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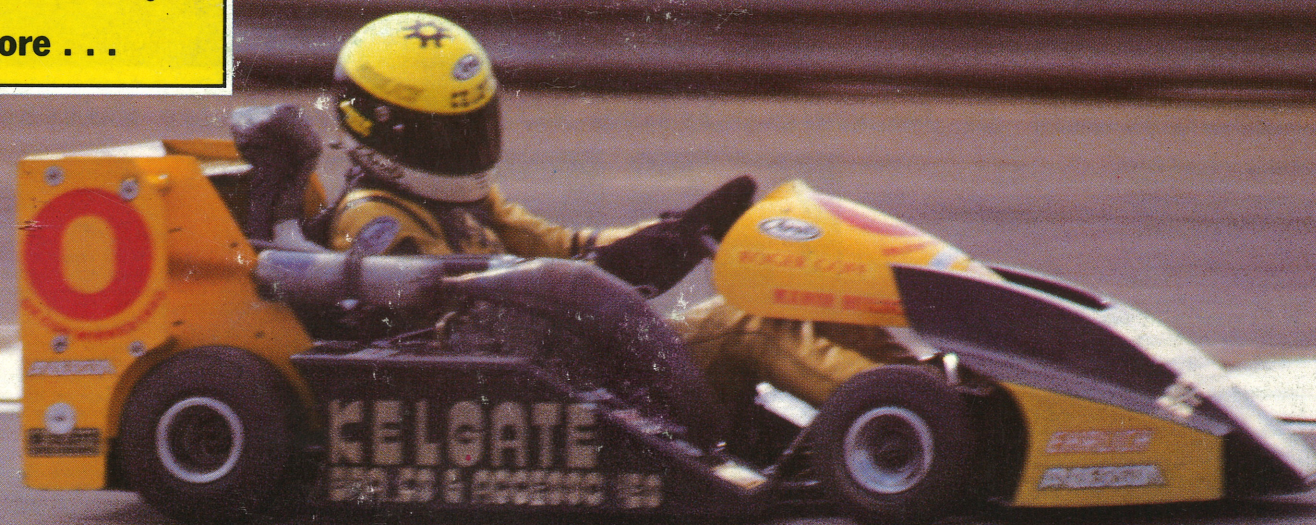
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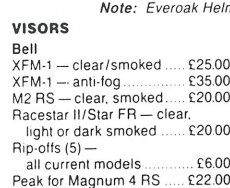
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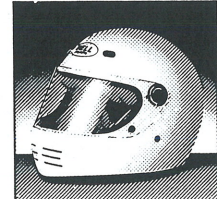
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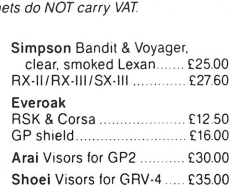
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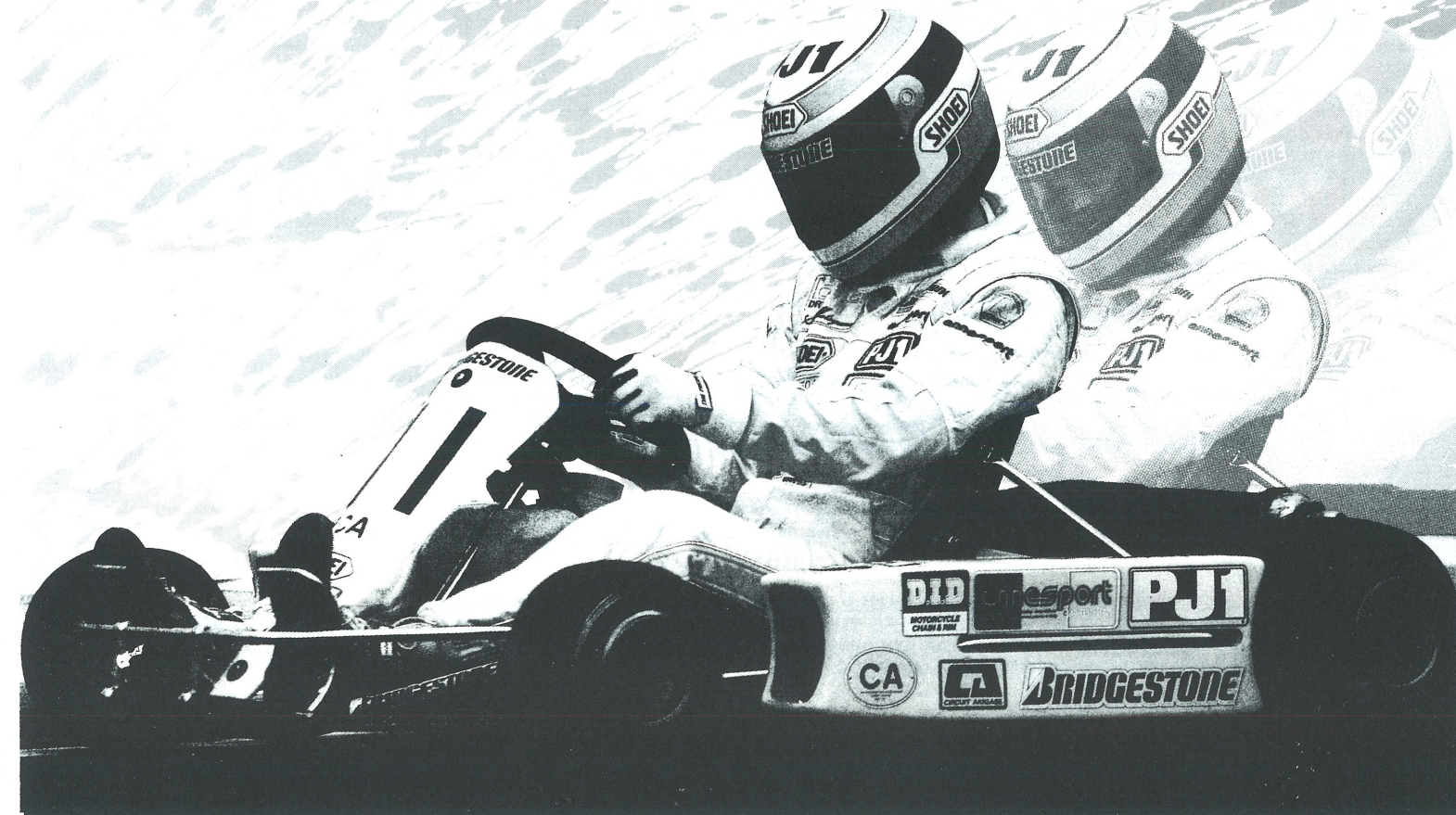
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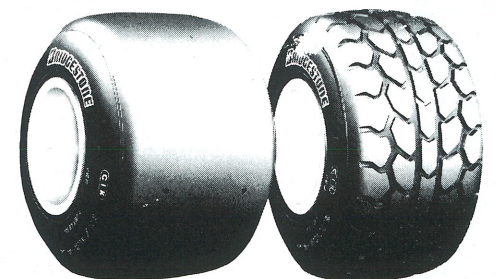
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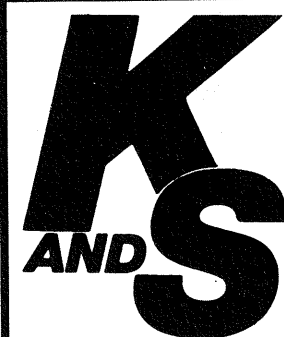
250 NATIONAL Colin Fletcher's Championship winning Anderson/KTM. Phone for details. Engine re-builds, chassis mods, tuning etc carried out. Telephone York 0904 421596.

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1990 IOM Kart Grand Prix, the official video out now! 2 hours of action-packed thrills, £14.95 and £1.50 post/pack: IOMKRA, 6 Ashlar Drive, Union Mills, Isle of Man.

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FRONT COVER:

Roger Goff, UK Cup winner ended the season with a win at Truxton.

Inset: Peter McLaren — 1990 Scottish Cadet Champion.

MONTHLY

No: 139

Mike Says . . .

With the darker nights upon us it is probably a time for reflection . . . a look back at the season just gone . . . and what might have been! A number of points have been raised during the year, noise, fuel, Championship administration etc and all are worthy of further consideration. Certainly on the question of noise and fuel control a number of people have said to me that firm action is required. The Governing body are actively looking into the problem of noise and you will no doubt have seen in the National press recently that there is a strong lobby aimed at reducing noise generally, not just in relation to Motor Sport.

On the fuel question it does appear to be somewhat 'grey' area with no firm resolutions coming forward . . . at least none that have been made public. No doubt steps are being taken to resolve the problem but judging from comments made to me I'm sure all concerned would welcome a firm initiative from the Governing Body . . . either make the so called 'dodgy' fuels legal or make it clear that they are indeed illegal. OK, satisfactory testing is a problem in that very expensive equipment is required to adequately test on the day, hence the sometimes lengthy delays before samples are fully analysed and results produced.

Until the whole question of permitted fuel is properly addressed the hints and innuendo that certain people are running illegally will persist.

That is a pity . . . because I don't honestly believe that anyone is looking to 'cheat' . . . they are simply doing what they consider to be OK under the present regulations. It has been said many times . . . either open it up and make it legal . . . or stamp on it hard. Let's hope 1991 will bring a satisfactory solution.

Mike Smith

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Neil Hann, current Super One Champion, switched to a Swiss Hutless chassis after Saturday practice on his usual mount at Langbaugh. His subsequent first outing on the Swiss hutless netted him a fine sixth place.

The marque had further success in 100 National when Irish Kart Gran Prix winner, Gordon Douglas, won both the Pre-Final and Final with his TJ Atomik powered outfit.



The new indoor venue, In Kart Racing of Halifax is to be a collection centre for the Children in Need Appeal on Friday, November 23.

BBC Look North and Radio Leeds will be in attendance and the idea is to have teams of 10 drivers with eight reserves taking part in a marathon 24 hour Le Mans style event. A £1,000 donation to the Appeal fund will get your team an entry to the event.

Other fund-raising activities will take place in the large exhibition area and all are welcome to go along to the Ladyship Centre in Old Lane, Halifax and join in the fun.



Steve Boreham of Shenington KRC was asked by his employer to exhibit his kart at the recent company open day. Steve displayed his Allkart/Parilla outfit (concours prepared!) together with some of the pit work and engine tools required, RACMSA material, K&S, and video. Afterwards he commented 'There was a lot of general interest, many serious enquiries about taking up the sport, and some new recruits for the popular Shenington club'.

For its concours appearance, the outfit is raced hard, and with it Steve is currently second in the Senior Britain Super Shenington Club Championship.

Bob Clowes of Motiv has announced a new range of exhausts and silencers for 1991. The '91' Series MOTIV expansion chambers and the large aluminium silencers are produced as separate items and can be purchased separately. The expansion chambers have shown a very significant power improvement and the silencers have made a notable reduction in exhaust noise.

The MOTIV '91' Series Rotax Exhaust gave Bob a remarkable turn of speed at both Cadwell and Silverstone during testing and the first 125 P&R Honda RH '91' pipe won the Welsh Championships, first time out at Pembrey. James Ponting, the 250 National Short Circuit Champion of Southern Kart Services has reported a dramatic improvement in performance of the 250 Cagiva since fitting the new pipe and will be stocking them for all new motors.

The '91' Series includes pipes for both single and multi exhaust port KTM's, all Yamaha YZ's, Suzuki RM 250 and Honda CR 250, several 125 P&R motors, 210 Villiers and the 125 Disc valve TM.

For details and prices contact MOTIV... or refer to ad in Traders Directory.

Don't forget the Cadwell/Central/RAC joint Presentation evening at the Moor Lodge, Branston, near Lincoln, on Friday, November 16.

Further information from Phil Wilkinson, 11 Helsby Road, off Brant Road, Lincoln.



Just in time for Christmas VANNIN VIDEO have produced a film of the Isle of Man Kart Grand Prix held at the end of June around the streets of Peel.

It certainly is a road race with a difference and the video runs for approximately 2 hours and fifteen minutes. Plenty of action shots covering all classes interspersed with driver interviews, a look at the firework display and coverage of the Prize Presentation.

An interesting new look to the whole thing is a flying lap or two as seen from an on board camera.

Priced at £14.95 the video is available only from the Isle of Man Kart Racing Association and is well worth a look during the coming darker nights.

For details of where to get your copy see classified pages.



With effect from November 5, 1990, Brian Clark, 13 Meares Drive, Shaw, Swindon, Wilts SN5 9QN, takes over as competition secretary and will be observing the following few rules:

1. Postal (or handed in at previous meeting/or hand delivered) entries only, with correct fee, before closing date.

Note: No fee/no entry. No telephone entries.

2. No 'phone calls please before 7pm or after 10pm.

'Adherence to the above will enable me to do the job, carry out my own employment, enjoy Nick's racing and hopefully prevent race day aggro,' says Brian.

As Britain and Cadet classes are usually over-subscribed at Rissi, a SAE would be appreciated to send out confirmation of entry.

As my wife and I usually go to Rissi the night before, I shall probably set up a signing on session for those present - this will ease congestion on race mornings.

Finally, my thanks to Paul Ogden who has ably managed the position over the last few years and has earned a rest.

BRIAN CLARK



Alfred Murray Ltd of Surrey have introduced a range of all terrain vehicles... the Range Rider 2 by 4 aimed at children of 12 and upwards.

They are right hand drive, two seaters with dual control, seat belts side and roll bars.

They are designed for children, the problem might be getting dad off the thing!



Steve Boreham

Strictly Classified!

CADET

ONE 1989 ALLKART CADET. One 1990 Allkart Cadet. Ferrari S 60 Comer engines. Lots of spares. Ex Daniel Wheldon Championship winning engine. Offers. Telephone: 0992 451696.

100cc

CURRENT WINNER/100 Nationals. Sprint rolling chassis, quick release, axle hubs, tilcot seat, Mono 5, vented disk side pods and nose cone, £550 ono. Telephone: 061-445 8197 after 6pm.

COMPLETE 100cc racing outfit, superdirt A frame rolling chassis with side pods, nose cone, Cheng Shin slicks. This kart is as new, used only once. Two TKM L90 TT motors complete with carbs. Both completely rebuilt with all new parts. Spares include... new unused Cheng Shin slicks on Mono star rims. Mono star rims suitable for wets. Kart pusher, sprockets, noise boxes. All of this equipment is immaculate, £1,495 ono. Telephone: 051 427 6475.

