
3. John Aldred Boxer/TKM.

100 Britain Clubman
1. Lawrence Ribbans Superdart/TKM;
2. Stuart Saggars Wright/Parilla;
3. Andre Clare Wright/Parilla.

100 National
1. Gordon Chenery.
2. Paul Watts ACR/Rotax;
3. Andrew Cooke Kali/TKM.

100 Britain Supreme
1. Darren Kinsey Gillard/TKM;
2. Paul Wilde Wright/TKM;

Junior Britain
1. John Goss Wright/PCR;
2. James Beales TKM/TKM;
3. Richard Blackburn Kestral/Tkm.

100 UK
1. James Heitzman Gillard/Tkm;



Allessandro Piccini, eventual winner (28), Steven Webb (10). Pic: Lee Gage.

went through to the Federation Cup event.

PRE-FINAL
Italian, Cicconetti had pole but as the laps passed so Piccini patiently picked off the others to take the win and pole for the Final. Gagliardi came hone second from Belgian Goffins in third.

FINAL
Piccini made no mistake from the lights taking an immediate lead. He then proceeded to clear off into the distance to take the World Title in convincing style. Paglicci and Cicconetti fought hard behind him for second place . . . regularly swapping places. Cicconetti finally got the runner up spot with Vatat of France fourth behind, Paglicci.

RESULT
1. Allessandro Piccini, (I), Birel/Pavesi/Bridgestone; 2. Donato Cicconetti, (I), Birel/Pavesi/Dunlop; 3. Gianluca Paglicci, (I), Kali/Kali/Bridgestone.

FEDERATION CUP
The Federation Cup is for those drivers who failed to qualify for the main Championship event. Steven Webb had third on the grid and made good use of the start to hold third spot behind Dorso and Chollet. He got the better of Chollet for second and started to close on leader Dorso but after some early progress finally had to settle for second with Zapletal third.

RESULT
1. Yvon Dorso, (F), Dino/Pavesi; 2. Steven Webb, (GB), Spyda/Rotax; 3. Jirui Zapletal, (CZ), Tony Kart/Rotax.

RESULT
1. Walter Van Lent, (NL), Allkart/TM/Bridgestone; 2. Nico Biasuzzo, (I), Kali/Kali/Dunlop; 3. Frederic Leglise, (F), Machi/KZH/Dunlop.

REFLECTIONS
All the British contingent came away from Laval much richer for the experience and determined to have another go next year in Italy.

When it comes to this type of racing, on what is a very European short track, the English lads have much to learn. It's not that our drivers are inferior, on the contrary, I believe we have many fine drivers but we just don't race on this type of circuit . . . our tracks being much more open. The engines we use are obsolete when compared to the latest type that are permitted under CIK rules.

For example, we still are only allowed Rotax 124 motors whilst some drivers were using four year old 128's.

Even the Rotax just wasn't the engine to have for winning. The Europeans have a much wider choice of tyres available to them under CIK rules and not at un reasonable prices . . . £120 per set.

The CIK don't appear to be able to control fuel used either, with some drivers using 118 octane, all with no apparent checking.

Most ran Avgas with only the Brits running legal CIK fuel. For all that it was a very enlightening and enjoyable weekend and we will be much better prepared next time.

Report . . . Ian Rushforth.



Steven Webb. Pic: Lee Gage.



Left to right: Jirui Zapletal, Steven Webb and Yvon Dorso. Pic: Lee Gage.

Anyway, what about the Grand Prix? Temperatures well into the nineties and the racing every bit as hot, too hot if you ask Chris Stoney, who qualified for the low flying award during the Open final. Winning margins were the smallest I can remember and the involvement of COCA-COLA can only help in the quest for TV coverage. As a 'toe in the water' exercise, the man from Coke can only have been impressed and even promised that they would be back next year. I seem to remember the man from the Daily Express saying the same thing a few years ago and the following year they were absent. I hope that increased involvement from COCA-COLA will mean a return to the goodie bags as distributed by Hermetite in the early eighties with maybe a six pack of Coke, a hat and a tee shirt.

The kart must be given the once over with regard to safety before the eligibility of the beast is even questioned. What happens next is roughly the same as if you've been stopped for speeding on the open road. Your attitude will determine the next action of the scrutineer. Start shouting the odds and you can bet he will find other things to bring up. Speak nicely and it will be just a

It would have been far better to phase an increase like that over a couple of years rather than bung it all on at once. The Super One Series has ended and all but the Junior Champions are known. Why not Junior Champ? Well, a protest at the last round has gone to Appeal and until that is resolved the Cham-

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83/12		Malcom Belbin Mark Allen Sponsorship A look at Team Schemes
84/1	Class of 125	Miles Hall Inside Kart and Superkart!
84/2	Class of 125	Roger Goff Mike Ballantyne
84/3	125 Rotax Roy Woodridge Class of 125	Deavinsons
84/4	Class of 125 DAP Engines	
84/6	P&R Honda CR 125	
84/7	Honda CR 125 (continued)	Carolynn Grant Sale
85/1	Wind of change John Burns Helmets	Mike Doble Trevor Causer Andrew O'Hara
85/2	PCR 100 National	Ricky Grice Tony Holmes Brian Heerey Hines Stateside
85/3	210 Talk... John Burns Class of 125	Peter McCallum Barry Tomlinson Tim Parrott
85/5	Ian Reading on 250 National	
85/6	Graham Pettit	RAC Green Paper!
85/10		Stephen Coward
86/1		The Green Paper, readers views
86/2		Darron Gibbs Poul Petersen
86/3		BJK Racing Steve Tillet Dale Spruce
86/4		Mark Webster
86/5		Monica Strath
86/7		Steve Gill
86/12		EME Engines
87/2		Andy Martin Karting in Russia William Batmalle
87/3	Carbs	Paul Rees
87/5	Carbs	Vicky Starkey
87/6		
87/9	250 National by Kevin Priest/Paul Sadotti	
87/12	Villiers belt drive	
88/1	The Comer Engine	
88/6		Jim Russell Racing Drivers School
89/4	Helmets	Formula Drive... Pembrey

WELSH CHAMPIONSHIPS PEMBREY, SEPTEMBER 23rd.

If there had been any doubts about the standard of the event or the quality of the racing these were dispelled as quickly as the threatening clouds which scudded across the sky in full flight of a strong north westerly wind.

An entry of 120 had been reduced to 98 due to illness and last minute changes of plan. A respectable crowd huddled close to Pits Corner expecting most of the action into the first long bend. They were not disappointed . . . the 700 metre circuit at Pembrey produced the thrills and spills.

Overnight heavy rain had left large puddles in the pits and in the centre of the circuit. By midday, when the Cadets began the three heat preliminaries the circuit was damp in places and wets were the order of the day.

A strong Irish contingent had ferried across to Swansea bringing an excellent sprinkling of competition, especially in the 100 National and 125 P & R. They included the All Ireland under 12 Champion, Peter Walsh, from Cork, in the Cadets. His brother, David, was in Junior Britain and John Hanlen in 125 National as Irish Champions.

Fortunately the sun shone and with a drying wind the wets turned to slicks as the racing line became prominent. Incidentally, the local optimist called the scudding showers "Welsh Dew!"

The day was marred by an accident to Andrew Ford when his 250 National outfit was wrecked. Fortunately, although badly shaken, he recovered in the ambulance.

CADETS

Fourteen Cadets started the event and there was immediate protest which resulted in the Officials amending the result. The heats were dominated by Nelson Rowe and Jay Howard with Max Winslade and Jonathan Nicholson providing the opposition.

It was no surprise when Howard took pole with Rowe alongside. The latter squeezed in front at Pits to hold a slender lead over the first two laps. A duel developed between Walsh and Winslade with third spot changing hands frequently. The rest fought out a battle for the places whilst the top four went on their way. By lap seven the gap had widened between the top two and careful driving was to ensure he Welsh Title for Howard.

Into the final Chicane and Walsh found some space on the outside as Winslade lost ground and Newby, who had been urging his outfit on, also managed to get through to take fourth.

125 Open and P & R
Three from the Open class were alongside ten from the P & R and it was Mark Golding on pole with Terry West and Robert Perkins the main opposition. Richard Rohzon had best spot in the P & R's from Andrew Holmes and John Connors. On the green Connors took the initiative while Keith Bisp . . . after nothing but trouble all day . . . was forced to start from the pit lane, only to retire after two aps. Rob Perkins was unchallenged out front whilst Rohzon and O'Hara fought for top spot in P & R with the verdict going to Rohzon.

125 NATIONAL
The entry proved how strong the Cork Club really is with the largest field of 19, fifteen from the Emerald Isle. John Cooke, Paul Crowe, Leighton Hughes, Mike Morris and Clive Hawkins provided the opposition.

The final grid line up had John Brennan on pole but the drive of the meeting must be credited to John Hanlen who started in 16th spot and came home second.

The clouds turned grey but it was too late for some who had chosen slicks . . . a sharp shower making Pits Corner particularly slippery. The dash to the first bend resulted in Tim Horsman spinning out in spectacular style as Brennan, Buckley and Morris grappled with the difficult conditions. Hanlen found some room down the back straight and took full advantage to enter the main straight for the first time in seventh place.

Continuous pressure from Morris paid off as he passed Brennan on lap four with Buckley hanging on to third but being pressed by Hawkins.

A spectacular collision took out Miles Kirby and Tim O'Brien as the leaders flew past the backmarkers. Both Hawkins and Buckley spun out, although the latter kept his engine running and rejoined. Hanlen had been gaining ground throughout and thoroughly deserved his excellent second place.

100 NATIONAL/100 UK
With two 100 UK drivers present and ten Nationals the two classes were combined and the heats and final turned out to be low key in racing terms. Local driver, Francis Wood from Cardiff took the honours.

JUNIOR BRITAIN
The original final was postponed until later in the day as officials scrutineering the Cadet classes were unavailable and track delays from an earlier accident had left the programme running late.

The heats provided some compe-

titive racing with some excellent entertainment. Once the pattern had been set Nick Smith from Sherington had the advantage and maintained his first place throughout. Manning, Hensman, Garcia nmd Walsh were disputing next spot with Manning losing out and disappearing from the lap charts.

COMBINED 250
The power horses of the track thrilled the spectators in spite of the small field which forced the organisers to combine the classes. The delay and accidents in the final reduced the distance and two restarts were necessary. The depleted field battled for top spot with Mark Allen in National chasing Paul Flinders. Without realising the race distance had been shortened Allen sat tight, waiting for his opportunity but then found the chequered flag being shown and he had to settle for second.

In the twin category Keith Bisp took three heats only to lose his Eagle in the tyres at the top bend on the warm up lap!

Brent Hill kept out of trouble to take the win and a race that had promised so much ended in disappointment.

RESULTS

CADETS

1. Jay Howard, Wright; 2. Nelson Rowe, Allkart; 3. Peter Walsh, Allkart.

125 P & R

1. Richard Rohzon, Zip/Honda; 2. Pat O'Hara, Zip/Rotax; 3. Andy Holmes, Deavinson/Honda.

125 OPEN

1. Robert Perkins, Stratos/Rotax; 2. Mark Golding, Dino/Rotax; 3. Terry West, Dino/Rotax.

125 NATIONAL

1. Mike Morris, Anderson/Rotax; 2. John Hanlen, Zip/Rotax; 3. John Brennan, Zip/Rotax.

100 NATIONAL

1. Francis Wood, Dino/Sirio Rotax; 2. Pat Casey, Techno/Rotax; 3. Nick Clark, PCR/MRD Atomik.

100 UK

1. Stewart Tye, TKM/TKM.

JUNIOR BRITAIN

1. Nick Smith, Dino/Parilla/TKM; 2. Ryan Hensman, TKM.

250 NATIONAL

1. Paul Flinders, Zip Bandit/KTM; 2. Mark Allen, Dino/KMP KTM.

250 E

1. Brent Hill, Zip/Rotax.

Report by Mike Phillips.

IRISH KART GRAND PRIX NUTTS CORNER 17/18 AUGUST

The Ulster Kart Club promoted the Irish Kart Grand Prix at Nuts Corner over the weekend of August 17th and 18th with a record number of drivers taking part in the eight class event.

It was sponsored by DUKES TRANSPORT and STEWARTS PAINTERS of ANTRIM, attracting drivers from England, Scotland, the Isle of Man and Republic of Ireland. Ulster drivers didn't have it all their own way with three class wins going to mainland drivers.

The one race which stood out was the increasingly competitive 100 National with heats having to be split as a result of the huge entry.

From the start of the final Defending Champion Gordon Duncan from Crumlin was under intense pressure from Team driver Peter Duke and after three laps he was relegated to second spot. Three laps later however and Duncan was back at the front with a lead he held to the finish. Roger Drumm from Lisburn . . . only just getting back to race form after pre season injuries . . . drove a tremendous race to take third.

In the fastest class . . . 250 Formula E . . . Roger Goff had a poor set of heats which left him well down the grid for the final. From the drop of the flag however Goff started a determined drive to the front. Geoff McBride from Bangor and Derek Cushnahan from Armoey were up there as was Ivan Fisher from Ballinamallard. After six laps Goff had made it though and opened up a lead which no one was able to counter. At the flag Goff was a comfortable winner with Ivan Fisher a well deserved second from Derek Cushnahan. Defending Champion Colin Menary was well

down in fifth spot after engine failure in the heats had forced him to use his second and less powerful motor.

The 8 to 12 year old Cadets also produced some spectacular racing over the weekend. It was not all male dominated as Stacey Fell from Cumbria was only narrowly defeated by Nelson Rowe in an enthralling final with defending Champion Alwyn Clyde from Coleraine having to settle for third.

Trevor Roberts of Lurgan displayed his usual style in the 125 class although his mainland rival . . . Andy Fairless . . . proved to be a tough contender in the early stages. As the final developed into a spectacular dog fight Trevor was just having the better of it and at the flag ran out the winner. Brian Kennedy also drove a tremendous race to take third on his supposedly under-powered air cooled machine.

Leslie Currie was somewhat unfortunate over the weekend, damaging his chassis in a heat. However he was loaned another chassis and some rapid kart building enabled him to continue. Whilst the new frame/engine combination was not totally to his liking he drove well enough to take sixth place. The East-West Transport drivers Raymond Johnston and Bryan King were next.

The 125 P & R class had a relatively small turnout but from the off there was no question as to who was going to be the man to beat. Alistair Rooney from Bangor stormed into a lead which he held unchallenged to the flag. Defending Champion Noel Strain had to settle for second ahead of Roy Davison, the latter beginning to show promise again.

The Junior Britain Restricted class produced a win for Gary Free-

burn of Richill with Wayne Hamilton second from Mark Bradley. No doubt Gary will be giving this years upgraded driver Wayne Douglas a run for his money.

In the Junior Britain class the last named rocketed off the line to take an unchallenged lead and going on to take the title. He is showing without doubt that he is a force to be reckoned with and should do well when he reaches Senior status. Gary O'Neill was second from Lee Hammond.

Alan Hyde from the Portadown area put up a brave challenge in the 250 National class. Defending Champion Adrian Wilcox had the lead with Hyde coming under pressure from another mainland driver Martin Pluck . . . the former British GP winner taking second spot at the halfway stage. However a bad mistake by Pluck as he approached a backmarker allowed Hyde to grab second again and hold on to the finish. Pete Morgan from Wrexham also capitalised on the error to take third.

Following a very successful weekend . . . despite the downpour during practice . . . the ULSTER KART CLUB would like to thank the organising team and helpers for a well run event. A big thank you also to all the drivers who seemed to have had a very enjoyable time and let's hope that next year we can welcome even more from the mainland.

The event sponsors . . . DUKES TRANSPORT and STEWARTS PAINTERS of ANTRIM . . . deserve a special mention for their excellent assistance. Thanks also to the St JOHN AMBULANCE BRIGADE for their attendance . . . fortunately they were able to have a relatively incident free day.

RESULTS

CADETS

1. Nelson Rowe Allkart;
2. Stacey Fell Allkart;
3. Alwyn Clyde Zip.

JUNIOR BRITAIN RESTRICTED

1. Gary Freeburn Swiss Hutless/Parilla;
2. Wayne Hamilton Anderson/Parilla;
3. Mark Bradley Swiss hutless/Parilla.

JUNIOR BRITAIN

1. Wayne Douglas Wright/TKM;
2. Gary O'Neill Sprint/Parilla;
3. Lee Hammond.

100 NATIONAL

1. Gordon Duncan Swiss Hutless/TeeJay Rotax;
2. Peter Duke Swiss Hutless/Rotax;
3. Roger Drumm Swiss Hutless/Rotax.

125 P & R

1. Alistair Rooney Minarelli;
2. Noel Strain Zip/Minarelli;
3. Roy Davison Zip/Minarelli;

125 OPEN

1. Trevor Roberts Anderson/Rotax;
2. Andy Fairless Anderson/Rotax;
3. Brian Kennedy Dino/Rotax.

250 NATIONAL

1. Adrian Wilcox F1/KTM;
2. Alan Hyde Zip/Honda;
3. Pete Morgan Anderson/MWR KTM.

250 FORMULA E

1. Roger Goff Anderson/Goff Rotax;
2. Ivan Fisher derson/Anderson Rotax;
3. Derek Cushnahan Zip Eagle/Rotax,

REPORT BY JOHN BELSHAW

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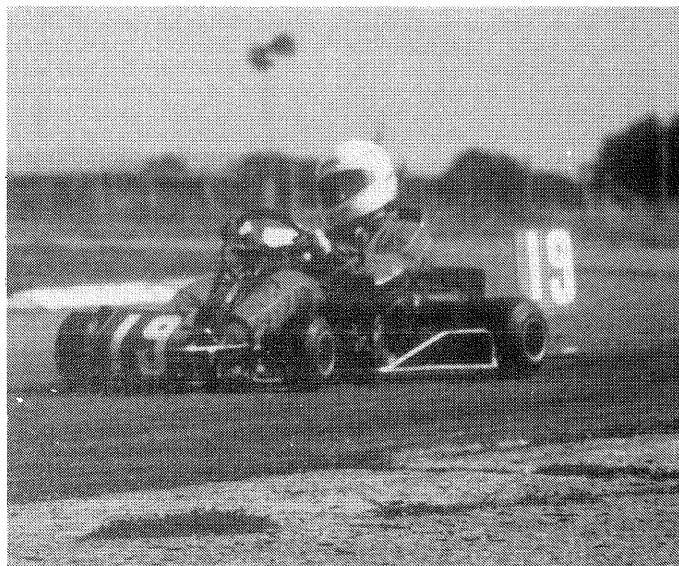
Junior Cadet: (33) Samuel King.



100 Junior Britain: (39) Ian Seffron, (91) Jamie Patten, (59) Marc Hynes.



100 National: (88) Stewart Baker, (69) Nick Clark.



125 National: (19) Ian Harding.



100 UK: (70) Paul Rochford, (11) Simon Gooch.



100 National action featuring eventual winner, Mackay (50). Pic: Iain Blair.

towards the end of the race. Hazlett, from ten on the grid was making a better race of the final than he did of his heats and he was pulling up well. He had Cook-Martin behind him and Walsh behind Steve was closing fast. The inevitable clash came fairly soon after that with both Paddy and Steve dropping to the rear and neither driver being particularly impressed with the other!

Mills was also showing well as the leading three circulated very quickly indeed but Beddall was not quite with the leading pair as Turner began to turn the screw.

Two laps left and amid frantic encouragement from Phillippe's dad, the lead changed as Ivan exploited a slight gap. It was too late to strike back and there was no gap left anyway. Turner took the win but the star of the race was Guijarro in his first attempt at Super One. Third was Mark Beddall from Cleal, Hazlett and Mills, off grid 20. Herbert was seventh and the first driver from the 'B' final just ahead of Clark, Gibbs and Cullum.

100 NATIONAL

Heat 1: Duncan, Powell, Mackay, Payne, Yorke, Edney.
Heat 2: Fothergill, Mace, Hill, Moore, Keenan, Cornwell.
Heat 3: Mackay, Duncan, Hann, Martin, Cox, Jarman.
Heat 4: Fothergill, Horner, Keenan, Yorke, Mace, Edney.
Heat 5: Loder, Fothergill, Cornwell, Cox, Tooley, Melville.
'B' Final: Martin, Hill, Merry, Flaum.

Pole for the biggie went to Fothergill from Mace with Mackay and Loder on the next row from Cox and Powell on the third. Champion

Elect, Hann was back on grid 12 but with the other 'numbers' on offer, the pressure was on the others to produce a result.

Fothergill took up the running from the off with Mace, Loder et al coming through like a high revving train. In the midst of all this locomotion, a kerfuffle had taken place and the hapless victim turned out to be Hann... a bent track rod returning him to the pits earlier than he would have wanted. Mackay made good progress in the early laps to tag on to the leaders tail. When he made an error and slid on to the dirt Alan was there to take advantage and ease through to the flag. Loder took an excellent second place on the day but the star of the race had to be Duncan. From a grid fifteen start he carved his way through the field to finish in a splendid third place. Fothergill recovered from his indiscretion to wind up fourth ahead of Cox, Powell and Moore.

Martin... from the 'B', Merry and Flaum completed the top ten. A really gripping race and all the better for seeing Steve Ogden doing his nut watching his protégé win!

100 SUPER

Timed Practice: David Cuff, 42.12; Jeanette Peek, 42.36; Andrew George, 42.49; Paul Ibbotson, 42.56; Steve Brogan, 42.57; Stephen Day, 42.60.

Heat 1: Cuff, Ibbotson, Brogan, Evans, Ozanne, Spence.
Heat 2: Cuff, Ibbotson, Peek, Evans, Day, Ozanne.
Pre-Final: Cuff, Peek, Evans, Brogan, Ozanne, Brown.

The leader at the end of lap one was Cuff from Peek, Evans, Brogan

houses in the lead. The main feature of the race was about to start though. It was the charge from grid 16 by Ibbotson. He charged through into an amazing third at the flag with the last minute drama relegating long-time third placed Evans to 6th as Brown and Capstick took advantage of the fading challenge.

George recorded a fine seventh at the flag with Hogben heading Spence and Burford to round of the top ten.

RESULTS

JUNIOR BRITAIN (Provisional)

1. Ralph Firman, Dino/TKM;
2. Guy Smith, Gillard/Carr TKM;
3. James Matthews, Boxer/KS TKM;
4. Jamie Davies, Wright/Solo;
5. Jamie Patten, DAP/PCR;
6. Henry Stanton, Dino/TKM.

SENIOR BRITAIN

1. Ivan Turner, Gillard/TKM;
2. Phillipe Guijarro, Wright/TKM;
3. Mark Beddall, TKM/TKM;
4. Antony Cleal, Dino/Parilla;
5. Steve Hazlett, Knight/Patron Parilla;
6. Kevin Mills, DAP/PCR.

100 NATIONAL

1. Alan Mackay, Gillard/De Bruyn Rotax;
2. Lee Loder, PCR/Rotax;
3. Gordon Duncan, Hutless/TJ PCR;
4. Mark Fothergill, Wright/Rotax;
5. Andy Cox, Wright/Atomik;
6. Gary Powell, Wright/Kestrel Atomik.

100 SUPER

1. David Cuff, Kali/Atomik;
2. Jeanette Peek, Techno/Rotax;
3. Paul Ibbotson, Kali/Atomik;
4. Charlie Brown, CRG/Rotax;
5. Stuart Capstick, Mondial/Rotax;
6. Paul Evans, PCR/Atomik.

Report and pics by Iain Blair



This was the only view the others had of David Cuff. Pic: Iain Blair.

THE YELLOW PERIL RAC/SUPER ONE FINAL ROUND, LANGBAURGH

One incident at the first corner of the last lap of the Junior final threw the whole 1990 British Championship into limbo.

Ralph Firman and Guy Smith were both excluded for overtaking on the yellow flag but won their subsequent protests and were reinstated. The Organising Club in conjunction with the Clerk of Course appealed that decision and the matter currently rests with the RAC. Their decision directly affects the outcome of the Championship as both Firman and Smith are very close at the top of the points table.

Other than that, things went very smoothly apart from a nasty looking accident which befell Neil Walker who was taken to hospital as a result. I'm sure all involved with karting will wish the young man concerned a full and speedy recovery.

JUNIOR BRITAIN

Heat 1: Firman, Harrold, G. Smith, N. Smith, Patten, Simpson.

Heat 2: Davies, Firman, Stanton, Walker, Cox, Battastini.

Heat 3: Manning, Cobb, G. Smith, Chamberlain, Murray, Fleming.

Heat 4: Matthews, Patten, N. Smith, Walker, Stanton, Cobb.

Heat 5: Firman, G. Smith, Manning, Davies, Matthews, Battastini. 'B' Final: Mosely, Harrold, M. Davies, Wilson

So pole went to Firman from Guy Smith with Patten and Nick Smith on two with Doug Bell and Jamie Davies on the next row. Row four was shared by Simpson and Matthews.

Firman got the best start and led Guy Smith, Patten, Davies and all sorts of other people. The first corner of the third lap saw a change in the leadership as Smith (G) took over at the front for a while with the first four having broken away from the second group headed by James Matthews. Within a few laps some extra speed from Firman saw him regain the lead on the sweeping South Bank. Smith looked to strike back at the first corner of the next lap but Davies timed his move just right and surprised the pair of them by sliding up the inside and into the lead. That didn't last long as Smith and Firman soon dropped him back to third.

Patten was still fourth but the leading quartet was gradually being hauled in by Matthews who had broken away from the rest. Starting lap seven and the lead was back with Firman... successful with the same move that had served Davies well. Half distance and the lead changed again, this time in favour of Smith,



A storming drive from Matthews netted him third in Junior Britain. Pic: Iain Blair.

he and firman starting to pull away from the Current British Champ and his shadows. Nick Smith was next up from Doug Bell, Stanton, Paul Higginbottom and Manning with Michael Simpson dropping slightly from the back of the group. With a third of the race still to run there were two five kart groups with nothing to choose between them. Six laps left and the lead went back to Smith. After one more lap Firman had it... still plenty of life in this race yet!!

Matthews was staging something of a charge over the latter stages of the race and with two laps left had deposed both Patten and Davies to lie third and challenged for the lead. Stanton and Bell were beginning to close up on the leading group. The start of the last lap saw Smith overtake Firman and almost immediately realise what was wrong and allow Firman to re-pass. Both had thus contravened the yellow flag rule and were excluded. The fun then started as detailed earlier.