100 NATIONAL beginners outfit, '87 Sprint 30mm hollow axle, nearly new slicks, stand, cover, sprockets. Quick Parilla T31 just run in and TKM rebuilt, not run in. Kart plus Parilla, £625. TKM, £175. All for £750 ono. Telephone: (Office) 0895 420901 (Evenings) 081 568 9003.

100 NATIONAL 1989 Allkart chassis. Side pods, three sets of Vegas on top quality rims including wets. Superb Rotax with slide carb, used very little. This kart is fast. Price includes stand, trailer, etc. £1,600. Telephone: 0628 602695.

100 SENIOR Britain, Gillard with parilla, £650. 100 Arrow, £180. 100 TKM L90, £300. Side pods, £30 or £900 the lot. Telephone: 021 354 6725.

100 BRITAIN Zip chassis with Arrow engine. Rebuilt and fully tuned, run-in, not raced. Excellent condition, Nosecone, stand. Won many trophies, £450. Tel. Andy 0442 212174.

GILLARD CIK Mk 2 tuned TKM L95 TT. Hi-fi rod for national. Pods, monos, wet rims, trolley. Various spares. Ready to race, £750. Telephone: Tring (0442) 826022.

100 BRITAIN Boxer, 1990, 6 months old. Slicks and wheels, Tillett seat. Ready to race with JM Dap engine, £1,000 ono. Telephone: 0480 812005.

SPRINT Parilla 100 Britain. Very clean, ideal beginners kart. Dunlops, not used since pro-engine re-build, £750 ono, including stand, etc. Telephone: 0257 422892.

WRIGHT 1990 Britain chassis, loads of extras with or without the best of TKMs, offers around £550. Telephone: 0689 54187.

125cc

DEAVINSON Sprint gearbox rolling chassis wanted. Also 125cc Motor Aspes, 5-speed, square barrel preferred. Tel. 0476 860911.

1989 WRIGHT TKM 125 Open. Chassis resprayed, Kart completely rebuilt. Ideal short circuit kart. Few spares. Ready to race, £1,450. Tel. Bob Wright 0256 763754 or 0860 595770. SPYDA Minarelli, rebuilt motor, very fast. Spares, stand, suit, helmet, boots. Everything must go. This is a bargain. £1,300 ono. Tel. 0634 401727 (Chatham, Kent).

GARY ASHURST HAS FOR SALE: 1990 Bandit 2 chassis including rev counter, brake bias, duplex sprockets. Full body, £945. CSK 1990 Rotax 125 a/c including flat slide carb and pipe, £895. CSK 1989 Rotax 125 a/c, 1989 UK cup winning engine including carb and pipe, £695. All good stuff, ready to race. Change of class forces sale. Tel. 091 4143799 (Home); 091 2611471 (Work).

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PHOENIX Minarelli 125, Surespeed rebuild. Reliable and quick, £950. Also Minarelli 125 engine, £425. Or swap for Villiers 210. Tel. 0203 641622.

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ZIP 125 Rotax, short circuit trim, pods, rear spoiler, stand, some spares, £800. Tel. 0256 460283, 6 pm-7.30 pm.

ANDERSON Rotax 125, very fast, Stoney carb and exhaust, Surespeed clutch, just rebuilt. Wets, stand, sprockets, jets, spare carb, complete set up to sell, £1,500. Tel. 021 783 0012.

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Last date for receipt of completed application forms: 22/11/90.

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The 700-metre circuit will have the benefit of computer race timing so you can see at a glance who is leading.

The Shenington Annual Dinner/Dance will take place at Kenilworth on 1st February, 1991 and tickets are available from Lesley Allen, 029587 8188.

It looked at one stage recently that Scot George Bett would call it a day... business commitments not leaving sufficient time to go racing. However, it now appears likely that George will continue in the 210 class next year.

Former 210 British Champion John Newton is now able to offer a complete service for Britain classes ranging from an exploratory chat to full race preparation.

JUST HEARD



Chris Lambden, Editor of K & S in its formative years, took part in the recent Bathurst saloon race in Australia finishing inside the top ten at the wheel of a Nissan.



Long Circuit drivers may be interested to learn that Knockhill has undergone extensive re-surfacing. It was due to be closed recently whilst the work was carried out.



HAPPY NOVEMBER BIRTHDAYS TO THE FOLLOWING

| | |
|------------------|------|
| Paul Wilde | 21st |
| Chris Rankin | 24th |
| James Ponting | 14th |
| Derek Rodgers | 25th |
| Mark Thompson | 26th |
| Boyd Barrington | 11th |
| Chris Cattermole | 11th |
| Gary Adnitt | 20th |
| John Newton | 27th |

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DATES FOR YOUR DIARY

November 11: Chasewater, Rowrah, Kimbolton, Tilbury, Wombwell.
November 18: Nuthampstead, Crail, Shenington, Langbaugh, Bovington.
November 25: Blackbushe, Dunkeswell, Fulbeck, Felton, Three Sisters.
December 2: Rye House, Shenington.

LETTERS TO THE EDITOR

Dear Mike

This year's Silverstone Grand Prix threw up a few problems for the organisers and officials caused by an over subscribed entry. Firstly the grids were rather large and secondly some of those entered had done very little long circuit racing this year. The ballot system for grid positions compounds the problem because, inevitably, we get groups of slower, inexperienced drivers at the front of the grid with large groups of faster, more experienced drivers behind. This results in bunching and multiple shunts at the first few corners, causing damage to equipment, injury to drivers and further unnecessary administration problems for the officials.

This sort of situation does not look very professional to the spectators we are trying to attract

and therefore reduces the potential of the sport to would-be sponsors.

It has been suggested that timed practice for everyone would solve the problem and this is probably true and may be possible to arrange for a three-day meeting such as Silverstone... but the same problem occurs to a greater or lesser degree at all meetings.

I would suggest that a list of finishing positions at all long circuit events is used to compile a 'league table' of drivers. The top 60 on this list would qualify for events such as Silverstone, Brands, etc. The system would work in this manner. At the first meeting the winner of the final would get points equal to the number of entries in the class; say 50. Second place... 49 and so on with non-finishers getting one point. At the next meeting the competitor with the most points

would be on pole for the heats with low and no points scorers at the back. This will give a grid position almost identical to timed practice after a few events and result in much less hassle for everyone.

It would create more interest for spectators and drivers alike. Just a thought.

Bob Clowes MOTIV

Dear Ed,

Although I have been involved in Long Circuit karting for the past ten years I have known little about the Short Circuit, non gearbox scene. The last few weeks have, however, helped to put that right to some degree and I have thoroughly enjoyed the K&S meetings I have attended.

I would like to thank the officials

at Rowrah, Larkhall and Kimbolton together with the drivers, their families and friends for making those visits so pleasant.

See your next season.
Mrs Jean Smith

Dear Mike,

After a very happy and enjoyable season doing the Kart and Superkart Championship I have decided to take up Formula Ford for 1991 with the Future Force Motorsport team, based just outside York.

Thanks again for your initial letter whilst I was in Northern Ireland during 1988, explaining all about the sport.

I hope to pop along to some kart meetings next season.

Yours sincerely,
Andy Kraemer, Senior Britain, Hubby, near York.

1991 LONG CIRCUIT SEASON

Almost before the paint is dry, so to speak, plans are well advanced for the 1991 Long Circuit season. Following the suggestion that there should be only one Overall Gearbox RAC Champion for next year the Long Circuit Clubs quickly got together and came up with the idea of running a Club Championship, taking in all Long Circuit events.

However the idea of just one Champion met with a lot of criticism and whilst the idea has not been totally written off it will not come into being for next season... there will be a RAC British Champion for each class.

At the time of writing it looks as if there will be ten long circuits events next year... not including the Grand Prix... and the Clubs do intend to run a Championship. The points system will be that used by the CIK, i.e. 15 points for a win... 12 for second... 10 for third place

... going down to one point for twelfth spot.

There will be no separate registration fee... all drivers entering an event will score points if they finish in the top twelve providing of course they are not excluded for any reason.

As I write the dates for next year are as follows:
February 17th
March 10th
April 21st

May 5th
June 15/16th
July 6th
July 20th
August 24/25th
September 7th

Pembrey
Cadwell
Cadwell
Snetterton
Knockhill
Cadwell

A further date is likely at Pembrey... yet to be confirmed... Thruxton is almost certainly on again next year and the Grand Prix will be as usual the first weekend of August.

As far as the Grand Prix is concerned it appears that some form of qualifying will be introduced whereby potential GP competitors will have to have done at least a couple of long circuit events before their entry will be accepted. Nothing firm is to hand on that at the moment but as soon as it is we will bring you the news.

It also seems likely that the World Round for 250 E will not take place at Silverstone... an alternative venue has yet to be confirmed.

Of the Long Circuits listed it has still to be decided which of those will count towards the RAC British Championship. Again, more news as soon as we have it.

So, at the moment it does look a little bit more stable, no doubt all will not totally agree with the ideas but if you have anything constructive to say then let your Club know now. Don't leave it in the melting pot and complain half way through next season!

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John Newton 081 660 4362

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| Engines | 250 Yamaha YZ/WC. 250 Suzuki RM W/C, just rebuilt with ign, pipe and carb. '85 Iveco 35-8 High Top diesel van. S/Door, tow bar. Seats seven... carries 2 L/C karts. | £550 each |

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NUTTS CORNER OCTOBER 13 1990

For the final meeting of the season over 100 drivers competed in excellent weather for ALLIED IRISH BANK and EAST WEST TRANSPORT TROPHIES at Nutts Corner.

Gordon Duncan from Crumlin, fresh from his success at the 100 National British Open set a blistering pace from the off with Peter Duke challenging hard. Roger Drumm from Lisburn was clawing his way through the pack and by the three quarter stage was up to third, ahead of Jonathan Kane.

No impression could be made on the leaders though, who were some four seconds ahead but the last lap proved to be a dramatic one for Duke. In his determination to take the lead he ran wide, spun off and left Duncan to cruise home, five seconds ahead of Drumm. Northern Ireland has come out well this year in the British Championships and Leslie Currie, aboard his 125 Open outfit was too hot to handle.

This weekend he was under early pressure from Trevor Roberts, the pair having a lap by lap dog fight. At the half way stage Roberts seemed to lose his determination just a little and that allowed Currie a comfortable lead which he held to the flag. Both the East West drivers, Raymond Johnston and Brian King were having a close fought battle and they both passed Roberts to claim second and third places.

Trevor Roberts did, however, prove himself to be one of the most talented drivers when he claimed pole for the 250 Formula E final. On an ageing machine, borrowed from former Grand Prix winner Richard Bell, he took an early lead. It all came to an abrupt end though when another driver collided with him on lap three.

The turnout for this class was one of the best all season and up front the lead changed hands several times. Geoff McBride from Bangor was the eventual winner from 'neighbour' Colin Menary.

The Cadet class also had a superb turnout, having grown steadily all year. With the top two having moved to Junior ranks the door was open for the others to gain some late extra points in the Club Championship. Gareth McAllister had the edge on the day and finished ahead of John McGuigan with a welcome visitor from Eire, Mark Dunnion, third.

The Junior Britain class got a bit of a shake up when Richard Lyons... fresh from Cadets... got in amongst the first three early.

An unfortunate spin put him down the field somewhat leaving the racing between the familiar Adrian Pollock and Jonathan Wright. The Gran Prix holder, Wayne Douglas, didn't make his move until after the first few laps, but when he did he moved steadily through to take the lead after eight laps. Pollock and Wright didn't give up the chase but Rowan Donnelly proved a bit of a handful for Wright in the closing stages. At the flag though it was Douglas ahead of Pollock with Donnelly making it to third.

The 125 P & R Class had a relatively small turnout on the day. Top man, Alistair Rooney, who had been unfortunate not to take the British Short Circuit title after his chain broke in the final, was on form though. From the off he set the pace and opened up a lead on the IRL plate of Colin Byrne, holding it to the flag.

The 250 National had Alan Hyde of Portadown take an early lead

from pole with Robert Walkinshaw close on his heels. Stephen McAdam was uncharacteristically on the fourth row but made rapid progress through the field in the early stages moving into second after four laps.

Hyde managed to keep the power on hard leaving McAdams and Walkinshaw fighting amongst themselves. At the flag Hyde was the winner with Walkinshaw taking second ahead of McAdam.

The Junior Britain Restricted class had Mark Bradley featuring strongest on the day. Martin Gallagher had an excellent day to come home second ahead of Philip Evans.

All in all the racing was typical of every race this year at Nutts Corner... fast and close. It was encouraging to see so many Cadets out. It was even more encouraging to see what race experience can do so early in life for a driver, as was demonstrated by Alwyn Clyde and Richard Lyons, finishing fourth and sixth respectively in Junior Britain.

Thanks to all concerned with the organisation and running of the meeting and thanks also to St. John Ambulance Brigade personnel for their attendance. Last, but not least, thanks to all drivers for a great day of racing.

Some tickets are left for the Annual Ulster Karting Club Prize-giving Dinner/Dance and anyone interested should contact Sylvia Cairns.

Report by John Belshaw.

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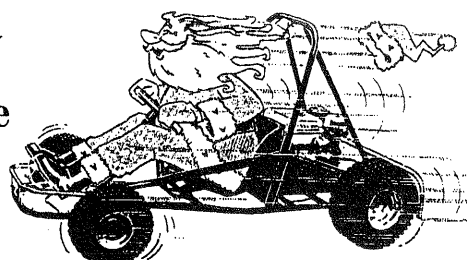
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Little Rissington – October 7



Anthony Cleal, Dino/PCR, 100 Britain Premier.

Pic: Paul Turner.

After bad weather on Saturday, Sunday dawned bright . . . some cloud . . . but it stayed sunny albeit cold for most of the day.

Usual over subscribed entry in Junior and Senior Britain with an overall total of 226.

125 National Nigel Puddiphatt and Kim Marks each had a heat win and it was the former who went into an immediate and unassailable lead with Marks and Alan Dell next.

By lap three the leaders had broken away from the main bunch which was led by Maggie Dell. Changes were taking place further

back as Graham Bull took Priest and Thomas came through to 10th. Bull went back a couple of places as Lorraine Wilson took seventh whilst Arnold was climbing all over Marks.

Lap seven and Wilson had a coming together with Priest, both spinning out.

The order at the front was Puddiphatt, Marks and Arnold and that was how it stayed to the flag.

JUNIOR BRITAIN

After one of the worst starts I have seen for a long time, former Cadet Dean Haddon went into the first corner with a substantial lead. By lap two he was pulling away with Cullum and Hammond staying close for second. For five laps Hammond hung on to third but persistent pressure from Cox and slightly wide into one bend gave Cox his chance and he was through. He couldn't catch his mate . . . Cullem . . . and had to settle for third at the end.

210 NATIONAL

Simon Bateman was on pole after two heat wins and went straight into the lead followed by Passey and Payne.

By lap six Bateman was on another planet from the rest though his lead over Payne was only half the distance Payne had

over Passey. The excitement of this race was centred around fourth place.

Fawden, James and Johnson were close throughout until Fawden went out on the last corner.

100 BRITAIN RESTRICTED

Mathew Warr and Mathew Green on the front row and it was Warr who took the early lead from Green. For four laps Warr seemed to have a comfortable lead but Green changed 'gear' and inside two laps was ahead. The two local rivals fought alongside but by lap eight Green had got the message and created breathing space. As the race drew to a close fourth placed Percy closed on Lamon but not quite enough to take third.

100 BRITAIN CLUBMAN

Garry Mathews in this one instead of reserve in Premier and a bit of discontent from the others.

From pole it was Ash into the lead whilst race sponsors son Matt Gillard was pushed on to the grass and did damage resulting in retirement. By lap two Matthews was second and by lap four in front and well away. Meanwhile the 'Clubman' race was led by Ash from Dowdall, Huggins and Garrard. Ash eased away from his pursuers as Huggins got by Dowdall. The pace was fast and furious with Summers moving up from 10th to 6th.

250 COMBINED

Richard Leitner took an early lead in the Inters but couldn't get away from Pedelty with Brent Hill third.

From only five runners two were to drop back amongst the Nationals and by lap four Pedelty had the lead. The efforts of Leitner were thwarted by National backmarkers and Pedelty went on to increase his lead.

Chris and Pat Tomkinson led the Nats from Dennis Gale, Dredge and Mason. By lap three Chris had a small lead whilst Pat was just holding off Gale.

By lap eight Pat was gaining on brother Chris, took advantage of a

backmarker and went into the lead on lap nine, a position he held to the flag.

100 NATIONALS

The usual poor entry for this class . . . due to the 'O' plate meeting at Langbaugh. However, lack of quantity gave way to quality as the dicing for places produced some excellent racing.

Nick Clark and Marc Craddock on row one with the latter snatching the lead from Clark and Hill.

Lap six and into the dogleg Craddocks' motor hesitated . . . Clark was too close though and was held up whilst Hill took advantage and snatched second. Clark tried to hit back but couldn't get by whilst Ellis was closing all the time. At the flag it was Craddock and Hill close together whilst Clark was struggling to keep going having burnt a piston. At the line Ellis snatched third.

SENIOR BRITAIN PREMIER

Anthony Cleal on pole led away followed by Craddock, Robinson and Willoughby. By lap two Cleal was already making his mark and going away from the rest whilst Craddock was coming under pressure from Robinson.

By lap six Cleal had five seconds over Craddock and the rest and after eight laps he had extended that margin to eight seconds.

A good race came to a close with Cleal well clear of Verity who had Mills on his bumper and Craddock just holdong off Willoughby and Brookes.

COMMENT

Yet another excellent day of racing with a couple of protests to halt the continuity. Noise testing went ahead with no problems.

Various Cadet engines were thoroughly checked but all found to be legal.

Please note that at future Rissington meetings (100 cc classes) only Swiss Hutless and KID air boxes can be used.

Report by Brian Clark

Buckmore is Racing

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

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

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

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

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

ASSOCIATION OF BRITISH KART CLUBS REPORT OF THE SECOND MEETING HELD ON 14.10.90 IN BIRMINGHAM

Sixteen representatives of kart clubs and associations met in Birmingham on the 14th October for the second meeting of Association of British Kart Clubs. Many apologies were received, including one from Pat Connelly who was wished a speedy recovery from her hospital sojourn. It had been hoped representatives of the BKDA would be present but none came. Steve Chapman chaired the meeting as usual and read through the previous minutes. It was noted that the RAC MSA were holding a noise test day at Wigan for silencers to be homologated as a direct result of the ABKC initiatives. All agreed that any reduction in performance to achieve quieter karts was of no significance if it affected everyone. It was noted that the RAC MSA is expected to continue to lower noise limits. Although the RAC MSA seems to have a reluctance to rely on drive-by noise testing it was concluded that this method was the easiest to operate on a race-day, with the noisy karts picked out for static testing. The continental system appears to work well.

Steve Chapman has been invited to join the 100cc RAC MSA working party. It was agreed to nominate three members of the Association for the Kart Committee in the hope that the RAC MSA would accede to this request to have representation and it was hoped the BKDA would do likewise. Although the 1991 Kart Technical Regulations have not yet been released various changes have been notified e.g. Comer engines to continue in Cadets, possibility of hollow axles and magnesium parts for Britain. It was concluded that the RAC MSA is moving towards an amalgamation of Britain and 100 National. Each kart class was now discussed in detail and a questionnaire will be sent to all kart clubs to assess the overall feeling on the points identified as important. The steering group will then seek a meeting with the RAC MSA before Christmas, to be followed by the next ABKC meeting in February.

For Cadets it was noted there was the likelihood of a freedom in gearing, partly to stop the practice

of over-inflating tyres. It was agreed that a mandatory tyre pressure limit should be applied. The RAC MSA needs to take measures to quieten UK classes as they are currently on the borderline. For Britain classes it was recommended that a 19mm standard carburettor be introduced without a restrictor, for easier scrutineering and as a move towards European parity. Where clubs run a 'Clubman' and 'Supreme' class it was recommended that the split should be Novices and pre-1990 non-Rotax clone engines only (e.g. the Parilla TT27/31 etc) be allowed in Clubman. This will keep the costs down until UK and Junior UK become more established and clubs need to list permitted engines in their ASRs. The introduction into Britain classes of new engines without a solid second hand base was deplored as it has greatly escalated costs. If the 100 Super recommendations to move towards International A similarity were accepted then there will be no need for 100 National class. These were to use a 23mm butterfly carburettor, a dur-

able 'wet' tyre and possible limitations on slick tyre choice. 210 National should be phased out and efforts made to amalgamate the various 125 classes, but initially concentrate on reducing 125 National noise output. Also 250E noise limits should be as RAC MSA regulations, at least for short circuit.

On the general front it was hoped the RAC MSA would be able to devise effective fuel legality tests and severely penalise the culprits. It was noted that Cadet entrants were reputedly the largest purchasers and 100 Super the lowest. A further recommendation will be to ensure all novices are observed or have to undertake a training course before being issued with a competition licence. At the simplest this could be done by a club official ensuring a minimum lap time on a practice day. Seminars for Clerks of the Course, Starters and club officials would be encouraged with the recommendation that clubs be involved in any re-grading exercise.

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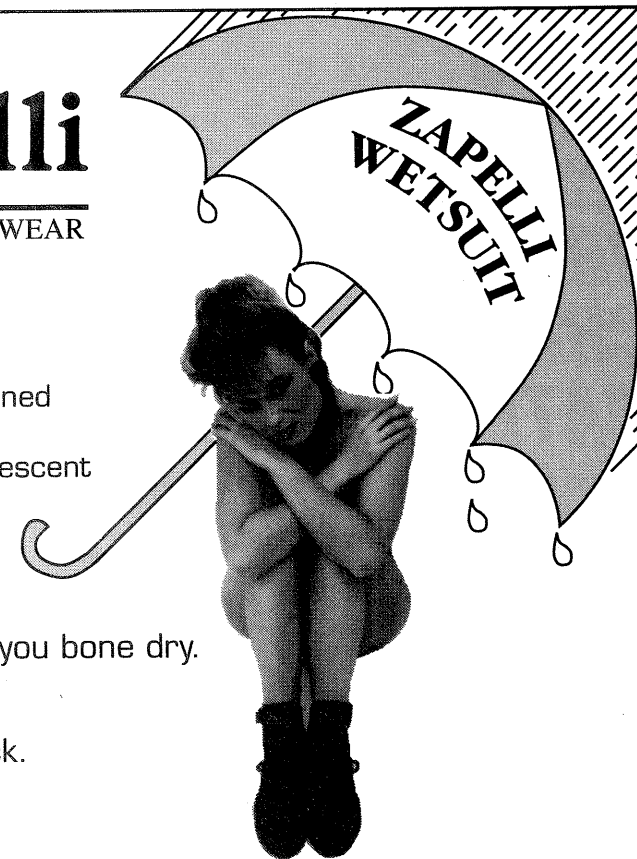
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RAC NEWS

Rule changes

The following regulation changes were approved by the RAC British Motor Sports Council on 20 September.

Britain Class: No use of Nikasil will be permitted from 1 January, 1991.

Power Valves: The RAC MSA regulations will be brought into line with CIK rules.

Cadet Sprockets: Wheels/sprockets must remain inside the price limit and as homologated.

Senior & Junior: Senior will remain a one-engine class. Two years notification of any change is required. Junior will be in all respects be the same as Senior with the exception of speed restrictions.

Unleaded Fuel: The use of unleaded fuel is recommended.

125 P/R: W/C engines are not allowed to run in the 125 National class.

British Made: Definition of British made: The cylinder head, barrel liner, crankcase and crankshaft, castings, stampings and forgings must be made in the United Kingdom. All machining and assembly must be conducted within the United Kingdom.

Down Grade: DS100 will be downgraded to Junior B on 1 January, 1991.

Neck Collars: The use of neck collars is strongly recommended, but will not be mandatory pending further discussion by the Medical Committee.

Rotax 128: A request for its entry into the 125 Open Class was refused as it would cause large increases in costs.

Noise

Extensive tests of new silencing equipment are being undertaken by the RAC MSA, which it is hoped will allow new noise limits to be applied early in 1991.

PROVISIONAL CHAMPIONSHIP DATES FOR 1991

SUPER ONE

Qualifiers: March 16th/17th, Larkhall; March 30th/31st, Shenington; April 13th/14th, Wombwell; April 27th/28th, Clay Pigeon.

Round 1: May 4th/5th, Larkhall.

Round 2: June 1st/2nd, Little Rissington.

Round 3: June 29th/30th, Shenington.

Round 4: July 20th/21st, Clay Pigeon.

Round 5: August 10th/11th, Felton.

Round 6: August 31st/Sep 1st, Langbaugh.

CADET 100 UK

Round 1: May 18th/19th, Clay Pigeon.

Round 2: June 8th/9th, Kimbolton.

Round 3: July 13th/14th, Wombwell.

Round 4: August 3rd/4th, Dun-keswell.

Round 5: Sept 14th/15th, Rowrah.

Round 6: Sept 28th/29th, Felton.

210 LONG CIRCUIT SUPER GOLD CUP

Final overall positions Top Ten

1. John Brennan; 2. Brian Borwell; 3. Gary Adnit; 4. Igor Ashwell; 5. Simon Quance; 6. Duane Sutch; 7. Kelvin Bonarski; 8. Tom Thacker; 9. Phil Featherstone; 10. Mark Johnson.

1990 LONG CIRCUIT CHAMPIONSHIPS

OVERALL POINTS POSITIONS – TOP TEN

125 P & R

1. Steve Pell; 2. Bernie Stoney; 3. Keith Bisp; 4. Richard Rozhon; 5. Ryan Baptiste; 6. Gary Needham; 7. Jonathan Vamplew; 8. Ian Barton; 9. Andy Griffiths.

250 NATIONAL

1. Mark Allen; 2. Adrian Wilcox; 3. Martin Pluck; 4. Colin Fletcher; 5. Stephen McAdam; 6. Andy Martin; 7. Paul Goodison; 8. Pete Morgan; 9. Dudley Martin; 10. Steve Matthews.

210 NATIONAL

1. Phil Featherstone; 2. John Brennan; 3. Brian Borwell; 4. Simon Quance; 5. Tom Thacker; 6. Gary Adnit; 7. Mark Johnson; 8. Duane Sutch; 9. Igor Ashwell; 10. Rod Stallan.

125 OPEN

1. Paul Molloy; 2. Trevor Roberts; 3. Steven Webb; 4. Stuart Mead; 5. Alex Pettigrew; 6. Nigel Wigg; 7. Andy Thornton; 8. Gary Tupper; 9. Bryan King; 10. Andy Bratley.

125 NATIONAL

1. Boyd Barrington; 2. Colin Mason; 3. Wayne Bray; 4. Eamonn Talbot; 5. Malcolm Clark; 6. Steve Pridmore; 7. Andrew Sowerby; 8. Ian Ashworth; 9. Derek Wilson; 10. Gary Ashurst.

250 FORMULA E

1. Ian Shaw; 2. Roger Goff; 3. Phil Glencross; 4. Martin Hines; 5. Tim Parrott; 6. Mark Webster; 7. Chris Topham; 8. Steve Edwards; 9. Andy Griffiths; 10. John Denton.