The Stewards enquiry took two hours and with the subsequent appeal, results are strictly provisional.

SENIOR BRITAIN

Heat 1: Walsh, Beddall, Court, Hazlett, Cleal, Wells.

Heat 2: Turner, Cook-Martin, Guijarro, Walsh, Postins, Beddall.

Heat 3: Verity, Cleal, Pettit, Beddall, Mills, Rainbird.

Heat 4: Guijarro, Turner, Clark, Gibbs, Graham, O'Hara.

'B' Final: Clark, Graham, McCarthy, Herbert.

Ivan Turner had pole, sharing the front row with Mark Beddall. Row two was the property of Guijarro and Cleal with Verity and Court on the third and Walsh and Cook-Martin on four. Back on grid nine and unaccustomed to being there was

Darron Gibbs, having great difficulty in dialling in his kart to last a full race distance. The first lap was led away by poleman Turner with Beddall, Guijarro and Court well to the fore. Mark Beddall made a brilliant move to secure the lead from Turner but the tide was turning Guijarro's way as he slid up the inside for the lead pretty soon afterwards.

Phillipe stretched out a bit of a lead but inexperience of leading a race at this level allowed Turner to get back within striking distance



Star of the Senior Britain final... Phillipe Guijarro. Pic: Iain Blair.

ROWRAH BANK HOLIDAY BONANZA

Once again the entry for our Annual beanfeast was largely unaffected by other clashing dates and the local spectators saw a festival of karting that was exciting to watch. Sadly, the proceedings were marred on both days by controversial elements and the injury to a spectator following an innocent racing accident... More on those later.

We were blessed with good weather for both days although Monday dawned wet and miserable before giving way to warm, dry racing conditions. The 100 National entry was reduced to one only after Julie Docker, regular lap scorer at Rowrah, cut her hand badly before the weekend causing husband John to withdraw his entry. Get well soon Julie.

The vacancy in lap scoring was admirably filled at very short notice by Christine Ballantyne to whom we extend our grateful thanks.

Anyway the cadets were bursting to get on the track, so let's see how they fared on Sunday.

CADETS

Two wins and second put the No 3 of James Mills firmly on pole for the final with the other heat going to Robert Bell, coupling that with a brace of 4ths. Also well in the reckoning were Thomas Ford, Lee Cook and Philip Moreton with local lad Lee Charnley getting even closer to the front runners.

The final provided a lights to flag win for Mills with the next two places also static for the race distance. Boring it wasn't; this was simply Cadet racing at its best. Further back, Philip Moreton and Lee Cook were holding off the challenge from Lee Charnley who succeeded in splitting the pair before Cook restored the status quo. The next threat was to come from Chris Moreton, back in tenth on lap one but charging through the field to fifth, past Charnley and Cook in the last two laps. So the order at the flag was a win for James Mills from Robert Bell, Thomas Ford, Philip Moreton, Chris Moreton, Lee Cook and Lee Charnley with the top ten completed by Alastair Simson, Bobby Cannon and Steven Coates.

A terrific entry with some terrific racing.

JUNIOR BRITAIN

Again only two heat winners with Mark Nadolski gaining two and Robert Jenkinson getting the other. Both would start from the front of the grid. Others to fare well in the heats were John Ingram, Gary Cannon, Jonty Robson and Hans Christoffersen.

Nadolski judged the start right and led away the first lap but had Jenkinson breathing down his neck. That pressure lasted until the third lap when a mistake by Jenkinson saw him spin off to restart two from the back. Second thus passed to Robson with Ingram and Cannon for company. Jonathan Frith and Christoffersen were also in the hunt. Despite all efforts to get past, Nadolski was secure at the front and ran out winner over Robson. Ingram held third but a last lap tangle between Cannon and Christoffersen saw them lose ground giving fourth to Frith from Bullock, Hanson and the recovered Jenkinson - Christoffersen and Cannon were 8th and 10th respectively.

SENIOR BRITAIN RESTRICTED

With the Brits entry requiring a 'B' final the restricted drivers had their own races as usual and also saw a couple of 100 UK's take the grid (Oh... the power of advertising!)

Two heat wins to Geoff Rudd, previous experience in 100 National very obvious over his rivals. The other heat went to David Wetherell with a large number of other drivers gaining good results... making life tight for the grid placings.

Rudd took off from the line in the final and was never headed, an easy win for the Kirkbride driver, making a mockery of the licensing procedures. Wetherell was second for the majority of the race, keeping Neil Fearnley at bay until the 10th lap when he dropped dramatically down the order leaving Fearnley to take second. Third was Steve Neil, having enjoyed a race long duel with Richard Almond with Robert Dawson and James Thompson completing the top six.

The UK drivers shared their races with the Novice Brits and Kevin Barton made a return to Rowrah with two wins and a DNF whilst his Novice classmate won the first heat and was second in the others.

Greater experience told in the final as Barton was able to put several of the Novices between himself and the other UK before going on to finish a very creditable 10th on the road... from the back of the grid. Up against tuned Britain engines that wasn't bad at all.

SENIOR BRITAIN

We had a selection of the cream of the Britain drivers here as a test session for the forthcoming 'O' plate meeting. They did not disappoint. With four heats to decide the final grid there were three different winners, only Steve Cook-Martin

netting multiple wins. He combined those with a second to take pole for the final.

Other heat winners were Nigel Davison and Andrew Graham. Patrick Walsh showed well with 2nd, 3rd and 4th from the heats whilst locals Lloyd Ross, Darren Perryman, Mark Walker and Andy "Gladys" Bell all got top five placings. Alan Mackay was having a brief spell back in Britain, doing this meeting and the "O" plate.

Rumours of Steve Ogden making a comeback are unfounded... the RAC licence computer refusing to accept the proffered date of birth!

The "B" final was a pretty dull affair with Nick Preston right on cue for an easy passage through to the biggie until the engine stopped on the last lap. One day his luck will change and I would like to be there when it does. His demise left four drivers in the race so they went through to the "A" in the order... David Muse, Eric Dews, Dougie I'Dell and Kevin Tonks.

The main event went staggeringly easily to Patrick Walsh, in the lead from the off and toddling into the middle distance. Second throughout was Cook - Martin who was powerless to do anything about the Castleford Cannonball as he swept to a majestic victory. Nigel Davison was a strong third throughout but put under immense pressure by Nathan Ferriday by the end of the race.

A good drive by Andrew Graham was rewarded with 5th at the flag with Chris Armstrong sixth. Best of the locals was "Gladys" in 8th just in front of Lloyd Ross. Alan Mackay was 12th ahead of Mark Walker with Daren Perryman a couple of places back. The race wasn't yet over though as Cook-Martin was unhappy about the tyres used by the race winner and duly protested them. The subsequent Stewards enquiry decided to send the tyres to

the RAC for testing and the result of the race remains provisional until the RAC had deliberated.

125 NATIONAL and P & R

Three heat wins gave Anthony Orton pole for the final but things were not made easy for him by the quick trio of John Heatlie, Brian Winder and returnee, Brian Bird.

The P & R entry was also quite strong with three heat winners in the form of Andy Riches, A. Charlton and M. Hinchcliffe with some good racing enjoyed by all concerned.

Once again Anthony Orton took up the cudgels and made the best of it to lead throughout. Things were far from easy behind him as both Heatlie and Winder were joined by Bird for a titanic three way scrap which was eventually decided in favour of Winder from Bird and Heatlie...

The P & R contingent had a brilliant final with Riches able to hold off the challenge from Charlton to the flag. Third was McCallum from Vart... (fairly unique these days by using an open face helmet) with Barton next.

210 SHIELD ROUND FIVE

A plethora of 210 Super stars included Current British Champ, John Haigh, Richrd Whymark, Tom Earl and others too numerous to mention, so I won't.

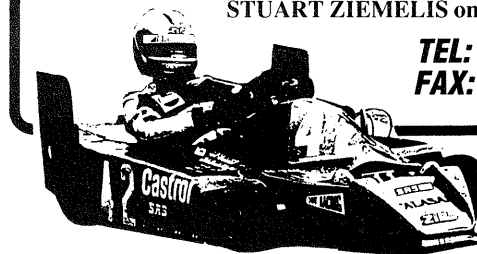
There was only one winner all day... Haigh being thoroughly boring by winning the lot. He was again using the exhaust I was impressed with earlier in the year resembling a drainpipe with one end bunged up. Others to feature in the heats were Geoff Preston, Tom Earl, Brian Brown and Kevin Briggs but they would have to work hard to get close

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23 The Green,
Great Staughton,
Huntingdon
Cams.

to Haigh in the final.

Sure enough, Haigh tore off the line like a scalded cat, with apologies to cat lovers everywhere, and soon established a pretty handy lead. Preston was second but had to concede to Earl on lap two before Earl disappeared from the fray leaving Preston to chase Haigh all on his own. After that the only other serious challenge came from Mark, he and Preston being some 200 yards down on the leader at the flag.

250 NATIONAL and 250 FORMULA E

Current British No 5, Kevin Routh, was here for this one, pitting his wits against the combined talents of Malcolm Campbell (almost certain to get a special no this year) and Wayne Orton who claimed the handling of his Zip had lost the deficient part from last month.

Routh won two heats to Orton one with Campbell never that far away. In the twins John Ashe was never likely to be threatened by Novice Andrew Pritt and he swept to three heat wins.

From the lights Routh got it all right, outdragging the whole field over the hill and into the hairpin. Crabtree showed some tremendous potential by holding off Campbell for almost six laps before the Brough man found a gap and set off after Zipper. That left Crabtree to deal with the threat from Orton whilst Campbell played cat and mouse with Routh. It was all in vain as Routh was first over the line with Campbell having to make do with second. Third was Orton with Thompson the only other finisher after Crabtree retired with three to go.

Ashe had no troubles at all in taking a convincing win over the little experienced Pritt who was making his race debut at Rowrah.

RESULTS

CADET

James Mills, Jeta.

JUNIOR BRITAIN

Mark Nadolski, Colt/PCR.

SENIOR BRITAIN RESTRICTED

Geoff Rudd, Wright/Parilla.

SENIOR BRITAIN (Provisional)

Patrick Walsh, Jeta/JM DAP.

100 UK

Kevin Barton, Wright/TKM.

100 NATIONAL

Ian Smith, Wright/Rotax.

210 NATIONAL

John Haigh, Invader/Quantum.

250 NATIONAL

Kevin Routh, Anderson/KTM.

FORMULA E

John Ashe, Zip Eagle/Rotax.

125 NATIONAL

Anthony Orton, Stratos/Minarelli.

125 P & R

Andy Riches, Stratos/Yamaha.

MONDAY

Monday was another day and again it was the Cadets who got the racing underway.

CADETS

Three heat winners with the first of those being Charnley, taking heat one in style in only his third full meeting off novice plates. The other heats went to Mills and Bell but the threat of the meeting came from Paul Jones, fresh from Kart and Superkart victory at Larkhall the day before.

The first start of the final had to be aborted after a first lap shunt eliminated Danny Yeomans with a bent stub axle. The second start saw Mills set off into what looked a terrific scrap with Moreton. Lap after lap they circulated together until battle was joined with Jones who had broken free of the chasing pack, ably led by Stacey Fell. Into the last couple of laps and Mums on the bank were doing their pieces as the karts got ever closer until finally Mills and Moreton slewed violently two corners from home.

That let Jones through for a surprise win for the race sponsors, "Karts n' Parts". Mills hung on to second from Moreton with Fell heading the pack of about eighteen karts.

Another brilliant race, illustrating the suitability of Rowrah for Cadet racing.

JUNIOR BRITAIN

Another class producing three heat winners with Jenkinson, Robson and Jones taking the honours. Also well up were Nadolski . . . his consistency netting pole . . . Ingram, Coverdale and Amanda Whitaker.

The rolling laps were halted to place the front row at the back following some gamesmanship and the race duly started. The carnage that followed saw Nadolski black flagged, fined and suspended for his actions. The penalties imposed stand as a warning to all, that retribution will be swift and sure. The lead in the race was thus taken up by Jones and he was never realistically threatened during the course of the race, despite the best efforts of Robson and the rest. The lap chart paints a gloomy picture with the first six in situ all race but the drivers were giving their all and any error would have been pounced upon. Robson wound up a worthy second behind Jones with Whitaker third . . . her best result at Rowrah.

SENIOR BRITAIN RESTRICTED

Robert Dawson won heat one but after that he need not have bothered as the superior experience (I would say age . . . but he'd hit me) of Geoff Rudd told with heats two and three going to the Kirkbride gent. Steve Neil, Paul Johnson and David Wilkinson were among the others to show during the heats. The final was similarly one-sided as Rudd shot off into the distance leaving Dawson with the task of fending off the attentions of Neil and others. Lap seven was the crucial one for Dawson as he slipped from 2nd to 4th behind Neil and Johnson . . . that order being maintained to the flag.

SENIOR BRITAIN

Alam Mackay won heat one after Steve Cook-Martin was excluded for contact driving. Heat two was won by local Mark Walker with the last heat going to former Rowrah regular, Nathan Ferriday. That, with two 4ths ensured pole for the Baildon youngster.

From the lights Ferriday took off and was hotly pursued by a huge gaggle of drivers from which emerged Cook-Martin to mount a challenge.

Behind him, Bullock was doing a sterling job of keeping the pack at bay, among them Mackay, Bell, Dews and Gaskell. It took Mackay some six laps to displace Bullock and by then it was too late to do anything about the leaders. Making good progress from his starting position was Walker, making up several places to net 6th by the flag. At the front the last couple of laps were real excitement as Cook-Martin closed to within striking distance but the laps ran out and the gap proved too much. That gave a very well taken win to Ferriday from Cook-Martin and Mackay.

125 NATIONAL and P & R

Heat one was won by Brian Bird but the racing after that was dominated



NEW JUDICIAL PROCEDURES FOR BRITISH MOTOR SPORT

A complete overhaul of the judicial system for British motor sport was unanimously approved by the RAC British Motor Sports Council at their meeting on Thursday, September 20. The new procedures will apply from January 1, 1991. The most important effect of the new system is that decisions about protests and appeals will be made far more quickly; most disputes will be settled 'on the day'.

Key powers currently held by the Stewards of the Meeting will be transferred to the Clerk of the Course, who will assume a role similar to that of a referee, in that he will enforce discipline and adjudicate in disputes. If, for example, there is an official protest, it will first be dealt with by the Clerk of the Course. If anyone objects to his decision, they will have 30 minutes in which to lodge an appeal to the Stewards of the Meeting.

In the case of non-technical matters, the findings of the Stewards of the Meeting will be subject to appeal only if a gross miscarriage of justice is alleged to have taken place, or if the penalty imposed is considered wholly inappropriate for the offence. Such an appeal must be made in writing within 30 minutes.

Any appeal against a decision of the Stewards of the Meeting will be heard at Colnbrook by a Tribunal of the Motor Sports Council. Leave to appeal to the Stewards of the Royal Automobile Club may be granted only if the matter is of a grave and weighty nature, or if the matter is considered fundamental to motor sport.

In the case of a technical dispute, the findings of the Stewards of the Meeting may be appealed to a Technical Enquiry of the Motor Sports Council, meeting at Colnbrook. The final decision of such an Enquiry will be a finding of fact. Leave to appeal to the Stewards of the RAC may be granted only with regard to the severity of the penalty imposed.

Any application for leave to appeal to the Stewards of the RAC must be lodged in writing within 24 hours of the hearing at Colnbrook. The application must include the grounds under which it is made, with brief facts to support those

grounds. Applicants will be notified within seven days as to whether or not they have been granted leave to appeal to the Stewards of the RAC. That decision will not be subject to appeal.

Any penalties imposed by the Stewards of a Meeting which are subsequently appealed will be suspended while awaiting an MSC Tribunal, but not in the period leading up to any hearings by the Stewards of the RAC.

The Motor Sports Council (acting through the RAC MSA) will also have wide-ranging powers to initiate an MSC Enquiry at Colnbrook to consider any possible infringement of RAC Regulations, or reports from events not attended by an RAC MSA-approved Steward. These new procedures will apply to all events run to RAC MSA Regulations, including any events organised by the RAC MSA itself; protests from MSA events will no longer be referred directly to the Stewards of the RAC.

In parallel with the new judicial procedures, a substantial programme will commence aimed at licensing all Clerks of the Course and training and grading all senior officials. This package will be introduced progressively during 1991.

NEW RAC MSA FEES IN LINE WITH INFLATION

The RAC Motor Sports Association has held the increase in next year's fees down to the level of inflation. Overall, prices will rise by around 9.6%.

These increases are designed to do no more than hold the MSA's position, and to avoid the need to catch up with large increases at some later date, explained Chief Executive John R. Quenby.

SCHEDULE OF FEES

(including VAT where applicable)

COMPETITION LICENCE - KART	1990	1991	Increase
International Long Circuit Grade A	42.00	46.00	9.5%
International Long Circuit Grade B	37.00	40.00	8.1%
International Short Circuit Grade A	42.00	46.00	9.5%
International Short Circuit Grade B	37.00	40.00	8.1%
National Long Circuit	19.00	21.00	10.5%
National Short Circuit	15.00	17.00	13.3%
Restricted	10.00	11.00	10.0%

OFFICIAL'S LICENCE

Clerk of the Course	6.00	13.00	116.6%
Scrutineers	6.00	13.00	116.6%

ENTRANT LICENCE

Kart	32.00	35.00	9.3%
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ADVERTISING PERMIT

International	265.00	290.00	9.4%
National	131.00	143.00	9.1%
Restricted	60.00	65.00	8.3%

PERMIT FEES

Kart events (per capita)

Closed to Club	0.49	0.55	12.2%
Restricted	0.69	0.77	11.5%
National	0.88	0.98	11.3%
International+FISA Fee	1.52	1.70	11.8%
Karting for Schools	5.25	5.75	9.5%

Other Permits

Kart Trade Register	45.00	50.00	11.1%
Kart Sponsor	75.00	100.00	33.3%

Miscellaneous Fees

Kart Club Registration	23.00	25.00	8.6%
Kart Section of Car Club	12.50	14.00	12.0%

TRACK LICENCE - KART

International C	110.00	120.00	9.0%
National	55.00	60.00	9.0%
Restricted	33.00	36.00	9.0%

(All above are plus inspector's expenses)

JUDICIAL

protest fees at events

Below National status without RAC MSA Steward	30.00	30.00	0%
Below National status with RAC MSA Steward	50.00	60.00	20.0%
National (excluding Race)	100.00	120.00	20.0%
National Race	150.00	200.00	33.3%
International	150.00	200.00	33.3%
International Open Race	250.00	300.00	20.0%

Appeal fees at events

Below national status	100.00	120.00	20.0%
National (excluding Race)	200.00	240.00	20.0%
National Race 300.00	360.00	20.0%	
International 300.00	360.00	20.0%	
International Open Race	500.00	600.00	20.0%
Appeal to the Stewards of the RAC	1,000.00	1,200.00	20.0%

Fines

Contravention of Regulation K5 ("abandoning an event and taking part in another the same day")	50.00	60.00	20.0%
At event where there is no RAC MSA Steward	50.00	100.00*	100.00%
At event where there is an RAC MSA Steward	100.00	500.00*	400.0%
At Tribunal or Appeal to the RAC MSC	5,000.00	25,000.00*	400.0%

(* or equal to the top cash or ad valorem award at the event, whichever be higher)

Failure to attend Drivers' Briefing	n/a	50.00	
Contravening Regulation P2.4.4 ("Failure to inform clerk of course of impending eligibility check")	n/a	100.00	
Failure to produce Licence (W9.1.1.)	n/a	10.00	

SUMMERLEE OPEN LARKHALL SEPTEMBER 2nd

Report by Malcolm Fell

With heavy rain early morning and a showery forecast Larkhall threatened to be very wet. However, helped by the wind the track had dried by second practice and slicks were the order of the day.

A good entry for this West of Scotland Kart Club event and nice to see the gearbox entry expanding.

CADETS

The Cadets produced some excellent racing with only one Novice . . . A. Young mixing it very well with the experts. The first heat went to Lee Charnley followed by Stacey Fell, Dominic Aspen and Aiden Dewar. Miss Fell took the second heat with Charnley second and Ian McCormack . . . just off novice plates . . . third from Ben Anderson.

The young lady did it again in heat three . . . from the back of the grid this time . . . leading home Charnley, Aspin and McCormack in fine style.

The scene was set for a good final. . . . Fell on pole with Charnley alongside and from the lights the latter had to give best to the young lady as she forged ahead with Aspin in third.

Anderson fought his way through to fourth and that was how it stayed. Good racing with no problems.

JUNIOR BRITAIN

Several of the regular competitors were missing but nevertheless a good grid was present. Most noticeable was Hans Christoffersen, having just moved up from Cadets and quickly showing that a good Cadet driver can adapt. Steve Wilson took the first heat from James Davidson with Andrew Gallagher third. Neil Hose was next but then found to be underweight so his place went to Gordon Finlayson.

Dee Ireland took the second heat with Davidson second ahead of Chris Buchan and Gallagher and then went on to score another win in the third heat with Gallagher and Buchan swapping positions.

Ireland made a good start from his final pole position and as the race progressed so Wilson had second with Christoffersen on his tail. Ireland was soon out on his own leaving the rest to battle over second place. Wilson and Christoffersen were swapping places but with three laps left Wilson had second again. With Ireland comfortable out front Wilson and Christoffersen had a coming together with the latter spinning off. Fortunately he man-

aged to keep it all going and rejoined in third place. A performance which showed he must have a good future ahead of him.

SENIOR BRITAIN

There was a large grid of Seniors with 3 Nationals and 3 100 UK drivers. Colin McCorquodale took the first heat from John Nelson with the same result at the end of the second one. You might have guessed . . . that man McCorquodale took heat three with Peter Beck in sceond. The race was slowed considerably when a driver . . . trying to re=start his kart . . . was knocked over suffering a broken ankle.

The incident was duly sorted by the stewards.

With McCorquodale rightly on pole it was he who went into the lead at the lights followed by Boyd and Byers. Nelson came through to challenge hard for second place but at the flag he had to settle for third behind Boyd. A well deserved win for McCorquodale with Sarah Paxton taking the Best novice award.

100 National went to Geoff Beck whilst 100 UK was taken by Eric Jones.

125 Open and P & R

Six Open and 1 P & R driver made up the grid for this with pole for the final going to Frank Hynds and P & R driver Alan Ford alongside.

A good race ensued with victory going to Hynds from Bill Urquhart and Gilbert Keenan. Alan Ford took the P & R honours.

RESULTS

CADET

1. Stacey Fell, Allkart; 2. Lee Charnley, DAP; 3. Dominic Aspin, Zip.

JUNIOR BRITAIN

1. Dee Ireland, Wright/TKM; 2. Steve Wilson, Gillard/Parilla; 3. Hans Christoffersen, Gillard/Parilla.

SENIOR BRITAIN

1. Colin McCorquodale, Zip/Parilla; 2. Jim Boyd, Colt/Parilla; 3. John Nelson, Boxer/PCR.

Best Novice: Sarah Paxton DAP/TKM.

100 NATIONAL

1. Geoff Beck,

100 UK

1. Eric Jones, Wright/TKM.

125 OPEN

1. Frank Hynds, Anderson/CSK Rotax; 2. Bill Urquhart, Bandit/CSK Rotax; 3. Gilbert Keenan, Anderson/Rotax.

125 P & R

1. Alan Ford, Zip/TM.

HAPPY OCTOBER BIRTHDAYS TO ALL THE FOLLOWING:

Barry Fortnam, 5th; Bruce Moore, 29th; Rowland Tompkins, 5th; Ian Penn, 25th; Gary Cordner, 18th; Rob Johnson, 8th; Martin Aspland, 29th; Paul Woodward, 1st; Mark Fell, 5th.

DATES FOR YOUR DIARY

October 7th: Little Rissington, Rye House, Felton.

October 14th: Clay Pigeon, Chasewater, Rowrah, Kimbolton, Tilbury, Wombwell.

October 21st: Nuthampstead, Crail,

Shenington, Langbaugh, Thruxton . . . All long circuit gearbox.

October 28th: Blackbushe, Pembrey, Three Sisters, Dunkeswell, Fulbeck.

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by Anthony Orton after one of his major threats, John Heatlie, retired hurt. Also among the hunt for honours was Brian Winder. In the P & R class all three heats were dominated by Andy Riches with other honours shared among Ian Barton and Hinchcliffe.

Quick novice, Darren McCallum was involved in a horrific looking accident in which a spectator was injured, fortunately not seriously. Bird made a lightning getaway in the final chased hard for ages by Orton with Winder suffering a misfire and not really on terms. Lap seven was the decisive one with Orton sneaking past Bird at the hairpin and pulling away to secure another comfortable win. Bird was second from Winder.

The P & R was another no contest as Riches made the best of pole to take another easy win. He was hounded all the way by Barton and Hinchcliffe but Des White had difficulty keeping on terms and dropped a lap towards the end.

210 NATIONAL

Things went pretty much the way of Tom Earl as he won two heats and was second to Geoff Preston in the other. The rest of the drivers all had trouble living with the pace as set by the two front runners and only John

Mark showed any consistency.

The final was a similarly one sided affair as Earl tore off into the lead and despite taking it easy his lead was immense by the end.

Preston was suffering somewhat from a duff motor but still finished second ahead of Fry and Mee . . . these being the only survivors from a quite decent grid.

250 NATIONAL and FORMULA E

The National class had a very good, quality entry whilst the E's had just two with one being John Ashe, the vastly experienced Rotax pilot, up against a first timer.

His fortunes were mixed in the heats with a non finish in heat one due to a broken electrical connection, bolstered by wins in the other two. The novice . . . Andrew Pritt, driving a lovely sounding Yam won the first heat, was second in the next and DNF the third.

The final was a breeze with the E's starting half a lap behind the Nats soon pulling through with Ashe just behind the leading two by the flag. Pritt was suffering in the pace a little but gave a very good account for his first meeting.

The National heats went to three different drivers with first blood going to Wayne Orton with Mal-

colm Campbell and Kevin Routh getting the other two.

From the lights Routh took up the running and his task was made easier when Campbell went missing on the 4th tour. Orton then provided a rather distant challenge but he was occupied fending off the attentions of Crabtree who was in turn ahead of Alan Lopez.