SHORT CIRCUIT GEARBOX

125 P & R

1. Keith Bisp
2. Alistair Rooney
3. Malcolm Hughes
4. Ian Barton
5. Bernie Stoney
6. Paul Hyde
7. Stuart Cruddis
8. K. Graham
9. Les Snowden
10. Richard Rozhon

125 National

1. Chris Stoney
2. Colin Mason
3. Andy Sowerby
4. Mark Haswell
5. Mark Powell
6. Brian Kennedy
7. Willy Grieve
8. Mark Gellatly
9. Scot Vomberg
10. Ian Williams

125 Open

1. Leslie Currie
2. Steven Webb
3. Andy Fairless
4. Bob Blight
5. Andy Bratley
6. Bill Stoddart
7. Stephen Coward
8. Colin Poole
9. Stuart Mead
10. John Brolly

210 National

1. Tom Thacker
2. Brian Johnson
3. Mike Fry
4. John Haigh
5. George Bett
6. Vernon Burgess
7. Chris Flitney
8. Stephen Plain
9. Bert Mee
10. Lionel Siffleet

250 National

1. James Ponting
2. Kevin Thornton
3. Malcolm Campbell
4. Andy Worton
5. Phil Eves
6. Paul Dredge
7. Mark Allen
8. Barry Peary
9. Pat Tomkinson
10. Tony Keele

250 Formula E

1. Andy Griffiths
2. Ian Shaw
3. Tim Parrott
4. Roger Goff
5. Neil Hems
6. Malcolm Green
7. Ian Woodcock
8. Paul Pedelty
9. Paul Studley
10. Bob Kennings

CADET AND 100 UK

Cadet

1. Daniel Wheldon
2. Tom Sisley
3. Jenson Button
4. Anthony Davidson
5. Matthew Shaw
6. Kevin Hall
7. Nelson Rowe
8. Jeremy Gumbley
9. Peter Maclaren
10. Hans Christoffersen

100 UK

1. John Aldred
2. Bill Tully
3. Duncan Halliwell
4. Michael Houghton
5. Ian Bell
6. Dominic Magee
7. Andrew Taylor
8. Neil Smith
9. Michael Riley
10. Richard Guest

THE HESKETH 250 CHALLENGE

Round 8 Three Sisters

Three heats to decide final grid positions with each one producing a different winner. Trevor Cryer took the first from Roger Mayers with Neil Hems, third. Paul Pedelty and Martin Wall were next up with the latter going on to take his first victory in the Challenge from the second heat. Cryer had to settle for second ahead of Karl Fisher, Mayers and Bob Kennings with Hems heading the rest.

The third eight lap heat produced a win for poleman Kennings with Cryer only about three lengths adrift at the flag. Pedelty took third from Fisher, Mayers and Hems.

Rain had resulted in the meeting running a little late so the final was reduced to eight laps... the same distance as the heats. Some felt that was quite enough anyway on the demanding Three Sisters circuit and the grid formation showed Trevor Cryer on pole with Mayers and Wall making up the front row. Hems and Fisher were on row two.

The poleman almost missed the off... being late arriving on the dummy grid... but did find his way to his rightful position.

On the green Cryer certainly wasn't left waiting and flew into an immediate lead ahead of Wall as

Mayers faltered slightly allowing Grainger to take third. Two laps gone and Cryer still had the lead... trying all he knew to increase that as three laps passed. Second placed Wall was a short distance ahead of Kennings. Fisher, Hems and Mayers were next with the rest already some way back.

At half distance Cryer still held firm... Kennings was putting pressure on Wall whilst Fisher was well clear of the rest. Mayers and Hems disputed the next spot.

Lap five and it changed... Kennings spun at the bottom of the hill...

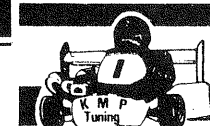
kept it all going to rejoin... but had lost some considerable ground. So with just two laps to go Cryer held on to beat off the challenge from Wall... the latter having a secure second place ahead of Fisher.

Some way behind the lead trio a tightly packed group fought for the places and at the flag Fisher had third from Hems, Mayers, Pedelty and Peters. Kennings recovered enough to take the next spot ahead of Smith and Ellis. Fisher was then to find himself removed from his third spot after failing the noise test so everyone moved up a place.

After 8 rounds the points table looks like this:

| | |
|------------------|-----|
| 1. Bob Kennings | 481 |
| 2. Trevor Cryer | 423 |
| 3. Paul Pedelty | 393 |
| 4. Neil Hems | 367 |
| 5. Paul Studley | 321 |
| 6. Ian Woodcock | 318 |
| 7. Malcolm Green | 307 |
| 8. Rob Peters | 295 |
| 9. Martin Wall | 294 |
| 10. Roger Mayers | 229 |

Liz Peters



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STOP PRESS

First time out on the Eagle Mark Allen – 1st Shenington

SHENINGTON 30.9.90

Two hundred and fifty karts turned up on a wet morning, destined to become even wetter. A dry line just started to appear as the heats started only for it to start bucketing down again. Later the rains came so heavy that the Junior Clubmen were red-flagged for a 30 minute pause. Unfortunately this only left time for five lap finals. After this meeting only three remain to settle the championship tables so given the choice many raced at Shenington rather than at one of the two Open plate meetings on the same day.

Although a noise improvement order has been served on the club racing will continue and all the necessary legal steps are being taken. Only a very few people in the nearby villages have complained and the RAC MSA is assisting with advice. The vast majority support the club activities and this can be expressed by supporting the raffle at race-days organised by the local Shenington school.

JUNIOR BRITAIN CLUBMAN

Heat 1: James Goode, Sam Cooper, Paul McConnell.
Heat 2: Jonathan Phillips, Paul Gill, Ian Seffron.

James Goode headed a full grid from pole position on his Wright, and made the best start, followed by Ian Seffron, Paul McConnell then Neil Carlisle from the third row. Goode pulled out a slight advantage as Jason Brooks hurtled into a marshalls post but rejoined and Sam Cooper's engine expired. Edward Mendel was coming up fast with his Allkart/BG Parilla, reaching sixth but then overdoing it and dropping to the back. The order for the first six then remained the same to the flag.

JUNIOR BRITAIN SUPER

Heat 1: Paul Giles, Lee Hammond, Nick Smith
Heat 2: Doug Bell, Nick Smith, Mathew Davies

A few had the inevitable spins in the wet heats including Darren Malkin and Malcolm Smith. However entries in this class were back to a healthy 18 with no less than nine Super One drivers present. Doug Bell took pole on his new Zip, set very wide front and back in the wet, with Nick Smith on his regular Dino alongside. Behind became Mathew Davies, also on a Dino 090, and Wright-mounted Edward Horner next. They started in that same order with Lee Hammond soon finding a way past Darren Malkin, with Charles Butler-Henderson next to come up. At the front Smith pressed hard and slipped safely by Bell coming out of Wilkins; these two beginning to pull away from Davies as the short race ended. After the race Malkin inexplicably ignored the signal to weigh, was given a second chance which

he did not take so was excluded. The lad is usually well overweight anyway.

SENIOR BRITAIN NOVICE

Heat 1: Matthew Warr, Stewart Smith, David Carl-Morris
Heat 2: Matthew Warr, Stephen Chandler, Spencer Jones

With his Wright and Arrow, Matthew Warr was soon miles ahead of the next battling group of four comprising David Carl-Morris, Stephen Chandler, Andy Day and Stewart Smith, with another gap back to Craig Edmonds, Robert Claridge, Piers Guest and the rest.

SENIOR BRITAIN CLUBMAN

Heat 1: Colin Peacock, Peter Smith, Jamie Bond
Heat 2: Dean Gillatt, Lee Seffron, Colin Peacock
Heat 3: Duncan Paterson, Anthony Dowdall, Paul Eden
B Final: Lis Hollander, Nick Grantham, Faye Robinson (100UK), Darren Russell

Only five karts remained in the B Final to contest the four places for the A where Colin Peacock was on pole with his Wright/Parilla, Duncan Paterson similarly mounted alongside. The front row led off, but only briefly as Lee Seffron took them both at Stratford with his Anderson and proceeded to pull out a nice cushion. That left third place in contention, behind Peacock, with Andre Clair finally catching out first Paterson then Bond at Stratford. Paul Eden in seventh hauled up onto the tail of Peter Smith.

SENIOR BRITAIN SUPER

Heat 1: David Clarke, Robin Chuter, Guy Wood
Heat 2: David Clarke, Ian Robinson, Jonathan Cullum

Going by the heat results it was no surprise to see David Clarke take a lights to flat victory with his Wright/PCR. Behind him Robin Chuter grabbed second from Nick Watkins through Cafe, just after the start, but thereafter he slipped back down the field, half spinning at one point at Stratford. Watkins regained second, only for his engine to fail exiting the chicane on the last lap and doing his championship hopes no good at all. Jon Cullum thus inherited second, with Guy Wood a little way back heading Steve Boreham, Ian Robinson, Tim Rust and the rest. Wood and Boreham are close together at the top of the championship table.

100 NATIONAL

Heat 1: Christian Horner, Nick Clark, Harry Handkammer
Heat 2: Andrew Cook, Harry Handkammer, Kevin Ellis

Harry Handkammer and Andrew Cook were on the front row, with Nick Clark and Kevin Ellis next. Mike O'Neill should have been

alongside Martin Riman but he chased round at the back, whilst Horner was stuck on the fourth row having had a rotary valve shear in the second heat. His bad luck continued with a brake problem in the final. The first three started in order, then Martin Riman showing a good turn of speed with his CRG Kali/Europa Rotax to take Clark at Wilkins. A lap later he made a brilliant move neatly slicing up the inside of both Handkammer and Cook at Stratford and held them off to the flat for a delighted win. Cook screwed in his carb to capture second.

125 NATIONAL

Heat 1: Jonathan Williams, Alan Dell, Maggie Dell
Heat 2: Maggie Dell, Robert Tindall, Alan Dell

Maggie Dell led momentarily off the line but hubble Alan was soon past and away on his similar Anderson/Rotax. Jonathan Williams in the 125 Open Allkart lost third to Kim Marks then more places to Robert Tindall, Lorraine Wilson and Shaun Taylor, Kim Marks took over second from Maggie and that was how they finished.

RESULTS

JUNIOR BRITAIN CLUBMAN

| | | |
|----------------------|-----------|-------------|
| 1. James Goode | Wright | TKM |
| 2. Ian Seffron | Anderson | SKS Parilla |
| 3. Paul McConnell | Gillard | BG Parilla |
| 4. Neil Carsisle | BG | BG Parilla |
| 5. Paul Gill | Superdart | PCR |
| 6. Jonathan Phillips | ? | |

JUNIOR BRITAIN SUPER

| | | |
|-------------------|--------|---------|
| 1. Nick Smith | Dino | BG TKM |
| 2. Doug Bell | ZIP | TKM |
| 3. Matthew Davies | Dino | PCR |
| 4. Edward Horner | Wright | Parilla |

SENIOR BRITAIN NOVICE

| | | |
|----------------------|---------|----------------|
| 1. Matthew Warr | Wright | Arrow |
| 2. David Carl-Morris | TKM | TKM |
| 3. Stephen Chandler | ZIP | TKM |
| 4. Andy Day | Gillard | Parker Parilla |
| 5. Stewart Smith | DAP | PCR |

SENIOR BRITAIN CLUBMAN

| | | |
|--------------------|-----------|----------------|
| 1. Lee Seffron | Anderson | SKS Parilla |
| 2. Colin Peacock | Wright | Parilla |
| 3. Andre Clair | Wright | Parilla |
| 4. Jamie Bond | Superdart | Parilla |
| 5. Duncan Paterson | Wright | Parker Parilla |

SENIOR BRITAIN SUPER

| | | |
|--------------------|---------|-------------|
| 1. David Clarke | Wright | PCR/Parilla |
| 2. Jonathan Cullum | Wright | TKM |
| 3. Guy Wood | Allkart | BG Parilla |
| 4. Steve Boreham | Allkart | Parilla |
| 5. Ian Robinson | Gillard | TKM |

100 NATIONAL

| | | |
|---------------------|----------|--------------|
| 1. Martin Riman | CRG Kali | Europa Rotax |
| 2. Andrew Cook | Kali | TKM |
| 3. Harry Handkammer | ? | |

125 NATIONAL

| | | |
|--------------------|----------|---------------|
| 1. Alan Dell | Anderson | Rotax |
| 2. Kim Marks | Stratos | SED Minarelli |
| 3. Maggie Dell | Anderson | Rotax |
| 4. Robert Tindall | Anderson | KMP Rotax |
| 5. Lorraine Wilson | Stratos | SED Minarelli |

210 NATIONAL

| | | |
|------------------|------|----------|
| 1. Simon Bateman | Dino | Villiers |
| 2. Martin James | Dino | KMP |

250 NATIONAL

| | | |
|--------------------|----------|--------|
| 1. Chris Tomkinson | Dino | KTm |
| 2. Glen Clarke | Dino | KTm |
| 3. Dennis Gale | Anderson | Cagiva |

210 NATIONAL

Heat 1: Simon Bateman, Martin James, Andy Passey
Heat 2: Simon Bateman, Colin Hoare, Martin James

The 210's ran behind the 250's with Simon Bateman taking the win from Martin James, followed by novice Tim Gibson, Andy Passey and more finishers than usual due to the shortened racing.

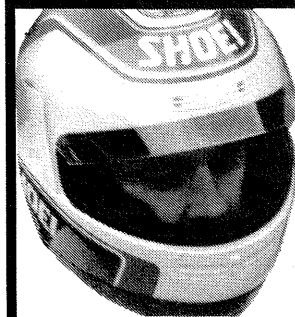
250 NATIONAL

Heat 1: Glen Clarke, Dennis Gale, Lenny Knox
Heat 2: Chris Tomkinson, Dennis Gale, Glen Clarke

A rather processional race was won easily by Chris Tomkinson, from Glen Clarke breaking a long run of non-finishes for entrant Clack Plant Hire, and Dennis Gale in third. J. Matthews was next ahead of Lenny Knox and Ian Hubbard.

Shenington's annual dinner dance will be held as usual at Kenilworth on February 1, 1991 with tickets from Lesley Allen, telephone (029587) 8188.

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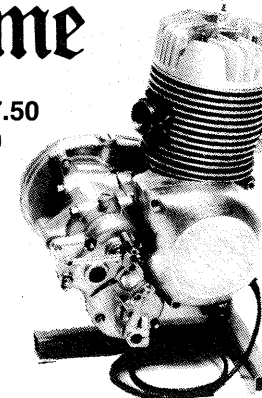
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BRITISH OPEN CHAMPIONSHIPS - LANGBAURGH

In all, there were 55 entries for the National class and 27 for the Supers, which wasn't bad considering the numbers seen at the previous "O" plate meetings. It would appear that for 1991, the format will be retained but with classes amalgamating so as to provide a reasonable entry for the organising clubs to run.

The 1990 Open Championship for National and Super provided great racing for all those present to watch the proceedings and with the weather relenting from the heavy showers seen on the Saturday, conditions were dry if a little cold and windy. The format for the meeting was the usual Super One style with the normal three heats for the Nats and timed practice followed by a couple of heats for the Supers. The start was delayed for a while due to the Actel timing man getting lost in the roadworks on the A19, a continuing problem in Middlesbrough. By strange coincidence, it was the first time in two years that the A66 into the 'Boro has not been afflicted to any great extent. By the next time you visit Langbaurgh it'll have changed again...