So, that's it for another year and another chance that some poor unfortunate missed to sample the best track in the country. Ah well, there's still plenty of meetings left this year. Avoid further disappointment and get your entry in now.

RESULTS

CADET

Paul Jones, Zip.

JUNIOR BRITAIN

Lee Jones, Zip.

SENIOR BRITAIN RESTRICTED

Geoff Rudd, Wright/Parilla

SENIOR BRITAIN

Nathan Ferriday, Wright/Parilla.

125 NATIONAL

Anthony Orton, Stratos/Minarelli.

125 P & R

Andy Riches, Stratos/Yamaha.

210 NATIONAL

Tom Earl, F 1 90/TEV.

250 NATIONAL

Kevin Routh, Anderson/KTM.

FORMULA E

John Ashe, Zip Eagle/Rotax.

Report by Ian Blair

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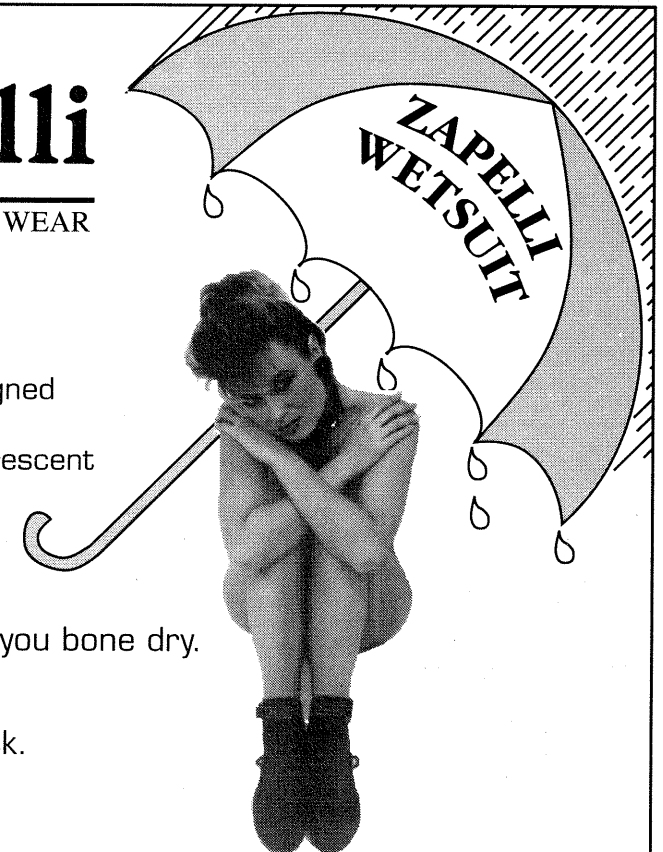
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ST. WENDEL . . . GERMANY, CASTROL CHAMPIONSHIP . . . ROUND 5

St. Wendel in Germany, a circuit which was to have been included in the International Calendar this year was the scene of the fifth round of the Castrol Championship on August 18th.

A number of officials from Germany were present and were joined by Robert Langford . . . Circuit Inspector. The rumour was going around that a World or European event was planned, hence the attendance of the officials.

As far as the organisation was concerned there can be no fears in that respect . . . it was first class and the estimated crowd of around 15,000 appeared to be very enthusiastic.

However, to attempt to run a grid of 60 250 Formula E might prove to be just a little on the dangerous side unless the circuit lay out is dramatically changed.

Once the timed session got underway . . . at about 12.30 . . . it was Austrian Rainer Wimmer who set the pace with a best lap of 1min 24.21secs. The second session took place under wet conditions so no improvements were to be gained.

The grid was linked to positions in the Championship and as leader Grondstra was not present the front row went to Wimmer and Jacques Hendrikse.

On the green it was Hendrikse

who took the lead followed by Olaf Dau and Wimmer. Dau took over on lap two and for the remainder of the race the leading trio swapped places constantly with the result going to Dau from Wimmer and Hendrikse. However the Clerk of Course then relegated Dau three places for a start infringement thus giving first place to Wimmer. Oosting moved up to third behind Hendrikse with Rohr, Schander and De Pau behind Dau.

Two heats took place on the Sunday and in improved weather it was Wimmer who led the first one from Pesce, Mueller, Roenforth and de Pau. The latter moved up to second spot at the flag with Wimmer the first over the line.

The second heat went ahead in front of a very enthusiastic crowd with Frenchman Pesce leading the field into the first chicane. The racing was much closer and on lap two Wimmer moved into the lead with de Pau, Roenforth and Dau following Pesce.

After ten laps Wimmer crossed the line in first spot again with Pesce second from Roenforth, de Pau, Hendrikse, Dau and Rohr.

The Prize Presentation took place in front of the main grandstand and the whole weekend had been a successful one in promoting 250 Formula E.

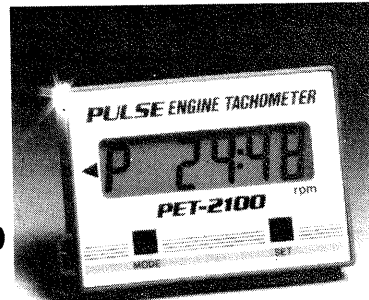
Report by Jacques Hendrikse

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ELLOUGH . . . 27th AUGUST

CADET

A nose to tail race between Lewis Richards and Thomas Walsh until they both went off in the last lap handing the win to Marc Bell from Edward Hoyle and Darryl Harrington.

JUNIOR BRITAIN

James Beales came out best in this one with the action fast and furious for second place between Justin Coe and Tony Parfett with the former getting the verdict.

125 and 250 NATIONAL

From the lights it was Colin Breeze who led then away keeping the rest at bay. Scot Vomberg and Martyn Baker were battling for honours in 125's with Baker having to settle for second after a spin. Breeze took the 250 honours from Andrew Hornigold and Kevin Bridge.

210 NATIONAL

Tony Ayers had the initial lead before Andrew Mears took up the running and held it to the flag. John Lyne took second ahead of Ayers.

SENIOR BRITAIN

Piers Stanbury took the lead from the off from Nigel Ibbs, the latter being taken by a fast charging Jason Lane as the race progressed. At the flag Stanbury took the win by just half a length.

100 NATIONAL and HEAVYWEIGHT

Darren Morgan was well clear of the scrap for second and with half a lap advantage cruised home to victory. David Cleal (Heavyweight) had second with Joe Bekir third.

Report by Mrs. H. Vomberg

OCTOBER 1990

Boyd Barrington was having a taster of Open competition with a view to 1991 and he collected a couple of second places. Derek Price was also consistent in having two thirds whilst Andy Bratley had a couple of sixth places. Cullen also picked up a fifth spot with Andrew Fleming taking fourth place in the first heat. Local driver Graham Barker had fourth in the second heat ahead of Roy Patterson. So the final grid sheet showed Barrington on pole. Cullen alongside and Price completing the row. Fleming, Bratley and Patterson were on row two with Hyett, Bellerby and Johnson on three.

Barrington it was who made the early running and after one lap he led from Cullen and Price with Barker and Bratley following. Two laps gone and it all changed . . . Price had moved into the lead . . . Cullen had second . . . Barrington third.

Cullen had a spell in the lead after three laps as the front trio moved away from Patterson and Bratley, Barker having gone. Pettigrew was motoring hard and up to sixth after four laps.

Price was soon to move back into the lead but at half distance Cullen once more took up the running and on the next lap Pettigrew left the fray. The leaders were in amongst

the backmarkers whilst Patterson and Bratley held station with a gap back to King in sixth.

For the remaining laps Cullen held firm at the front . . . Price was secure in second as was Barrington in third, the threesome being well clear of Patterson, Bratley and the rest. That was how it all ended after ten laps.

RESULT

1. Simon Cullen, Anderson/Anderson Rotax, 10mins 58.4secs, 80.72mph; 2. Derek Price, Stratos/Minarelli; 3. Boyd Barrington, Zip Bandit/CSK Rotax; 4. Roy Patterson, Zip/Rotax; 5. Andy Bratley, Lazer/Goff Rotax; 6. Ross Hyett, Zip/Rotax.

Fastest lap of the final . . . Cullen . . . 1min 4.9secs, 81.89mph.

250 FORMULA E

The usual Timed session followed by heats determined final grid positions for the twins and it was Phil Glencross who topped the list with a best of 58 seconds. Ian Shaw was next on 58.2 . . . Martin Hines on 59.4 and World Champ Tim Parrott recording a 59.6. Alan Pritchard was next with a best of 60.2 seconds. Both heats went to Phil Glencross . .

. the Anderson driver looking very quick. Shaw took second each time out with Parrott having third. Webster, Hines and Gray completed the top six in heat one whilst Mead, Denton and Pritchard did so in the second heat.

At just about 5 o'clock the green flicked on and ten rapid laps began with the front row of Parrott, Glencross (pole) and Shaw getting away well. After one lap Webbie had powered his way through to second behind Parrott . . . Shaw had third from Mead, Hines and Glencross. The latter was suffering front nose cone damage and was destined not to last the distance. For three laps the order at the front remained the same but then on lap four Webbie emerged from Mansfield Corner in the lead . . . Parrott was second with Shaw still third. That trio had a good lead over fourth placed Hines as Mead toured in . . . his race over. Glencross was next to go and after six laps Pritchard was up to fifth ahead of Gray, Denton and the rest.

With seven laps gone Webbie had eased away . . . Shaw had closed on Parrott and there was a backmarker before Hines came through well clear of Pritchard. The next lap and Parrott had gone . . . Webbie had an even more comfortable lead as Hines swallowed up the slower

driver to continue his chase of Shaw. Nothing changed over the remaining laps and Webbie crossed the line delighted with the win . . . his first in the class.

After a somewhat difficult first season in 250 E Mark was quick to thank all his crew for their efforts and he certainly left Cadwell a little happier. All he needs now is 'load-samoney'!

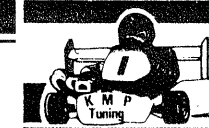
RESULT

1. Mark Webster, Zip Eagle/MWR Rotax, 9mins 54.1secs, 89.46mph; 2. Ian Shaw, Zip Eagle/Zip Rotax; 3. Martin Hines, Zip Eagle/Zip Rotax; 4. Alan Pritchard, Zip/CDPT Rotax; 5. John Denton, Anderson/Rotax; 6. Glen George, Zip/Crow Rotax.

Fastest lap of the final . . . Webster . . . 58.4secs, 91.01mph.

The Cadwell Club Championships were also decided and Awards will be made at the Cadwell/Central/RAC joint Dinner in November.

125 P & R, Steve Pell; 210 National, Simon Quance; 125 National, Wayne Bray; 250 National, Colin Fletcher; 125 Open, Simon Cullen; Superkarts, Ian Shaw.



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CADWELL PARK, SATURDAY

SEPTEMBER 1st

AUTUMN CHAMPIONSHIP

ANDREW MEARS scores his first win in the 210 Class: BERNIE STONEY takes the honours in 125 P & R; COLIN MASON tops the 125 Nationals; COLIN FLETCHER leads home a well supported 250 National field; SIMON CULLEN hits winning ways again in 125 Open and MARK WEBSTER takes his first win in the Superkart category.

Just under 150 names were listed in the programme for the last event of the year under the Cadwell Kart Club banner with the 250 Nationals topping the numbers on 48. The 125 classes had 27 each; P & R had 8; 210's accounted for 22 and Superkarts 15.

As usual the 210's got the racing underway, sharing the tarmac of the Club circuit with the P & R's.

210 NATIONAL

Both heats of the Villiers went to the Aero of Igor ashwell giving the Newark driver pole for the ten lap final. Gary Adnit sat alongside after a second and a third whilst local driver Brian Borwell completed the front row.

Andrew Mears was on row two in the company of Keith Trainer and Tom Earl. On the green it was Borwell who made the best of it but during the opening lap Mears forged his way through to first spot and as they completed the lap Ashwell had second from Earl and Quance with Borwell fifth. By lap three gaps began to appear . . . Mears still had the lead edging away from from Ashwell. Adnit had come through to take third ahead of Quance and Borwell whilst Earl had slipped down to sixth.

One more lap gone and Ashwell had closed up on Mears . . . Quance and Borwell had dropped back a little from Adnit whilst there was a longer gap before Earl appeared. He, in turn, was clear of Morris, Sifleet and the rest. After six laps the leading trio had the length of the straight advantage over Quance and Borwell with Morris making a determined bid to oust Earl from sixth place.

Over the remaining laps backmarkers came into the picture and as they went into their last tour the lead trio had spread out again with Mears still well in control. Morris did find enough left to take Earl . . . and sixth place . . . but at the flag Mears crossed the line well clear of Ashwell and Adnit with Quance ahead of Borwell.

RESULT

1. Andrew Mears, APM/Villiers, 11mins 53.2 secs, 74.51mph;
2. Igor Ashwell, Aero/Longtune;
3. Gary Adnit, Anderson/Invader;
4. Simon Quance, Zip/Longtune;
5. Brian Borwell, Aero/BBR 210;
6. Charles Morris, Stratos/CKC Villiers.

Fastest lap of the final . . . Mears . . . 1min 9.8secs, 76.14mph.

125 P & R

Gary Needham of Altrincham took both heats to claim pole for the final with John Homer alongside and Graham Oades completing the row. GP winner Bernie Stoney had just a second in heat two and she lined up in the middle of row two flanked by Gary Isherwood and Les Snowden. Jonathan Vamplew had failed to finish a heat so he was at the back of the final grid.

Once the green sent them on their way the Powys driver made up for his lack of heat success and as two laps were completed he led them through. Bernie Stoney was tucked in behind with Homer and Isherwood following. It stayed that way until half distance when Stoney took over at the front with Vamplew holding second spot.

They were well mixed in with the Villiers . . . running eighth and ninth on the road and by the end of lap six the duo were closing on the fifth placed 210 . . . Borwell . . . with a longish gap back to Homer.

Two more laps gone . . . into the last tour . . . and Stoney was up to fourth overall . . . Vamplew was behind Borwell and Quance with Homer still in third.

The last lap produced just one change to that . . . Vamplew getting past the 210's of Quance and Borwell to take second in class and fifth on the road overall.

RESULT

1. Bernie Stoney, Zip/CSK Rotax, 11mins 43secs, 75.60mph;
2. Jonathan Vamplew, Stratos/CSK Rotax;
3. John Homer, Dino/Honda.

Fastest lap of the final . . . Stoney . . . 1min 8.5secs, 77.59mph.

125 NATIONAL

Two different heat winners in this one . . . Derek Wilson taking the

first and Colin Mason the second. Malcolm Clark scored a second and a third with Kevin Clark taking a fourth and a fifth. Eamonm Talbot also appeared twice in the top half dozen whilst Mark Haswell and Steve Pridmore achieved that just once. Both Wilson and Mason did well in the other heat and it was Wilson who had pole for the final. Mason was in the middle of the front row with Malcolm Clark on the outside. Kevin Clark sat behind Wilson on two and he had Talbot alongside with Graham Sykes completing the row.

On the green it was disaster for three drivers as Pridmore, Peter Wilson and Mark Birkett were involved in a coming together which put an immediate end to their hopes. The race was on though and after one lap Mason emerged from Mansfield Corner in the lead.

Derek Wilson was next and he had Malcolm Clark, Sykes and Kevin Clark following.

By the close of three laps Mason was well clear . . . Bray had started to move up and he went into lap four in fifth place ahead of Kevin Clark and Haswell. The field began to spread out and whilst Mason ran strongly at the front Bray was the one to make most progress.

After seven laps he was third and closing on Clark . . . Sykes was next with a gap back to Talbot and Kevin Clark. Lap nine and Mason was about to take backmarkers as Bray set himself up for a last lap challenge for the second spot of Malcolm Clark. Out of Mansfield for the last time and Mason duly emerged as a firm winner . . . Bray had made it through to second place with Sykes enjoying better fortunes to take fourth behind Malcolm Clark. Talbot had fifth from Kevin Clark in sixth.

RESULT

1. Colin Mason, CMR Bandit/CSK Rotax, 11mins 24.4secs, 77.65mph;
2. Wayne Bray, Stratos/Minarelli;
3. Malcolm Clark, Kelgate Zip/CSK Rotax;
4. Graham Sykes, Zip Bandit/Bowler Minarelli;
5. Eamonm Talbot, Lazer/Rotax;
6. Kevin Clark, Zip Bandit/CSK Rotax.

Fastest lap of the final . . . Bray . . . 1mins 7.4secs, 78.85mph.

250 NATIONAL

The single cylinder entry necessari-

tated two split heats and a qualifier to decide final grid positions and it was Colin Fletcher on pole after that little lot. Two heat wins went to the York driver with Barry Sherriff also taking a win. The last heat went to a much happier Derek Rodgers . . . he almost had to be reminded what the chequered flag meant though!! A number of 'names' featured in the top half dozen during the heats with returnee Paul Sadotti taking a fifth and a third.

The qualifier went the way of Mike Doble Jnr with Dean Forward, Peter Cooke, Paul Bisby, Stuart Skinner and David Miles all going through to the back of the main grid.

Sherriff and Maunder joined Fletcher on row one with Pluck, Eaton and Morgan on two. Sadotti Goodison and Babington made up row three whilst Stewart, Schofield and Ridley were on four.

Derek Rodgers languished on row eight . . . with a lot to do!! A full grid produced a fairly hectic opening lap and as they completed it Sherriff had the edge over Babington and Eaton with Morgan also in there. For the next three tours it was all change . . . Babington hit the front with Fletcher coming through to second ahead of Morgan, Sherriff and Maunder. Eaton was next with Rodgers beginning to close.

Half distance and Fletcher had the lead from Babington . . . gaps began to appear . . . Morgan and Maunder were next with Rodgers still making progress. By the close of lap six he had moved ahead of Maunder with Sherriff and Pluck doing the same.

Lap eight completed and Schofield had left the fray . . . Maunder was also out and the leading five were well clear of sixth placed Eaton. By the close of lap nine Rodgers had made it up to third and during the last tour he had enough left to get the better of Babington too. Morgan also had some in reserve and he crossed the line in third place. Fletcher though was a clear winner . . . his race time being just one second quicker than that of Rodgers.

Sherriff was fifth ahead of Eaton with Sadotti running well to take seventh.

RESULT

1. Colin Fletcher, Anderson/CJF KTM, 10mins 44.8secs, 82.42mph;
2. Derek Rodgers, Anderson/Wood Yamaha;
3. Pete Morgan, Anderson/MWR KTM;
4. Simon Babington, Zip/RRR Wood Yamaha;
5. Barry Sherriff, Lazer/JKS Yamaha;
6. Paul Eaton, Lazer/Wood Yamaha.

Fastest lap of the final . . . Fletcher . . . 1min 2.8secs, 84.63mph.

125 OPEN

Just two heats to decide grid positions for this one with wins going to Alex Pettigrew and Simon Cullen.

MIDLAND

CHAMPIONSHIPS

1st/2nd SEPTEMBER.

LITTLE RISSINGTON

100 NATIONAL

Gibbs and Fothergill were on row one for this final but after two rolling laps it was stopped and Gibbs removed to the back!

Fothergill, Cox and Maple made the best of the start eventually with seven or eight drivers in trouble at the loop as someone spun. Gibbs though got through and set off after the rest.

By lap four Fothergill and Cox were swapping places at the front with McLeod spinning out of contention !!Next lap and Clarke was out but the two leaders still indulged in some heart stopping overtaking attempts. After ten laps the flying Gibbs was all over Maple and with one more lap gone he was up to fourth and challenging Stansbury. With seven laps left Cox appeared to be in trouble . . . lost ground to Fothergill and fell into the clutches of Stansbury and Gibbs. It was the latter who made the decisive move, claimed second and set off after the leader. Within three laps he had the front spot with Cox succumbing to a missing slow running screw and White spinning out of a safe sixth spot.

Stansbury closed slightly on Fothergill with Maple having a good run with his TKM. Gibbs it was though who crossed the line first . . . in a canter . . . with Fothergill second from Stansbury.

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OCTOBER 1990

210 NATIONAL

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OCTOBER 1990

second. Verity had fourth from Cleal and Smith. Marc Craddock . . . after dismal heats . . . fought well to come from 24th to 12th at the finish.

210 NATIONAL

A broken chain in heat three had put Hurst on the second row with Haigh whilst the front was occupied by Bateman, Bisp and Johnson.

Bateman led from Hurst as they went into Paddock but by lap two Hurst had the lead with Haigh in second place on the next tour. By four laps Hurst had eased away . . . Haigh was apparently in trouble . . . and in fact pitted after six laps. Warsop was up to third but by lap eight Johnson had moved ahead of him. Half distance and Hurst was cruising, going on to a fine win and a six second margin. By lap fourteen the field was dwindling and it seemed to be a case of survival really as Bateman came home second ahead of Warsop.

250 NATIONAL

With a major shunt in heat two eliminating Pat Tomkinson interest centred on Long Circuit British Champ and GP winner Allen.

However a slow start put him seventh at the end on lap one. Scott was leading from Gale, Thornell and the rest. By lap two Allen was up to third and on lap four Thornell took the lead from Scott. As they came up to the tail of Tomkinson . . . an earlier spinner and a lap down . . . the leaders waited . . . followed for a couple of laps and as Allen dived for the inside Tomkinson tangled with Thornell putting the latter out. Tomkinson was black flagged so his 'race' was over too. Lap fourteen and it was retirement for Scott . . . two more laps gone and Mason was out . . . along with Knox. Allen therefore had a comfortable run to the flag from Powell and Gardiner. Dredge came home fourth from Train and Keele.

250 FORMULA E

No doubting who was on pole after three heat wins . . . Roger Goff with Griffiths and Sydenham alongside. On the green it was 'G' for Goff and 'G' for go as off he went into the distance. With the Bedford driver way out front it was close between Griffiths and Sydenham for second whilst Bisp, Kenning and Woodcock were locked in battle for the next places.

By lap seventeen things were hotting up for second . . . Goff was still well clear . . . and two laps later Woodcock was through to pull clear of Sydenham. That was how it all finished with Goff taking an emphatic victory.

COMMENT

In a race report it is not always

possible to convey the excitement of racing, particularly of the quality seen at this meeting. The 1990 Midland Champions truly earned their titles but none more so than Darron Gibbs...helped a little by that first lap incident . . . but from last to first!!! A superb meeting came to an end around five o'clock. Our major problem now seems to be that of hanging on to the circuit. The U.S.A.F have taken over the base and are not too keen on Bromsgrove Kart Club being on their 'ground'.

RESULTS

Junior Britain

1. Ralph Firman Dino/TKM;
2. Jamie Davies Wright/Solo;
3. Henry Stanton Wright/TKM.

Senior Britain Clubman

1. Alan Kinch Wright/Parilla;
2. Dave Ash Boxer/TKM;
3. Lee Seffron Anderson/Parilla.

100 National

1. Darren Gibbs Wright/Atomik;
2. Mark Fothergill Wright/Rotax;
3. Bob Stansbury Hutless/Rotax.

Senior Britain Premier

1. Mark Beddall TKM/TKM;
2. Ivan Turner Gillard/TKM;
3. Darren Gibbs Wright/TKM.

210 National

1. Steve Hurst Zip/Villiers;
2. Simon Bateman Dino/Villiers;
3. Stuart Warsop Anderson/Villiers.

250 National

1. Mark Allen Dino/KTM;
2. Mark Powell Barlotti/Suzuki;
3. Clive Gardiner Anderson/KTM.

250 Formula E

1. Roger Goff Anderson/Rotax;
2. Ian Woodcock Zip-Rotax;
3. Paul Sydenham Dino/Rotax.

Report by Brian Clark.



Darron Gibbs . . . 100 National winner and 3rd in Britain Premier. Pic: P. Turner

CADET COLUMN

Dunkeswell 26th August.

Heat wins went to Marcus Bazley, David Hinds and Peter Clarke but it was Barrie Wilkins who snatched the lead into Pits bend.

Clarke, Wilkins and Charles were disputing it as they completed the lap with Bazley, Hinds and Pratt next.

No change in the lead trio as laps three and four passed but as the race progressed it got tighter. One to go and Clarke squeezed ahead but Wilkins regained the lead to win by half a length with Charles a similar distance away in third. Some sixty yards back came the next three... equally close... Hinds, Pratt and Bazley.

RESULT

- | | |
|-------------------|----------|
| 1. Barrie Wilkins | Dap; |
| 2. Peter Clarke | Dap; |
| 3. Philip Charles | Allkart; |

Three Sisters August 26th/27th

Matthew Shaw took three heat wins... Chris Short had one. Peter McLaren was second each time out with James Billington taking third place on three occasions.

The final was led initially by Shaw from Short, McLaren and Billington. By the close of lap two though Wes Crankshaw had surged out of the pack to take second whilst Short had drifted towards the rear of the field. The next lap produced another change when McLaren took second spot behind Shaw and held it to the flag.

Crankshaw had third after a battle with Kim Maddocks.

RESULT

- | | |
|---------------------|----------|
| 1. Matthew Shaw | Allkart; |
| 2. Peter McLaren | Zip; |
| 3. Wesley Crankshaw | Dap; |

Little Rissington 1st/2nd September Midland Championships

Nelson Rowe, Lars Sexton and David Hinds took heat wins with Rowe being joined by Philip Charles on the front row for the final.

From the lights it was Rowe into paddock followed by Charles, Button and Davidson. After two laps Button had made it through to second and after five laps it was disaster for Rowe as his motor died... dropping him back to almost last. By lap seven Button and Charles were side by side with Davidson close by.

Lap eight Charles just had the edge... lap ten it was back to

Button and on lap eleven, with backmarkers about, the lead pair managed to get away a little from Davidson whilst Wilkins got past Gatt for the next place. The last lap saw more swapping and changing but at the flag it was Button first from Charles and Davidson.

RESULT

- | | |
|---------------------|----------|
| 1. Jensen Button | Wright; |
| 2. Philip Charles | Allkart; |
| 3. Anthony Davidson | Wright; |

Wombwell September 2nd

The heat results made it very tight when determining the final grid between the top seven drivers. Better consistency from the colourful James Mills gave him pole with Matthew Shaw alongside.

Dave Tucker and Chris Short were on row two with Paul Jones and nearly man, Baxter on three.