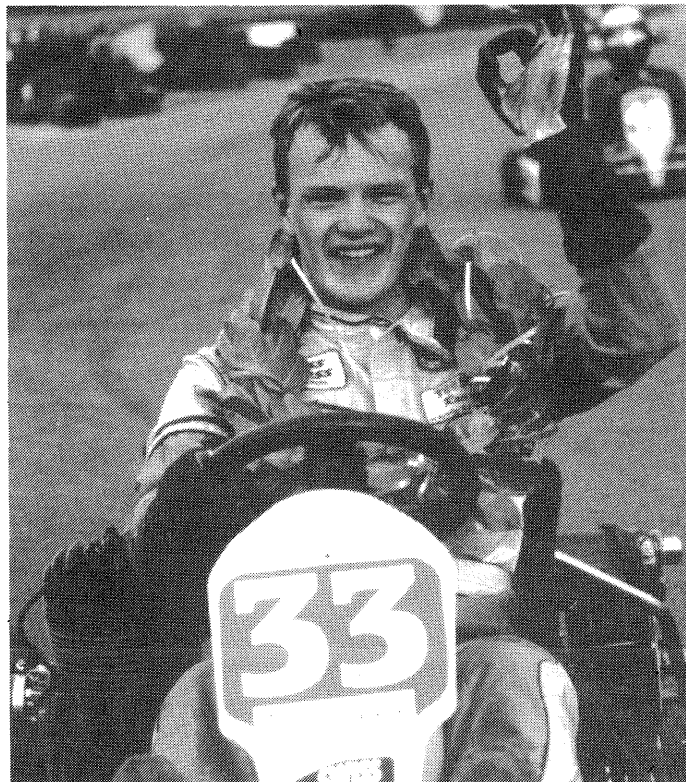
DUNCAN DARES

Heat 1

First blood to Christian Horner, off row two, with Vince Martin shadowing all the way before tangling on the last lap and letting Daniel Stulp into 2nd ahead of Gary Powell. Fourth on the road was Richard Yorke from Tony Edney, Steve Merry and Nick Dudfield (doing both Champs) and Jason Flaum.

Heat 2

First blood for Gordon Duncan, setting a cracking pace early on and never headed. Neil Hann was an unfamiliar number 8 but ran well, hitting second on the 3rd lap and keeping well up despite the challenge from Graeme Melville in the later laps. Melville provoked much discussion in the pits by using a Britain TKM but justified that motor selection in the best possible way, on the track. Blazing rapidly through the field was Alan Mackay, after a near the rear start. He headed Lee Whitney and Jan Herbert with Chris Cox and Peter Raynor (oddly enough a Central KC member) next along.



National winner Gordon Duncan. Pic: Iain Blair.

Heat 3

John Docker hit the front mid-way round lap one and that was it as far as the lead was concerned, Docker doing everything right to keep a handy lead to the flag. Alessandro Nannini lookalike, Nigel Metcalfe followed JD for a while, but Martin Moore and Graham Gannon soon put him right to finish 2nd and 3rd. An early threat was Lee Jones, the Karts 'n' Parts driver taking part in his second championship in two senior meetings. He faded as his handling became more unstable leaving the RAF's Tony McLeod to take 4th from Powell and Vince Martin.

Heat 4

A fine win here for Mark Fothergill after a race long battle with Alan Mackay and Graeme Melville, these three drivers together from lap 3 onwards. Leader on lap one, Richard Yorke, wound up in 4th place from Christian Horner with Hann again taking a top six place

Heat 7

The penultimate heat went to Fothergill after barnstorming progress in the first few laps and leading from lap 4 onwards. Moore and Duncan continued their train as they shot through to 2nd and 3rd again with the leader in the early part of the race, Lee Whitney, relegated to 4th at the flag. Fifth was Chris Cox with Nick Dudfield 6th ahead of Vince Martin and Neil Hann with Ian Cantwell and John Docker completing the top ten.

Heat 8

First taste of victory at the meeting from Graham Gannon in the last heat, but under some pressure from Jan Herbert and Graeme Melville, the TKM still going strong for the new Scottish Champion. Fourth was Paul Mace, the Tecno driver, having his first decent heat of the meeting. He held off Keenan in 5th with Stuart Freeguard and Lee Jones next along.

"C" Final

Pole for this race went to Mace from Richard Mack with Graham Thorburn and Philip Jarman on the second row. Right towards the back was THE hard luck story of the meeting. Lee Johnson had had a bad shunt at Kimbolton at the K&S round and came to this meeting full of hope. Sadly, the carbs would not run at all right for him and his motors would not permit him a finish.

The lights went green and Mace made the start we know he is capable of to lead round the first lap. Also making a good start was Johnson, but under-braking for the first loop, he was caught and then run over by another driver. He got out of the kart, limping, but restarted to attempt the impossible. He did not succeed in regaining the lost ground but won the admiration of all present for sheer guts and determination. We seem set to lose him to FF1600 next year, the Ford ranks are getting a real trier.

For a few laps, the first three in the race, Mace, Jarman and Danny Audritt looked like they may provide Johnson with his passport to the "B" final but they settled down to sensible driving by preserving their places as did Thorburn in 4th and the last qualifier. Fifth was Stephen Pauls with Lee Johnson

and seeming to be going better than at the Super One. The reason for that may have been the Swiss Hutless chassis, which he found to be a few tenths quicker than his usual Wright.

Heat 5

A good race up through the grid saw Martin Moore rewarded with a fine win although the second placed Duncan had to do his stuff from a row further back. Leader for half the race was Michael White and he duly took 3rd ahead of Ian Cantwell and Peter Raynor with John Docker completing the top six and just shutting out Gary Powell.

Heat 6

Good win here for Alan Mackay after Steve Merry did most of the spadework for over half the race. Merry held on for second as quick local Andrew Keenan took third from Flaum and Jonathan White with Bob Stansbury keeping Lee Jones out of the top six places.

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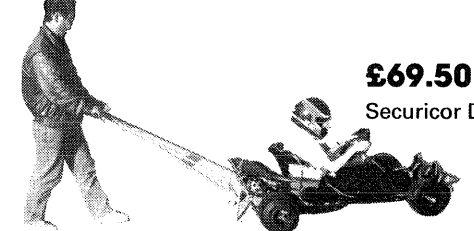
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WEST**

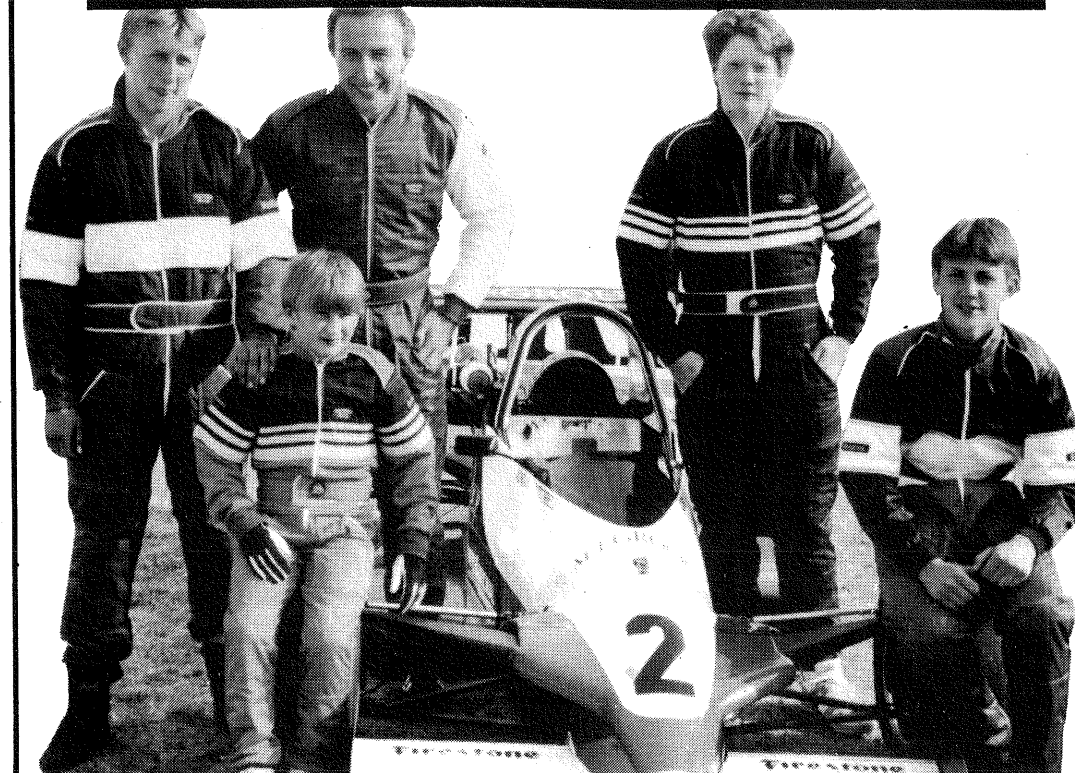
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 4. Leigh Oxyby Zip/Rotax
 5. Charles Mee Zip/Minarelli
 6. Neil Reeston Lazer/Rotax

- 250**
 1. Dave Durance Kobra/Rotax
 2. Ashley Barnard Zip/Yamaha
 3. Colin Kay Phoenix/Yamaha

- 100 UK**
 1. No. 61
 2. Craig Kellett Knight/TKM
 3. Gerald O'Donaghue Boxer/TKM
 4. Alan Clarkson Knight/TKM

- 100 NATIONAL**
 1. Mark Faulder /Rotax
 2. Paul Ibbotson
 3. Matthew Payne Swiss Hutless/Rotax /Rotax

Kimbolton, October 14

100 Britain Clubman

1. Stuart Sagers Wright/Parilla;
 2. James Leithbridge Dino/TKM;
 3. David Thirsk Jeta/TKM;
 4. Jannine Martin Sprint/Parilla;
 5. Paul Blumire Gillard/TKM.

Cadets Super

1. Tom Sisley Allkart;
 2. Anthony Davidson Wright;
 3. Chris Blooman -;
 4. Tomas Walsh Allkart;

Cadets Clubman

1. Gareth Howells Allkart;
 2. Kevin Sale Zip;
 3. Alistair Goss Allkart;
 4. James D. Wright Allkart;
 5. Mark Salmon Allkart;
 6. Darren Goff Zip.
 Restricted Adam Wright Wright.

- 250 International**
 1. Chris Beavers Zip/Rotax;
 2. Glen George Zip/Rotax.

- 250 National**
 1. Phil Ducker Zip/Yam;
 2. Mark Ashe Zip/Yam;
 3. Colin Breeze Anderson/Suzuki.

- Restricted
 Nick Bullimore Zip/KTM

- 100 National**
 1. Lee Whitney Wright/Rotax;
 2. Vince Martin Sprint/Rotax;
 3. Nick Jest Allkart/Parilla;
 4. Christian Horner Tony/Rotax.
 Restricted Nick Brown Gillard/Sirio.

- 100 Britain Supreme**
 1. Gareth Hession Wright/TKM;
 2. Darren Kinsey Gillard/TKM;
 3. Gary Munro Gillard/TKM.

- 125 P&R**
 1. Steven Pell Stratos/Minarelli.

- 125 Open**
 1. Graham Stevens Anderson/Rotax;
 2. Gary Thexton Anderson/Rotax;
 3. Verney Wood Anderson/Rotax.
 Restricted Matthew Twynham Zip/Rotax.

- 125 National**
 1. Scott Vomberg Anderson/Goff Rotax;
 2. Nigel Phuddiphatt Zip/Goff Rotax.
 Restricted Richard Rogers Zip/Rotax.

- Junior Britain**
 1. Daniel Wheldon Allkart/TKM;
 2. Chris Butter Gillard/Parilla;
 3. Julian Barnes Zip/TKM;
 4. Doug Bell Wright/Parilla;
 5. James Goode Wright/TKM;
 6. John Goss Wright/PCR.



James Goode took victory in his first outing Junior Britain Clubman, Shenington, September.

- SENIOR BRITAIN 'B' Final**
 Restricted
 1. Nicholas Planner Allkart/Parilla;
 2. David Griffiths Wright/Arrow.

- 210 National**
 1. Colin Whittamore Lazer/Villiers;
 2. Martin Riley Aero/MSPV.
 Restricted Gordon Miller Aero Ellison.

- 100 UK**
 1. Neil Smith Wright/TKM;
 100 Britain Restricted
 1. Peter McGaham Wright/TKM;
 2. Nigel Cottell;
 3. David Carl-Morris Wright/TKM;
 4. Paul Burgoyne Sprint/Parilla.

Wigan October 28th

RESULTS CADETS

1. James Billington
 2. Bobby Cannon
 3. James Mills
 4. Chris Eaton
 5. Simon Newby
 6. Kristian Short
 7. Wesley Crankshaw

JUNIOR BRITAIN

1. 23, Adrian McDade
 2. 70, Wesley Jones
 3. 20, Dean Haddon
 4. 19, Dickie Wilson
 5. 55, Rob Barff
 6. 77, Amanda Whitaker
 7. 24, Paul McConnell

SENIOR BRITAIN 'A' Final

1. 0, Steve Cooke-Martin
 2. 21, Ron Hagwood
 3. 23, Mark Rose
 4. 62, Chris O'Hara
 5. 29, Robert Marshall
 6. 42, Andrew Unsworth
 7. 83, Colin Peacock
 8. 26, Gary Livesey

- 125 P&R**
 1. 11, Gary Isherwood
 2. 19, Ian Smart
 3. 25, John Riley

- 125 NATIONAL**
 1. 42, Rob Ainsworth
 2. 75, Dean Roskey
 3. 23, Mark Blawell
 4. 93, Peter Blood

- 125 OPEN**
 1. 11, Simon Cullen
 2. 0, Andy Fowler

- 250 NATIONAL**
 1. 9, Patrick Tomkinson
 2. 50, John Denton
 3. 71, Kevin Thornton
 4. 44, Clive Gardener
 5. 61, Tony Keele

- 250 'E'**
 1. GP, Ian Shaw
 2. 22, Ian Holt
 3. 0, Bob Kennings
 4. 5, Neil Hemms



Super Pre-Final action as Brogan heads Peek. Pic: Iain Blair.

the last runner left, but still unlapped. Jarman failed to make the weight after the race and his exclusion let Pauls into the "B" final.