From the green Shaw forged ahead to lead in the opening lap with Mills pushing hard. Tucker had third shadowed by Jones... Stow from grid seven and Reynolds from nine.

At the halfway stage Tucker hammered past Mills to snatch second and take up the chase of Shaw. Short was next from Reynolds and Hawkins. Mills was not finished though, reclaiming second on lap nine only to lose out again on the next tour. As the pack streamed into the last lap Shaw still led... moving past backmarkers to take the flag. Second place finally went to Mills when Tucker came to grief... dropping back to sixth. Third was taken by the swift Short ahead of Stow and Reynolds.

RESULT

- | | |
|-----------------|----------|
| 1. Matthew Shaw | Allkart; |
| 2. James Mills | Dap; |
| 3. Chris Short | Dap; |

Shenington 8th September

Jeremy Gumbley had pole for the final after two heat wins and for much of the final three separate battles took place. Gumbley and Charles disputed the lead... David Hinds and Simon Rodgers battled for third whilst Michael Brinkworth and Lars Sexton did likewise for fifth.

Gumbley did well to withstand the pressure from Charles whilst Sexton put in a real effort to get up behind Rodgers for third.

As the race entered its final stages Sexton made it to third ahead of Hinds and Rodgers.

RESULT

- | | |
|-------------------|----------|
| 1. Jeremy Gumbley | Allkart; |
| 2. Philip Charles | Allkart; |
| 3. Lars Sexton | Zip; |

Kimbolton September 9th

In the Super class drivers came from all over the Country in preparation for the final Kart and Superkart round. Anthony Davidson won two heats with Tom Sisley taking the others to get a front row spot for the final.

After suffering heavy bruising from a flip in the heats Barrett was going extremely well but it was Davidson who moved into the lead... from Sisley... finishing in that order. Chris Blooman came through the field to take third.

In the Club category it was Alistair Goss who had pole for the final from Kevin Sale. However it was Sale who led throughout to take the win with Goss second. Barry Gray chased all the way but had to settle for third. Both Goff and his cousin Saint held fourth before Breeze nipped through and held on to the flag.

RESULTS Super.

- | | |
|---------------------|---------|
| 1. Anthony Davidson | Wright; |
| 2. Tom Sisley | Zip; |
| 3. Chris Blooman | Club; |

- | | |
|------------------|----------|
| 1. Kevin Sale | Zip; |
| 2. Alistair Goss | Allkart; |
| 3. Barry Gray | Allkart; |

Birmingham Wheels September 9th.

RESULTS Restricted.

- | | |
|--------------------|------------------|
| 1. Richard Higham; | 2. Adam Ozolins; |
| 3. Richard Hill. | |

Premier

- | | |
|--------------------|-------------------|
| 1. Philip Charles; | 2. Simon Rodgers; |
| 3. David Lloyd | |

Chasewater Grand Prix September 30

The meeting started in atrocious conditions, with the corners of the track having to be swept clear of puddles. The first of the two heats was won by James Billington and heat two followed in slightly better conditions with Chris Eaton taking the honours. In the final Eaton took pole.

At the exit of the first corner the order was the same, then in lap three of the twenty lap final, Billington passed Eaton on the straight and having got into the lead Billington pulled away from the following pack. Eaton, meanwhile, was being pressured by Rodgers and Newby and both overtook him down the start/finish straight on lap seven. Eaton retrieved third position only to lose it again a couple of laps later. Meanwhile, Billington consolidated his lead and took the flag followed by Rodgers in second place and Newby third.

The Cadet Restricted saw a win in the final by G. Higgott followed by C. Smart and A. Smith.

RESULTS

Cadet Premier

- | |
|------------------|
| 1. J. Billington |
| 2. S. Rodgers |
| 3. S. Newby |

Cadet Restricted

- | |
|---------------|
| 1. G. Higgott |
| 2. C. Smart |
| 3. A. Smith |

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WORLD CHAMPIONSHIP 250 FORMULA E

TIM PARROTT entered the record books when he became the first 250 Formula E driver to retain the World Title. He did so after what proved to be an incident packed visit to Le Mans in France for the final round on September 23. From an entry of 56 Roger Goff, aboard his Kelgate Anderson topped the Timed Session with a best of 1m 42.97s on the Bugatti circuit. He therefore had pole for the six lap Pre Final with another Anderson pilot... Phil Glencross alongside with a best lap of 1m 43.67s. Eric Gassin, on home ground completed row one for the Pre Final with a time of 1m 44.07s whilst Tim Parrott... 1m 44.14s and Martin Hines... 1m 44.19s sat on row two.

Six laps would decide the Final grid order and it was all change as Gassin came home first to take pole for the Main Final. Glencross

was second followed by Hines. Parrott, Austrian Rainer Wimmer and Ian Shaw with Goff in seventh place.

So to the Final and the decider for the 1990 World Championship. Eleven laps of the Bugatti circuit would determine the outcome and after one lap the Zip of Martin Hines led. Gassin, aboard his own Nissag chassis, held second from Glencross with Shaw, Goff and Wimmer next up.

Parrott was in seventh place as they went into lap two and as the leading five held their positions the World Champ moved ahead of Wimmer on lap two. Hines and Gassin were disputing first spot... Gassin had it after three tours... Hines at the close of laps four and five and as they went into the second half of the race the order was... Gassin... Glencross... Hines... Parrott... Shaw and

Goff with Wimmer ahead of Westman.

Hines hit back though and after eight laps he was back in front... Gassin was second... Glencross third and Parrott had moved ahead of Shaw to take fourth. Nine laps gone and Parrott was up to third... Hines led from Gassin. Glencross had fourth ahead of Shaw and Goff.

As they completed lap ten... one to go... Parrott had hit the front... Hines had gone... and Glencross was tracking Gassin with Shaw still ahead of Goff.

Then... it happened... Glencross and Gassin had a coming together... Glencross recovered first and rejoined in third place behind Shaw with Goff next. Gassin was also to rejoin but in ninth place... his Title hopes gone! Parrott it was who crossed the line first with Shaw second from Glencross. Goff and Wimmer.

Whilst trying to work out the final outcome in terms of points. Tim Parrott slowed right down on the running in lap intending to count them through. Shaw came by... Glencross did so... Goff plus

others and then Gassin... in a hurry!

On arriving back at the collecting area Tim desperately tried to discover who had finished where... had he clinched his second World Title? It was then that all hell let loose and a most unsavoury incident took place. Eric Gassin... aggrieved over the incident involving Phil Glencross, began to attack the Anderson driver and what followed resulted in a most unfortunate end to the World Series for 1990.

It all went before the Stewards who declared the track incident to be one of those racing occurrences but the question of the attack on Phil Glencross has yet to be resolved.

The general feeling of those who witnessed it was that it just should not have happened... however, it did and we await the final decision.

At the end of it all Tim Parrott is still the 250 Formula E World Champion having driven his Kodak/Florigo Anderson to first on the day and first overall. The final overall positions are thus, albeit provisional except for first place.

1. World Champion, Tim Parrott, 31 points; 2. Phil Glencross, 31; 3. Eric Gassin, 28; 4. Roger Goff, 26; 5. Peter Garpfalk, 16, Ian Shaw, 16; 7. Rainer Wimmer, 15, Bobo Westman, 15; 9. Torgie Kleppe, 11; 10. Stefan Rindstoem, 10.

Having tied on points, Tim Parrott clinched the title by virtue of his win at Le Mans.

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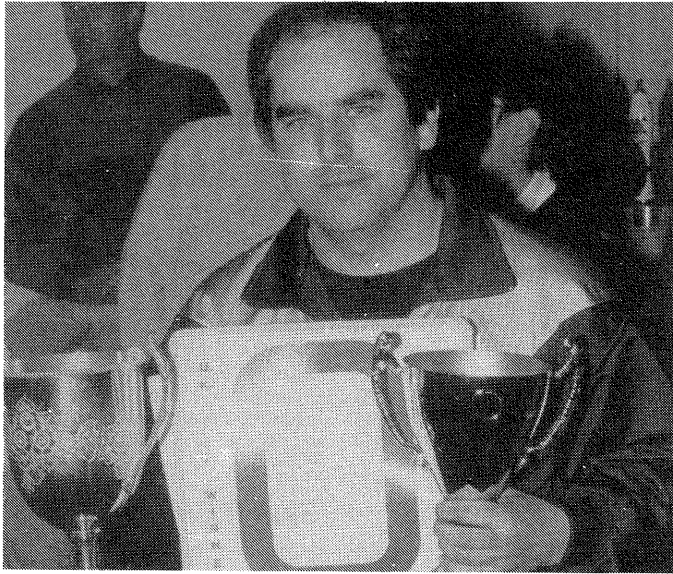
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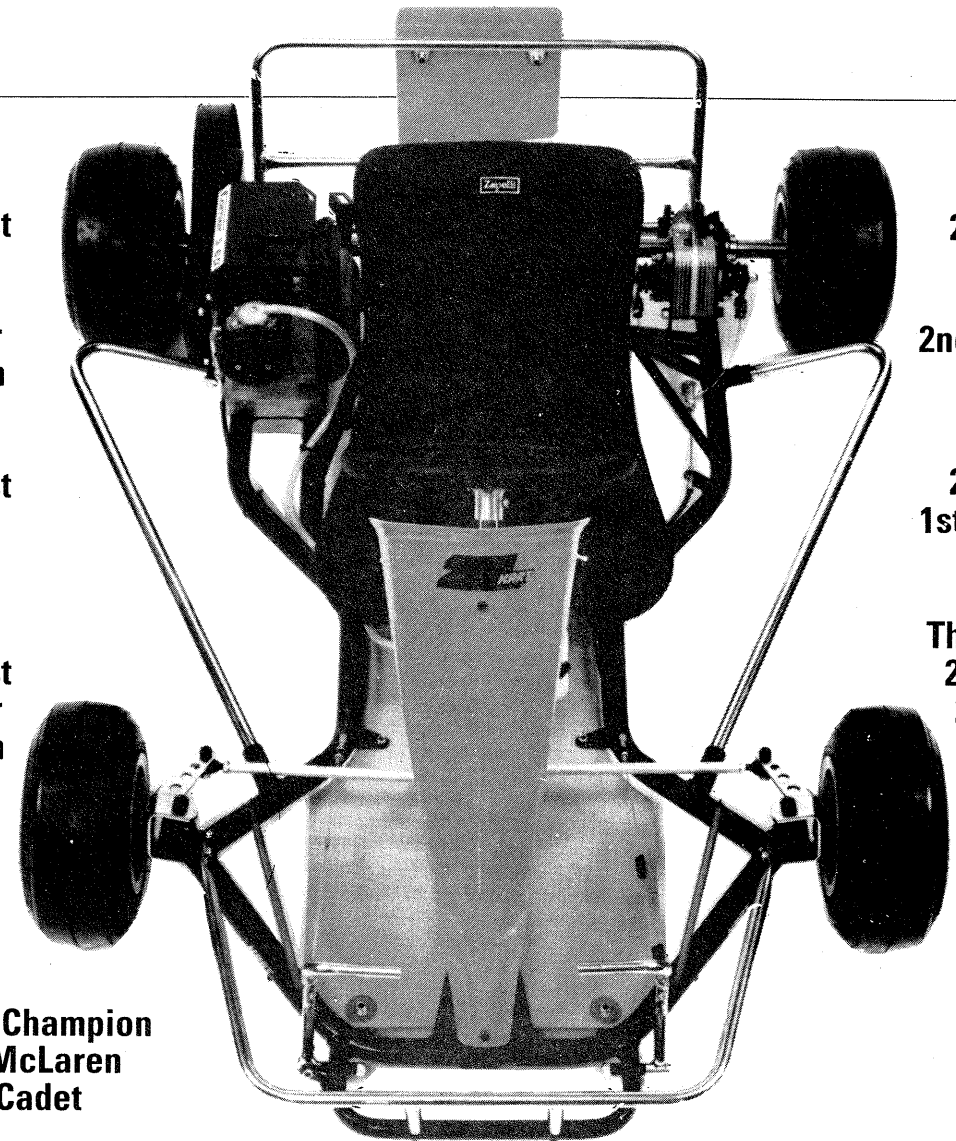
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UK CUP SNETTERTON SATURDAY SEPTEMBER 22nd.

With the UK Cup for 250 Formula E already safely in the hands of Roger Goff after his success at the July meeting the Central Kart Club played host to National Classes only at the September meeting with the Zero plates and UK Cup on offer to all.

The Formula E lads were away competing in the World Championship finale at Le Mans and around 120 entries from the Nationals gathered at the Norfolk venue.

Gary Ashurst took the P & R honours; Wayne Bray collected the spoils in 125 National, by a whisker from Boyd Barrington; Kelvin Bonarski led home the 210 Nationals; Derek Price was a clear winner in 125 Open whilst Derek Rodgers hit form again with a fine win in 250 Nationals.

Despite some threatening clouds the rain stayed away and the day produced some good racing conditions with the Villiers, as usual, getting the event underway.

210 NATIONAL

Just two heats to decide final grid positions with both going to the Aero of Igor Ashwell. He therefore had pole for the ten lapper with Andrew Mears alongside after a couple of third places.