"B" Final

Pole here to Chris Cox with Cantwell also on the front row. Second row place went to Raynor and John Coultas with Matthew Payne and Stuart Freeguard on three and Vince Martin and David Tooley on four.

The race was stopped on lap two after David Tooley was collected by two other karts and deposited in the tyre barrier. For a few moments he sat motionless in his seat but eventually climbed out with a little assistance. He was bruised only but took no part in the restart.

That was led away by Cox from Cantwell and Freeguard with Payne and Martin next along. There was some niggles going on between Martin and Payne culminating in Payne being "assisted" from the race on the 4th tour with Martin the culprit. That put Martin into a qualifying place, but first Andrew Keenan and then Tony Edney relegated him back to the role of first non-qualifier. That came about as Freeguard dropped out after half distance with some terminal ailment.

Drive of the race came from "C" final winner, Paul Mace, who made up places right, left and centre but wound up in the end 6th behind Martin, having run out of laps.

Pre-Final

Martin Moore, on pole, with Duncan alongside, Mackay and Melville on two and Horner and Gannon on three, with row four containing Gary Powell and Steve Merry.

Qualifying for his second "A" final in two weeks, against the sort of opposition he doesn't normally meet was Lee Jones, a great feat in which he was joined by Nick Dudfield.

The start was delayed whilst Mackay changed a plug but he had no time to regain his grid, so he had to start from well back. This was to prove an insurmountable peak.

The race was led away by Duncan with Melville initially providing the mischief but he was soon eclipsed by Horner and Moore, the latter making a very poor start. As Duncan began to ease away from the rest of the pack, Horner too, was making the break but unable to catch the flying Ulsterman. Melville, meanwhile, was having all sorts of fun with the Atomik powered Moore and the gaggle following, all of whom could do nothing about the Britain-engined Scot until Moore made a move which told two laps from the end. Merry was right behind Melville at the end with Gary Powell, Graham Gannon and Mark Fothergill next, and Neil Hann and Lee Whitney making up the top ten and the first five rows of the final grid. Alan Mackay gained some consolation by making up a few places to 17th at the flag.

100 NATIONAL BRITISH OPEN CHAMPIONSHIP

Duncan shot off the line with Melville and Moore in tow as Horner made a disaster of a start with Hann getting it right to slot into 5th behind the Autoglass supported driver. The field was still pretty bunched at this time and it was relatively easy for drivers to gain a couple of places at a time. One such driver was Mackay who made up 7 on the first lap and picked one off every couple of laps thereafter until lap 9 when he came up against the gap to Neil Hann in 5th. Having taken a couple of laps to reduce the deficit, Alan then towed past Hann on the startline straight and then fastened himself on the tail of Melville. Their dice looked over once Mackay was through but the pair renewed hostilities from Junior days and Melville succeeded in not only getting back on terms but actually passing Mackay on the last

lap to regain 4th place.

Forgotten since the first lap was Duncan, well in the lead and with no troubles at all, even the backmarkers getting out of the way to give the popular Irish lad a well-deserved victory. Martin Moore acquitted himself well to finish in the runner-up spot with Horner rueing his poor start, but making amends with a fighting 3rd nonetheless. Not bad for a first senior season. Sixth was Neil Hann, finishing the season on a high note as the new number one and 6th in the Open. Daniel Stilp took 7th with the top ten rounded off by Steve Merry, Jan Herbert and Richard Yorke.

- | | |
|----------------------|-----------------|
| 1st Gordon Duncan | Hutless/TJPCR |
| 2nd Martin Moore | Kali/Atomik |
| 3rd Christian Horner | PCR/PCR |
| 4th Graeme Melville | Mondial/KSTKM |
| 5th Alan Mackay | Gillard-DeBruyn |
| Rotax | |
| 6th Neil Hann | Hutless/Rotax |
| 7th Daniel Stilp | ARC/PCR |
| 8th Steve Merry | ARC/Atomik |
| 9th Jan Herbert | ARC/Rotax |
| 10th Richard Yorke | PCR/Atomik |

SAME AGAIN, PLEASE!

Before the fun could start with the Supers, there was the usual three lap bash, known as timed practice, to get over. That was headed up by Jeanette Peek, the first time I can remember a lady driver topping the time sheets. It is indicative of the lady's undoubted talent.

- | | |
|-------------------|--------|
| 1st Jeanette Peek | 42.07s |
| 2nd Steve Brogan | 42.16s |
| 3rd Paul Evans | 42.21s |
| 4th David Cuff | 42.22s |
| 5th Guy Smith | 42.24s |
| 6th Andrew George | 42.42s |
| 7th Gary Moynihan | 42.46s |
| 8th Jamie Spence | 42.51s |
| 9th Steve Day | 42.59s |
| 10th Gary Chapman | 42.60s |

An amazing 0.53s covering the top ten and the top 20 covered by 0.9s which shows the closeness of the class.

Heat 1. A v B

Yes, the dreaded groups were back. This one containing three of the four quickest drivers in the entry.

Peek made the best start off pole and indeed led for some considerable distance. David Cuff was second early on but Steve Brogan was determined to add to his number one status and, in a surge of blistering speed, got to the front by the 4th lap and stayed there despite some incredible pressure from behind. Gary Chapman fought through into a very good 4th place after passing a few quick drivers without the benefit of regular competition. Fifth was new prodigy Guy Smith from Jamie Spence and Paul Ibbotson with Gary Moynihan having a better result than of late in 8th.

Heat 2. A v C

David Cuff took up the initiative to lead this one, initially from Paul Evans but Jeanette Peek was into her stride very quickly indeed and passed Evans on the 5th lap, repeating the feat on Cuff with two laps to go. Evans held on to his third place with Ibbotson 4th from Biff Harris and Bobby Game. Stephen Day was 7th from Stuart Capstick, Charlie Brown and Ricky Flynn.

Heat 3. B v C

Cracking race this from Andrew George, taking over the lead on lap 5, after passing Evans and Brogan in successive laps. Thereafter, Evans wound up the runner-up from Brogan and Smith with Spence overcoming race-long rival Biff Harris to take 5th. Harris duly finished in 6th spot from Day with



Graeme Melville took a superb fourth place with his Britain spec TKM. Pic: Iain Blair.



Justin Waters (Zip/TKM), Senior Britain action at Fulbeck.

Chris Hogben and Lee Burford both deposing Ricky Flynn in the latter stages of the race.

Pre-Final

Jeanette Peek was on pole with Steve Brogan alongside. Row two held Paul Evans and David Cuff with Guy Smith and Biff Harris taking the third.

I must now apologise to all those people I misled over the Super's attitude. For the start of the pre-final we were back to racing starts at full speed, head down and damn the consequences. It may be the norm on the continent but this is the good old UK and things are done differently here. There is the rather quaint rule about the starting signal being the change from red light to green, NOT when the poleman plants the throttle!

That said, Peek made a great start (no kidding) and led the race away with Brogan next up and Evans just holding off Cuff with Smith keeping a watching brief behind.

Brogan took over at the front on the next lap and remained there in somewhat tenuous circumstances as the following three were really breathing down his neck. Peek resumed the lead on the sixth tour. Brogan wasn't finished and he took it back within three laps, but he only held on to the premier spot for another two laps until Cuff took over at the front to signal the beginning of the slide back for Peek. Brogan held on to second from Evans with Smith 4th, Spence 5th and George 6th. Peek was a distant 7th and indeed stopped on the cooling off lap whilst the top ten was completed by Ibbotson, Harris and Chapman.



Steve Merry (25) heads Graham Gannon (3) in National. Pic: Iain Blair.

100 SUPER BRITISH OPEN CHAMPIONSHIP

Brogan got the jump at the lights and so led the high-speed train, headed by Cuff for the first couple of laps. Once again, the first four, this time Brogan, Cuff, Evans and Smith, broke rapidly away from the rest, led by Spence. Cuff made a daring move on the third lap which brought him the lead but that joy was short-lived as Brogan slipped back in front. In the move for the

lead, Brogan had created enough space for Evans to scramble through into 2nd which he converted into the lead after a few laps of sustained pressure. Once more, Brogan struck back within a lap but he was to last only one more tour in the premier spot before Evans resumed his place at the head of the field. Within a lap, the lead had changed yet again. This time the change was permanent, Cuff pulling away gradually after towing

past Evans at the pits bend. In the process Brogan was dragged through into 2nd but the battle for his place was far from settled. The three kart train of Evans, Brogan and Smith continued to swap places with rapidity despite the ever closer attentions of Spence, Ibbotson and the rest.

Of the rest, we had lost Chapman and Peek when they had a coming together at the first infield loop on the 7th lap, which eliminated the pair of them. Stuart Capstick showed well in the final and seemed to have got his kart set-up rather better than in the heats. He would finish 7th behind Ibbotson and Spence. Eighth was Biff Harris from Daniel Liddle with Chris Hogben not too far away and rounding off the top ten.

Back at the front, Cuff took what was in the end, a comfortable win and as he took the flag, turned in his seat and made a gesture behind him. I'm not sure what it was, but I think it could be better interpreted by using the other three fingers! Evans finally secured 2nd with Guy Smith doing a lovely move on Steve Brogan to come third in his first Super event.

Thus another fine meeting came to a close, with no technical irregularities found at all. A fitting end to a fine season.

| | |
|---------------------|-------------------|
| 1st David Cuff | Tecno/JAG Atomik |
| 2nd Paul Evans | PCR/Atomik |
| 3rd Guy Smith | Gillard/Rotax |
| 4th Steve Brogan | Wright/SWRD Rotax |
| 5th Paul Ibbotson | CRG/Atomik |
| 6th Jamie Spence | Wright/Rotax |
| 7th Stuart Capstick | Mondial/Rotax |
| 8th Biff Harris | PCR/Rotax |
| 9th Daniel Liddle | PCR/Ricard Rotax |
| 10th Chris Hogben | Whippet/Atomik |

Report and pics - IAIN BLAIR.



Final action . . . Cuff (12) leads Evans and Smith (18). Pic: Iain Blair.

CLUB RESULTS AT A GLANCE

Blackbushe – September 23

Junior Britain. Trophy Sponsor – Royal Life

- | | |
|--------------------|-------------------|
| 1. Neil Moulton | Wright/Parilla |
| 2. Steve Dutton | Gillard/Parilla |
| 3. Sven Gibson | Solo/Solo |
| 4. Paul Benjafield | Superdart/Parilla |

- | | |
|----------------|-----------------|
| 5. Steve White | Gillard/Parilla |
| 6. Tony White | Dart/Arrow |

250. Trophy Sponsor – Royal Life

- | | |
|------------------|-----------------|
| 1. Paul Dredge | Anderson/Cagiva |
| 2. Dennis Gale | Anderson/Cagiva |
| 3. Keith Bridges | Dino/Rotax |
| 4. Mark Ashe | Zip/Yamaha |
| 5. Chris Jones. | |



Junior Britain . . . Neil Moulton (53) leads Steve Dutton.



Jeremy Pinny, 210 National.



250 winner, Paul Dredge.

125 Open. Trophy Sponsor – Royal Life

- | | |
|------------------|----------------|
| 1. Dave Olive | Anderson/Rotax |
| 2. Bob Blight | Wright/TM |
| 3. Tony Holditch | Anderson/Rotax |
| 4. Brin Wright | Hutless/TM |

125 National. Trophy Sponsor – Royal Life

- | | |
|---------------------|----------------|
| 1. Dave Ellis | Anderson/Rotax |
| 2. Alan Dell | Anderson/Rotax |
| 3. Anthony Young | Anderson/Rotax |
| 4. Russell Dewberry | Anderson/Rotax |
| 5. Billy Haslam | Anderson/Rotax |
| 6. Michael Gover | Anderson/Rotax |

210 National. Trophy Sponsor – Radio 210

- | | |
|-------------------|-------------------|
| 1. Jeremy Pinny | Aero/Elison |
| 2. Chris Flitney | Dino/Villiers |
| 3. Gordon Ellinor | Barlotti/Villiers |
| 4. Tony Cope | Invader/Invader |
| 5. Peter Liston | Barlotti/Villiers |
| 6. Nick Tite | Aero/Aero |

Senior Britain. Trophy Sponsor – Royal Life

- | | |
|-----------------------|-----------------|
| 1. Simon Moulton | PCR/TKM |
| 2. Richard Wallington | Wright/TKM |
| 3. Simon Short | Wright/TKM |
| 4. Rupert Ivey | Solo/Solo |
| 5. Malcolm Green | Gillard/Parilla |
| 6. Alex Abbey-Taylor | Gillard/Parilla |

Senior Britain. Trophy Sponsor – Royal Life

- | | |
|-------------------|-----------------|
| 1. Michael Knight | Wright/Parilla |
| 2. Barry Tickle | Sprint/Arrow |
| 3. Paul Frid | Superdart/Sirio |
| 4. Graham Harding | Wright/PCR |
| 5. Trevor Harris | Zip/Parilla |
| 6. Craig Edmonds | Barlotti/Arrow |

100 UK. Trophy Sponsor – Royal Life

- | | |
|--------------------|--------------|
| 1. Christian Cope | Gillard/TKM |
| 2. Paul Cathie | Gillard/TKM |
| 3. Andrew Ashworth | Gillard/TKM |
| 4. Jim Limont | Barlotti/TKM |
| 5. Dave Brown | Gillard/TKM |
| 6. Andrew D'Mato | Anderson/TKM |

100 National Restricted. Trophy Sponsor – Jansu Cargo

- | | |
|------------------------|-----------------|
| 1. Robert Hammond | Sprint/Rotax |
| 2. Paul Townsend | PCR/Rotax |
| 3. Barry Evans | Superdart/Rotax |
| 4. Neil Ogston | Gillard/Sirio |
| 5. Haydn Wheeler-Smith | Sprint |
| 6. Damon Stevens | Sprint/Rotax |

100 National. Trophy Sponsor – Jansu Cargo

- | | |
|-------------------|-----------------|
| 1. Chris Hawes | Wright/Rotax |
| 2. Bob Stansbury | Superdart/Rotax |
| 3. Dave O'Neill | Gillard/Rotax |
| 4. Tim Taylor | Allkart/Parilla |
| 5. Nick Pascoe | PCR/Rotax |
| 6. Nigel Metcalfe | PCR/Atomik |

Fulbeck

September 23rd

JUNIOR BRITAIN

- | | |
|------------------|-------------------|
| 1. Doug Bell | PCR/TKM |
| 2. Stuart Mosely | Knight/TKM |
| 3. Justin Wilson | Knight/PCR |
| 4. Chris Green | Knight/PR Parilla |
| 5. Lee Hammond | Tecno/TKM |
| 6. Julian Barnes | Wright/TKM |

SENIOR BRITAIN

- | | |
|---------------------|-------------------|
| 1. Steve Hazlett | Knight/PR Parilla |
| 2. Patrick Walsh | Jeta/JM Dap |
| 3. Steven Warburton | Boxer/TKM |
| 4. Terry Stamper | Jeta/Parilla |
| 5. Paul Moss | Boxer/Parilla |
| 6. Andrew Hayden | Knight/Parilla |

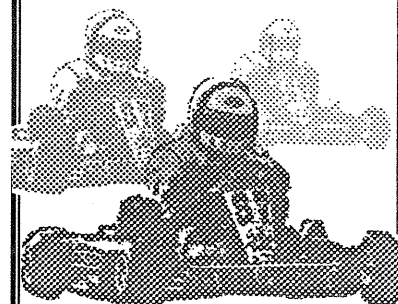
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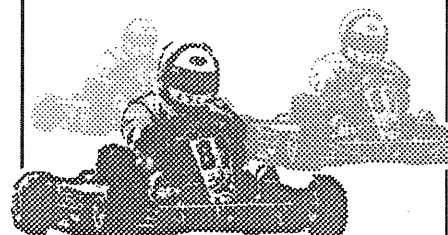
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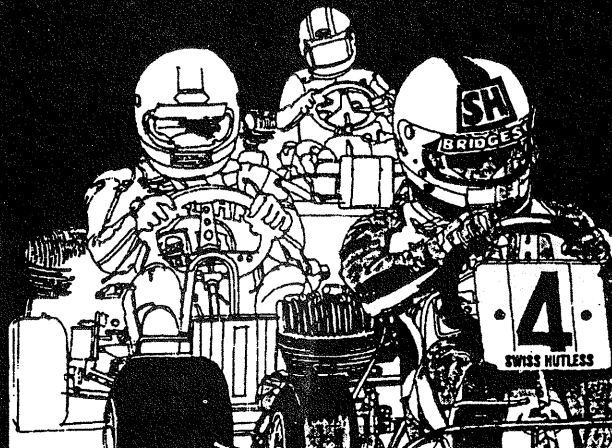
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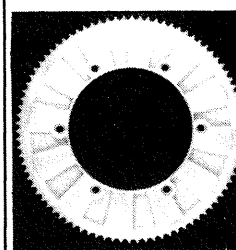
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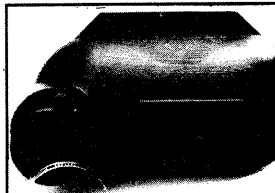
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So was this the one we'd been waiting for, the chance to prove your worth over a one venue Championship. Saturday practice had revealed little due to the very changeable conditions which affected the Cumbrian venue. Sunday's forecast was a little better with the rain giving way to bright weather later in the day, with the effect that slicks were in use for the finals.

The race meeting had everything, close racing, drama, changing fortunes and unfortunately an unsavoury element which culminated in deliberate sabotage. One driver in the final discovered the reason for his evil handling after the race when he removed the dust caps from his tyre valves. One of the those valves was stuffed full of paper, dropping his pressure on that wheel and compromising his handling. The despicable creature responsible for this act fully deserves to be flogged. Coming so soon after tool and other thefts at race meetings nationwide, the advice is not to leave your equipment unattended.

Anyway, with the lectures over, we can get down to the business in hand and summarise the heats and finals for your delectation, missus.

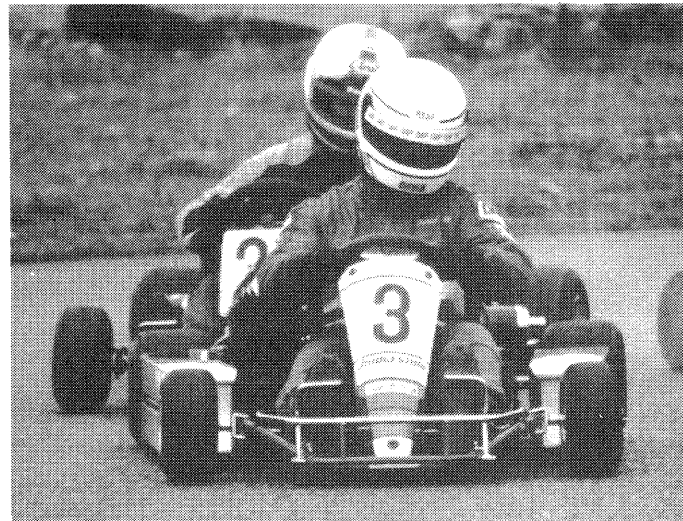
Heat 1

Patrick Walsh made good use of his hated pole position to lead the first few laps of this race before Kye Wheatley raced through into a lead he was not to lose. Storming through from near the back was Steve Hazlett, easily the quickest thing on the track. He was to annex second for himself before the race ended. Gareth Hession also drove magnificently to a fine 4th behind Walsh with Jim Rainbird 5th from James Chitty, Jonathan Hughes and Sean Pitts. First exclusion of the day here went to Michael Graham for overtaking on the yellow.

Heat 2

Easy win for Andrew Clark, aiming to get something better than the number 2 he was carrying. Andrew Graham took the battle to him for most of the race but was eventually ousted by the rapid Paul Wilde on lap 10. Making a good impression also was Sturt Petts who finished in third from Alan Mackay, going for a double '0' plate attempt with Langbaugh next on the agenda. Alan Kinch, Philip Goodwin (on a very tidy looking Barlotti), and Steve Warburton were next in line.

Another exclusion here, this time to Chris O'Hara, black flagged initially for contact driving but eventually excluded for taking five laps to comply with the request.



Patrick Walsh (3) scraps with Dudfield (hidden). Pic: Iain Blair.

Heat 3

Anthony McHugh led away initially but this one belonged to Darron Gibbs, taking over on lap six and thereafter easing away to win his first race of the championships. Following him through was Steve Cook-Martin, holder of the '0' plate, and then Nathan Ferriday and Graham Pettit but after making a disastrous start, the drive of the race had to be from Lee Jones in his first ever Senior race. He finished sixth ahead of Tony McCarthy and Philippe Gujjarro. Yet another exclusion, this time from Heat 1 winner, Kye Wheatley, dismissed for ignoring the yellow and careless driving.



Double champion . . . Darren Gibbs. Pic: Iain Blair.

occurred in this heat with the lapped Andrew Graham turfed for having no noisebox, this having fallen off in the race.

Heat 5

Lights to flag win for Cook-Martin, never threatened throughout the race. Wilde came from grid two to place two by the flag with third going to Darron Gibbs, having come through from mid-grid to third by 3/4 distance. Also on the move was Chris Armstrong, the ex-National driver at last getting to grips with the differing style required for Britain. After being well esconced in third for most of the race, Pitts found himself in an eventual fifth place ahead of Ferriday, Jones and Don Ashbridge.

Heat 6

This was a titanic battle between Steve Phillips and Simon Court, eventually settled in favour of the latter whilst an equally torrid fight between Hession and Nick Dudfield (just up from Juniors) went Hession's way. Paddy Walsh finished next up from Gujjarro and Pettit with Darron Gibbs finishing well down after coming off second best in a scrap with Pettit and spinning. Andrew Clark also had good cause to forget this race as he lost two laps changing a plug before resuming well out of harm's way.

Heat 7

Another win to Cook-Martin giving him the pre-final pole. This was only achieved from half-way onwards as Nick Maugher and Richard Wilson had led before Steve stormed through. Wilson hung on well to his second spot but the next place was convincingly taken by newly crowned Scottish Champ, Andrew Graham after deposing Maugher on the last lap. Mark Beddall came through to 5th from the back with Andrew Unsworth, Simon Davidson and Wilde next along.

Heat 8

Final heat of the day went to Alan Mackay but he was made to work for it all the way by Philippe Gujjarro, Gareth Hession and Mike Little were joined by Stever Warburton for their little jaunt with Dudfield and McCarthy holding off Beddall. This race was fairly unique in that all the starters actually finished. It had also stopped raining and the prospects for dry finals were very good indeed.

'C' Final

Wheatley had pole from James Chitty with Stephen Wright and Michael Graham, on the second.

JERSEY KART AND MOTOR CLUB

This year the Jersey Kart Club is celebrating its 30th anniversary and despite the problems surrounding Belle Vue it is enjoying a vintage season.

Building on the success of the four hour Channel Challenge in May, the club held the PB Marketing Annual International in August. Due to a clash with a major event in France meant that French drivers could not take part. The quality was still high, however.

One of the most notable of the English drivers was Richard Yorke, running well in the Super One Series.

Race day was dry and sunny and all three classes had full grids. The 100 Britains opened with a rolling lap fracas in which the starting bollard was hit twice before the flag dropped! The first four heats went to Kevin Coldicott whilst his closest rival, Fabian Channing was suffering from mechanical problems.

In the final Coldicott took the lead with Channing coming through from the back. After five laps the latter made his move, taking the lead into Cafe Corner. Coldicott had no answer and that was how it finished with Dawkins in third.

The gearbox classes are better suited to much longer circuits and proved quite a handful on the tight Belle Vue track. Mechanical failure plagued the class with Malcolm Crowe from Jersey and Dean Bownes both failing to finish. Steve Davis had no such problems winning the three heats. He went on to win the final from Terry Vautier second and Ian Banneville third.

The most popular class, and the one with most incidents, was 100 National. The first heat went to Colin Laine from Kevin Mechem

whilst Paul Ozanne, the fastest man on the circuit, took heat two from early leader, Roger Norman. There was chaos in the third heat with most of the karts being involved just after the first corner. The Clerk of course ordered a re-start and Gary Wood made no mistake as he roared away to victory. Ozanne continued his top form to take heat four.

Ozanne went on to take the final ahead of Yorke, Wood and Norman. After a fine day of racing Davis took the award for the best performance by a local driver . . . Ozanne collected the Best Visitor trophy whilst the RCN Stewards' Shield went to Yorke.

BOULEY BAY KART HILL CLIMB

The PB Marketing National Kart Hill Climb was held in perfect conditions at Bouley Bay on August 27.

The Cadets took their first practice run at 10.30am. Darren and Simon Le Fevre were competing in this class and although these two were close all day, it was Simon who took first place with a class record of 63.43 on the fifth run up.

Next in line were the Juniors, in which Greg Harris was out to beat his best performance by breaking the 50 second barrier. His times improved on each run and he achieved his ambition by recording a time of 49.34 to win the class.

Katherine Davis was first up in the 100 Britain Class. She attacked the hill on her first run and was well placed in a time of 50.58. Later in the afternoon she recorded 50.40 and this earned her the trophy for the best performance by a lady driver.

Jersey's Kevin Coldicott, Fabian

Channing, Gary Jeanne and Steve Davis fought hard to hold off the challenge from the Guernsey and English drivers. Chris Dawkins from Kent was always in contention and finished fourth in 49.05. Jeanne was third in 48.81 and Channing second in 48.46, but the day belonged to Coldicott, who drove superbly, broke the class record three times and goes into the record book with a time of 47.68.

The 100cc National drivers were also in record breaking form and positions altered on every run. Fastest man in practice was Gary Wood, closely followed by record holder, Roger Norman. English driver Richard Yorke was not going to let the locals have it all their own way and on the first official run he took the class record down to 45.36, only to see this taken off him a few minutes later when John Coultas swept up in 45.15 seconds.

Things were certainly hotting up in this class and after a welcome dip in the sea during the lunch break battle recommenced with the record changing hands once again when Richard Yorke dropped the time to 44.77. Although the road surface was cooling down, the current record holder was not content to leave things as they were and put in a flawless run of 44.73. Gary Wood drove to second place in 44.92. Alan Thompson's 45.11 put him third and this was the best performance of a visiting driver not winning a major award.

The next karts to make their assault on the hill were the more powerful gearbox karts. These were in four different classes, according to the type or engine.

Tony Mollet and Ian Le Page, who have made the trip from Guernsey many times to compete, seemed to


have the Piston and Reed Class under control, but Jersey's Mick Casey had other ideas. On the last run Mollet went into the lead with 47.57 and Le Page was second with 50.11. A last concerted effort by Casey took his time down to 49.99 to earn second place.

The 125cc National drivers were out to beat Malcolm Crowe's two-year-old record of 43.15, but he was not going to relinquish his crown without a fight. He drove consistently all day and nearly broke his own record with a time of 43.89. Steve Davis was hot on Crowe's heels with a best time of 44.53. Terry Vautier finished third in 46.44.

The 125cc watercooled engine powered karts were included in the programme for the first time and a class record had to be set. There was friendly rivalry between England's Dave Olive and Tony Holdich. At the track meeting two days earlier Holdich took the honours, but the roles were reversed with Olive the quickest in 46.09.

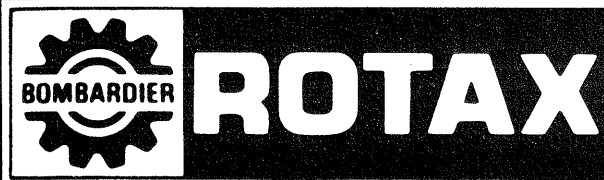
Last but not least it was the turn of the 250cc Formula E Superkart drivers. The record here was 41.19 by Nigel Davis in 1984. Davis' ability to get the best from his equipment showed as he lowered his times on every run. He led the class in practice with 42.11, Andrew Davis clocking 43.11. Andy and Eddie Gates tried everything they knew, thrilling the spectators with 42.08 and 42.13, respectively, but Nigel Davis, on his final run, recorded the fastest time of the day, 41.26, narrowly failing to beat his record.

Mr Peter Burton of the sponsors presented the various awards at a presentation dinner the same evening.