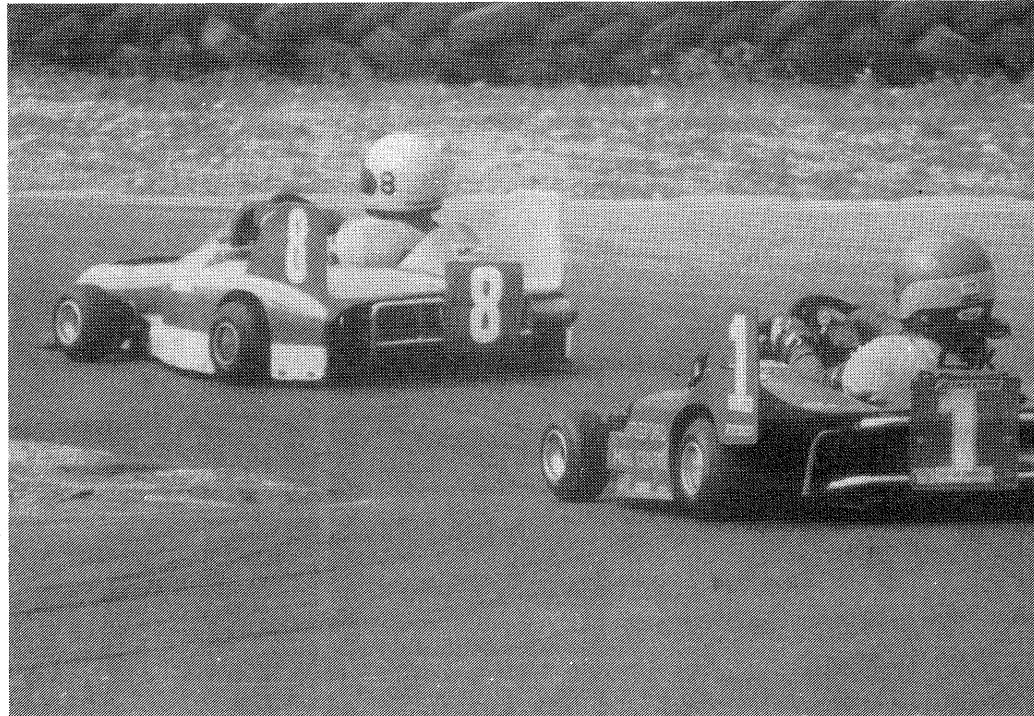
Kelvin Bonarski . . . a second and a fourth . . . was next in line with Simon Quance . . . two fifths . . . completing the row. Gary Adnit, Tim Ayres and George Bett made up row two whilst John Brennan suffered a little and had to make his start from the pit lane.

On the green it was Bonarski who just got the better of Ashwell but by the end of one lap the positions were reversed . . . Ashwell from Bonarski with Mears, Bett and Cattermole next. Two laps gone and Ashwell had extended his lead . . . Bett was ahead of Mears whilst Johnson led the rest.

Three laps completed and it all changed . . . Ashwell was out . . . Bonarski was leading . . . well clear of Bett, Cattermole and Mears with Hurst coming into the picture ahead of Johnson.

The field was beginning to spread out . . . Bonarski though was looking good at the front . . . easing away from Bett. Half distance and Cattermole went missing . . . Bett was being hotly pursued by the leading P & R runners whilst Brennan had settled in fourth spot.

By the close of eight laps the leading P & R . . . Ashurst . . . had moved through to lead on the road . . . Bonarski was still well in control of the Villiers with Bett still well clear of Brennan and the rest.



Wayne Bray (8) just leads Boyd Barrington during the 125 final. Pic: Steve Nelson

Two laps left and nothing changed . . . Bonarski came home a firm winner . . . fifteen seconds ahead of Bett after ten laps. Adnit had next place from Brennan, Percival and Johnson.

RESULT

1. Kelvin Bonarski, Zip/Longtune, 14mins 36.2secs, 80.07mph; 2. George Bett, Anderson/Villiers; 3. Gary Adnit, Anderson/Invader; 4. John Brennan; 5. Terry Percival, Zip/TPV; 6. Mark Johnson, Stratos/FPV.

Fastest lap of the final . . . Ashwell . . . 1min 26secs, 81.58mph.

125 P & R

Just a handful of P & R drivers competed in two heats . . . sharing the tarmac with the Villiers . . . and at the end of that it was Gary Ashurst on pole . . . looking for his second UK Cup success . . . having previously taken the National honours.

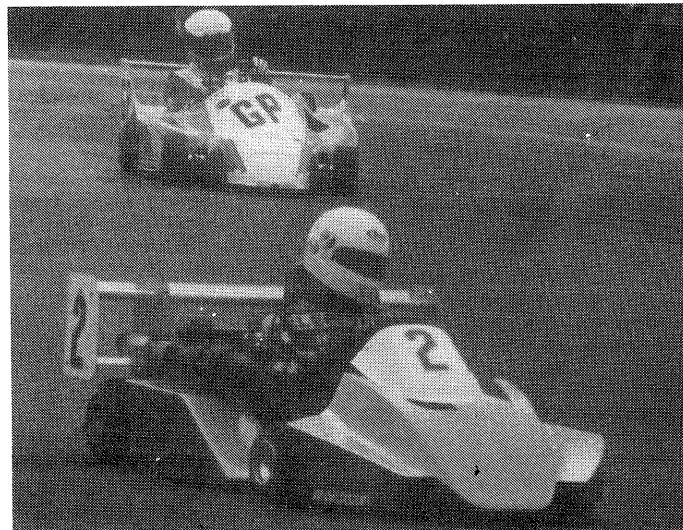
Andy Bratley, Jonathan Vamplew, Gary Needham all featured in the top places each time out in the heats whilst GP winner Bernie Stoney managed just a second spot in the first heat.

Just as Brennan had in the Villiers, so Bernie had to start from the pit lane.

At the 'off' it was Ashurst who made the running and he was soon in amongst the slower of the Villiers drivers and by the close of four laps he was running strongly in fifth place on the road.

Vamplew, Needham and Bratley were next. By the close of six laps Ashurst was up to second overall and closing on 210 leader, Bonarski.

By the end of eight laps the Northumberland driver had taken over front spot and quickly began to ease away. Nine laps gone and Bratley had third behind Needham.



Derek Rodgers found reliability and top form to take the 250 National honours. Pic: Steve Nelson.

Vamplew was next with Stoney ahead of Bett and his 210.

The last lap and the order changed slightly . . . Vamplew was to go missing . . . Bratley regained second place from Needham with Stoney still fourth. That was how it remained to the flag.

RESULT

1. Gary Ashurst, F1 90/CKC Honda, 14mins 10.9secs, 82.45mph; 2. Andy Bratley, Lazer; 3. Gary Needham, Stratos/DPE

TM; 4. Bernie Stoney, Zip/CSK Rotax.

Fastest lap of the final . . . Ashurst . . . 1min 23.2secs, 84.33mph.

125 NATIONAL

With Boyd Barrington looking to take the UK Cup for the Grand Slam in 1990 he had his work cut out in choosing to run in both National and Open!!

However he wrapped up pole in the Nationals with two heat wins and appeared to be on course to achieve his aim. Wayne Bray sat alongside with Gary Corder next in line and Malcolm Clark completing the row. Michael Stephenson, Eamon Talbot and Peter Wilson made up row two.

On the green it was Bray and Barrington who made the best of it with Bray just having the edge initially. By the close of the lap though Barrington was in the lead . . . Bray tight behind as the pair pulled out a fair lead over the rest . . . led by Corder.

It was cat and mouse stuff up front . . . Bray leading the way into lap four with Kennedy having taken charge of the rest . . . Talbot, Corder, Clark and Pridmore occupying the next places.

By half distance Barrington appeared to have the edge over Bray as he eased away slightly but by the close of lap seven the Blackpool driver was right on his tail again and the battle was hotting up!

Kennedy still had third with Talbot, Clark, Corder, Pridmore and the rest following. Rob Rickards left the fray and after eight laps Bray was back in front . . . just . . . by less than a nosecone.

Nine laps gone and Barrington had it back . . . Bray was fighting all the way and not allowing the British No 1 to gain any real advantage. Kennedy and Talbot were disputing third as they went into the last lap with Clark heading the rest.

Into view at Russell's for the last time and Bray closed right up on Barrington and as they headed for home Bray timed his move to perfection . . . pulled out from behind Barrington and just pipped him to the line . . . the watches said just 1/10th of a second after ten laps!

Talbot, Kennedy, Pridmore and Clark completed the top half dozen after a fine race.

RESULT

1. Wayne Bray, Stratos/Minarelli, 13mins 44secs, 85.15mph; 2. Boyd Barrington, Zip/CSK Rotax; 3. Eamon Talbot, Zip/Rotax; 4. Brian Kennedy, Zip/Johnston Rotax; 5. Steve Pridmore, Stratos/Rotax; 6. Malcolm Clark, Kelgate Zip/CSK Rotax.

Fastest lap of the final . . . Bray and Barrington . . . 1min 21.5secs, 86.09mph.

250 NATIONAL

Two different heat winners in the single cylinder class . . . Andy Martin and Colin Fletcher. The latter had pole with Martin alongside for the final. Martin Pluck was next with Mark Allen completing the row. Derek Rodgers sat on row two with Alan Hyde and Steve Matthews.

Disaster struck Colin Fletcher as they approached the line on the rolling lap . . . sidelined on the circuit alongside the pit wall.

Sadotti and Babington were also in trouble and the field got away without those three. Pluck and Martin led them away but after one lap Pluck was down to third behind Allen as Martin held the upper hand. Rodgers was behind Hyde as Sadotti joined from the pit lane with Babington doing likewise. Martin still led after two laps . . . Rodgers was closing on Allen with Hyde ahead of Morgan and the rest. Lap four and gaps began to appear . . . Rodgers had moved ahead of Allen and the lead trio were easing away from the rest leaving Hyde in charge.

Morgan was out at half distance as Rodgers began to attack the lead of Martin. Seven laps gone and he came through in front though Martin was sticking to him and after one more lap the F1 90 was ahead of the Anderson yet again. Allen was running well . . . and lonely . . . in third whilst a good scrap for the next place was going on between Hyde, Maunder and McAdam with Wilcox also in there.

Rodgers was back in front after nine laps as backmarkers came into the picture but during the course of the last lap Rodgers held firm to cross the line first and take the UK Cup. Allen had third at the end with the close battle for fourth ending in success for Hyde with Maunder and McAdam completing the top six.

RESULT

1. Derek Rodgers, Anderson/Wood Yamaha, 12mins 50.9secs, 91.01mph; 2. Andy Martin, F1 90 /Honda; 3. Mark Allen, Dino/KTM; 4. Alan Hyde, Anderson/Honda; 5. Kevin Maunder, Anderson/MWR KTM; 6. Stephen McAdam, Zip/KTM.

Fastest lap of the final . . . Rodgers . . . 1min 16.1secs, 92.19mph.

125 OPEN

Derek Price took both heats in the Open class to wrap up pole for the final. Simon Cullen was alongside with Nigel Wigg and Alex Pettigrew completing the row. Paul Molloy, Nick Costin and James Smith made up row two and on the green it was Price and Cullen who got away first.

For the first lap it stayed that way with Molloy, Pettigrew and Costin all going into retirement. Barrington was up to seventh after two laps, Price still led from Cullen with Barker, Webb, Roberts and Wigg battling it out for the next spot.

The scrap was so intense that it drew strong words from commentator Don Briggs . . . his lofty view being that driving standards were not all they should have been.

Half distance and Price was comfortably leading . . . Cullen still had second but was being caught by Webb. Barker was next to leave the fray and after six laps Webb had just got the edge over Cullen with Roberts ahead of Wigg and Barrington a long way clear of King, Patterson and Smith.

The lead of Price got longer as the race reached its closing stages . . . Cullen was comfortably back in second following the demise of Webb whilst Wigg and Roberts still had the next two places.

Lap nine completed and Roberts

had fallen back to fifth behind Barrington and with Price closing on backmarkers he was looking good out front. Barrington found some extra during the last tour and snatched third from Wigg with Roberts and Patterson completing the top half dozen.

A popular win then to Derek Price.

RESULT

1. Derek Price, Stratos/KPS Minarelli, 13mins 20secs, 87.90mph; 2. Simon Cullen, Anderson/Rotax; 3. Boyd Barrington, Zip/CSK Rotax; 4. Nigel Wigg, Zip/CSK Rotax; 5. Trevor Roberts, Anderson/Goff Rotax; 6. Roy Patterson, Zip/Patterson Rotax.

Fastest lap of the final . . . Price and Webb . . . 1min 19.2secs, 88.59mph.

SNETTERTON SNIPPETS

It was nice to hear that after the success enjoyed by Derek Rodgers a number of 250 National drivers took the trouble to go along and congratulate him. All were of the opinion that his victory was a well deserved one adding that they were pleased he had not called it a day earlier in the year when times were certainly rough.

His win didn't come without problems though. In the first heat he had a water hose detach itself showering Derek in hot water!

He ended that heat with a blistered thumb after trying to stem the flow. The motor was offered to Richard Dean after the Ripley driver had suffered a big end failure . . . and would you believe the same happened to Richard on the rolling lap next time! After the final as Derek and his crew loaded the kart for home they discovered a punctured rear tyre!!



It's the Pits man! Snetterton September. Pic: Steve Nelson