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CADET COLUMN

Blackbushe September 23rd

A full grid of 24 Cadets assembled as part of the Roy Mortara Memorial meeting with last years' winner, Jeremy Gumley taking pole for the final. Alongside was Paul Rivett and it was he who made the early running ahead of Gumbley and Edward Redfern.

Gumbley had a brief spell in front after two laps before Rivett regained the advantage, only to spin down to third place behind Redfern.

Rivett had plenty of time to make up ground though, and he did get past Redfern to take second spot. Gumbley, however, was well clear and went on to take victory.

Richard Jackson came through to take fourth spot ahead of Scott White.

RESULT

- | | |
|--------------------|-----------|
| 1. Jeremy Gumbley | Allkart |
| 2. Paul Rivett | Wright |
| 3. Edward Redfern | Wright |
| 4. Richard Jackson | Superdart |
| 5. Scott White | DAP |
| 6. Lars Sexton | Zip |

Trophy Sponsor, Maurice Stoner.

Fulbeck September 23rd

After a period in the wilderness,

Jenson Button came back with a vengeance taking two heat wins and a second to claim pole for the final.

A good clean start allowed Button to lead, shadowed by Anthony Davidson, James Wright and the rest.

At half distance Button and Davidson were increasing their lead over third-placed James Mills with Button gradually beginning to ease away.

By the closing laps Button had ten seconds over Davidson, who in turn was around eight seconds clear of Mills. That was how it ended with James Wright taking fourth.

RESULT

- | | |
|---------------------|---------|
| 1. Jenson Button | Wright |
| 2. Anthony Davidson | Wright |
| 3. James Mills | Jeta |
| 4. James Wright | Wright |
| 5. Edward Hoyle | Jeta |
| 6. Alistair Simpson | Gillard |

Shenington September 30th

David Hinds, James Wright and Jeremy Gumbley each took a heat win and with so many entered, a 'B' final was necessary. Mansel Smith

won that from Michael Brinkworth and Lee Williams with Sarah Williams and Samantha Stephens next.

The 'A' final was considered by many to be the race of the day, yet again it was James Wright who headed the pack into the first corner. Gumbley was close on his heels with Button next and Charles, from the third row, following but dropping back.

Charles managed to haul himself back to the leaders and the first four circulated bumper to bumper until Charles slipped past Button at Wilkins. Wright seemed capable of hanging on, but on the last corner Gumbley outwitted him to take the flag.

RESULT

- | | |
|-------------------|---------|
| 1. Jeremy Gumbley | Allkart |
| 2. James Wright | Wright |
| 3. Philip Charles | Allkart |
| 4. Jenson Button | Wright |
| 5. Lars Sexton | Zip |
| 6. David Hinds | Zip |

Little Rissington October 7th

Heat wins went to Steven Pratt, David Hinds and Lars Sexton and it

was Pratt and Oliver Wood occupying the front row.

From the green, Wood went into the lead and immediately opened up a gap over the rest. For three laps he looked to be in command but then Sexton slowly and surely began to claw back towards the leader and eased away from the rest. By lap seven Sexton was through and though he didn't get away, he certainly worked his way through the back markers well, maintaining a ten-yard lead to the flag.

Back markers did play a significant part and it was a case of bravery, luck and bad luck which sorted the boys from the lads ... and lasses!

Philip Charles leap-frogged from sixth to third in as many laps whilst Hinds came though to fifth. At the end though it was Sexton from Wood, Charles, Pratt and Hinds with Cooper and Clarke crossing the line side-by-side.

RESULT

- | | |
|-------------------|---------|
| 1. Lars Sexton | Zip |
| 2. Oliver Wood | Allkart |
| 3. Philip Charles | Allkart |

Chitty took the lead after Wheatley made a poor start but there were soon three drivers at the front going hell for leather despite being assured of a qualifying spot. Graham and Nick Preston were having a good tussle for the last place but they were being rapidly joined by Simon Mauger who shot past the pair of them in one move on the 6th tour. Mauger then joined the three way battle for the lead and made it four trying to win.

Eventually the dust of battle cleared long enough for Chris O'Hara to take a fine wine from Kye Wheatley, Mauger and Chitty, all the field pretty spread about by the flag. Graham Clark finished just out of the qualifying spots but ahead of Michael Graham, Ian Parker, Richard Mortimer and the unlucky Preston who spun two laps from the end.

'B' Final

Andrew Unsworth was on pole from Steve Warburton with Stuart Wood on the second row with Mike Little. Row three held McHugh and Rainbird.

First away was Warburton from Richard Wilson with Wood and Graham next along lap four turned the race the way of Graham as, in an audacious move, jumped two places and into the lead from Warburton, McHugh, Mark Beddall and Andrew Clark. The next lap saw 'C' final winner Wheatley given the technical flag for his exhaust fouling the rear tyre and sending off plumes of smoke. Andrew Clark pitted at the same time and retired from the fray. Beddall was moving along well and was into a secure third behind Graham and McHugh with Warburton in the last qualifying place, well clear of the pursuing Wood.

Early threat, Richard Wilson, dropped several places by the 5th lap due to a quick gyration and repeated the feat a few laps later to really scupper his chances.

Pre-Final

The grid for the pre-final, a new innovation to classes other than Supers, saw Steve Cook-Marton on pole from Steve Hazlett. Hession and Wilde were on the second with Court and Mackay on the third. Darron Gibbs, new number 1 but unable to use it until January 1, 1991, was lined up on the 4th row with Phillipe Gujjarro, Nathan Ferriday and Paddy Walsh on the next row with Pettit even further back. All in all, a quality field for the first Open Championship for Senior Britain.

Hazlett got the jump on Cook-Martin at the lights with Gibbs making a cracking effort round the outside at the chicane to slot into third at the end of the first lap. Wilde sat in 4th at this point but that was soon under threat from Simon Court, who was in turn under some pressure from Ferriday et al. The second lap saw Gibbs up to second but Cook-Martin had answered back, by the end of the lap and Gibbs was down to third. As early as lap six, Court had deposed Wilde and he was beginning to experience a new threat from Mackay, which eventually told when he spun towards the back with only a few laps to go. That left Mackay in 4th from Andrew Graham, his drive from the 'B' final had been truly amazing. Second was claimed by Cook-Martin at the flag but only after outfoxing Gibbs two corners from the end. Hazlett thus took the win from Cook-Martin, Gibbs and Mackay. Fifth was Graham from Wilde, Ferriday, Beddall, Pitts and Hughes.

British Open Championship Final

So the scene was set for 25 laps of high speed exciting racing. Hazlett again made the best start but Gibbs had timed his challenge to perfection. After setting his tyre pressures on the grid, the last words from Paul Carr were, "Now go out and win." Lap three saw Gibbs make the move on Hazlett and sail



Early final action from Hazlett (17) and Gibbs. Pic: Iain Blair.

into the lead he was never to lose. Hazlett struck back but after a few laps of running with the leader, he began to fall away and Gibbs was to win by a couple of seconds, despite a rally from Steve in the latter part of the race. Hazlett did complain that his handling wasn't perfect but after the race it really didn't matter.

Reigning title holder Cook-Martin had bolted on the faster motor for the final but it seemed to be lapping slower than the mill in the pre-final. He was at the head of a four kart train for most of the race but with his lack of outright speed, hindered the progress of those following. Those following were Andrew Graham, Mark Beddall, (both from the 'B' final), Hughes and Ferriday with Warburton and Armstrong getting pretty close too.

Also making good progress after a poor pre-final was Patrick Walsh,

shadowing the group containing Ferriday et al. Court was with him too, giving Walsh some incentive to keep trying.

Into the second half of the race and Gibbs was still out in front from Hazlett. Beddall had moved up into 3rd from Cook-Martin. Mackay and Graham with a small gap to Ferriday, Armstrong and Walsh with Court, Dudfield and Pitts. Gibbs was still a little way clear of Hazlett who was also a similar distance clear of Beddall, Mark having broken away from the group containing Cook-Martin who was soon to lose out to Mackay and Graham, Walsh and Court were still moving through well and by the end of the race, Court was 7th behind Cook-Martin and was ahead of Walsh.

That soon became 6th as Cook-Martin was excluded for having a modified carb. The extent of the modification was minor but the regs do say standard carbs only.

Thus the jubilant winner was Darron Gibbs, completing a unique double from Hazlett, Beddall, Mackay, Graham, Court, Walsh and Ferriday with Armstrong and Dudfield completing the top ten.

A brilliant meeting, spoiled only by the poor numbers entered and the sick individual who chose to ruin someone else's race.

- | | |
|----------------------|------------------------|
| 1st. Darron Gibbs | Wright/Carr TKM |
| 2nd. Steve Hazlett | Knight/Patron Parilla. |
| 3rd. Mark Beddall | TKM/TKM |
| 4th. Alan Mackay | Gillard/SO TKM |
| 5th. Andrew Graham | Gillard/TKM |
| 6th. Simon Court | Boxer/TKM |
| 7th. Patrick Walsh | Jeta/TM DAP |
| 8th. Nathan Ferriday | Wright/Parilla |
| 9th. Chris Armstrong | Jeta/TKM |
| 10th. Nick Dudfield | Wright/TKM |



'B' final winner, Andrew Graham had a great race to finish 5th in the 'A' final. Pic: Iain Blair.



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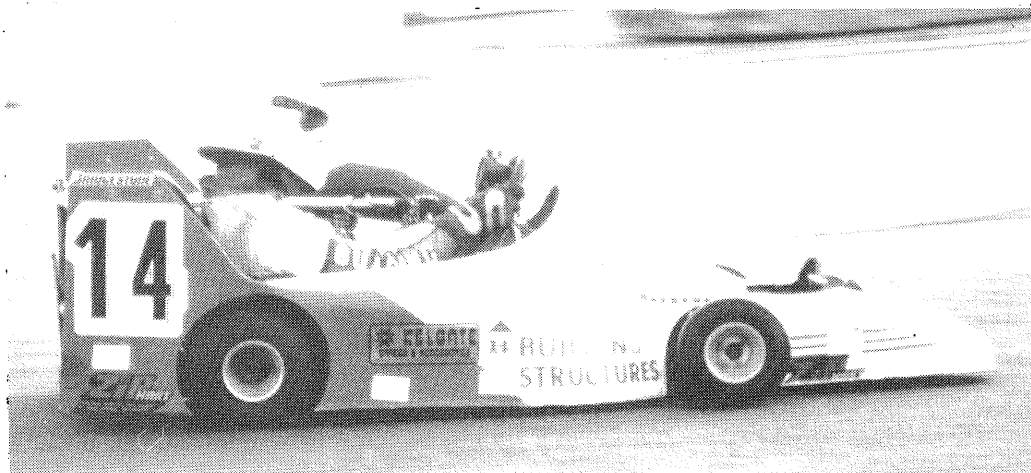
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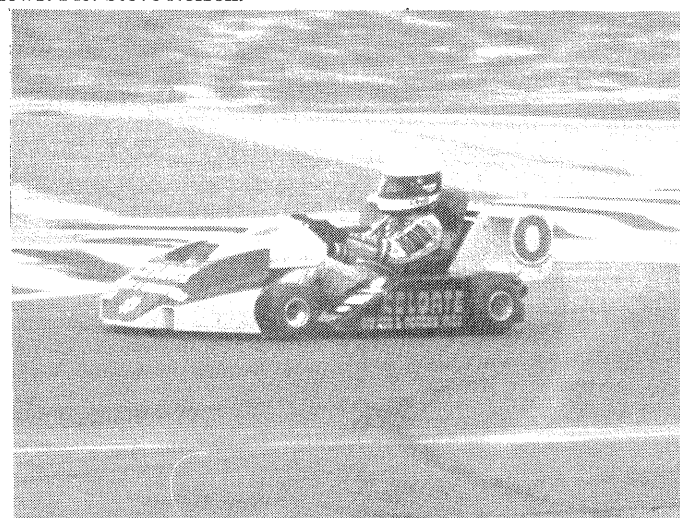
THRUXTON – OCTOBER 21

The Long Circuit season was finally brought to a close when the Hampshire circuit of Thruxton played host to just under 100 hardy souls on Sunday October 21.

July 1981 was the last time karts visited the venue and on that day Nigel Smith set a record time of 1m 22.5 aboard his 250 Formula E. Things have certainly changed and times came tumbling down from the moment the big bangers hit the tarmac. At the end of the day Ian Shaw had the best lap time with a 1m 15.3 whilst Roger Goff aboard his Kelgate outfit took the honours in the close fought final. Dave Buttigieg WAS back . . . won a heat and went on to take third place in the final. World Champion Tim Parrott suffered gearbox failure in what was said to be his last kart race.



250 National winner, Steve Matthews. Pic: Steve Nelson.



UK Cup holder, Roger Goff, rounded off the year with a win in 250E. Pic: Steve Nelson.



Rob Rickards on a roll! Fortunately without injury. Pic: Steve Nelson.

RESULTS

210 National

1. Igor Ashwell
2. Peter Farr
3. Glynn Jones

Aero/GPA Villiers
Zip/PTV
Invader/GLS Longden

125 P & R

1. Ryan Baptiste
2. Bernie Stoney
3. Jonathon Vamplew

Stratos/Minarelli
Zip/CSK Rotax
Stratos/CSK Rotax

125 National

1. Colin Mason
2. Wayne Bray
3. Alex Pettigrew

Zip/CSK Rotax
Stratos/Minarelli
Zip/CSK Rotax

125 Open

1. Derek Price
2. Nigel Wigg
3. Steven Webb

Stratos/KPS Minarelli
Zip/CSK Rotax
Spyda/CSK Rotax

250 National

1. Steve Matthews
2. Kevin Routh
3. Alan Collard

Zip/KMP KTM
Anderson/Webster KTM
Barlotti/Yamaha

250 Formula E

1. Roger Goff
2. Ian Shaw
3. Dave Buttigieg

Kelgate Anderson/Ehrlich Rotax
Zip/Rotax
Anderson/Rotax

GRASS ROOTS

Unless you live in Lincolnshire you may well not have heard, or even be aware, that there is another, less publicised side of karting . . . racing on grass. The County which has within its boundaries well known karting venues such as Fulbeck and Cadwell Park also boasts a number of Clubs devoted to serving their members by organising race meetings on grass.

Bourne and District Kart Club is one such Club and it has over the past 15 years been extremely well served by its Chairman, Des Francis. Through his business, Bourne Karting, Des recently sponsored the Francis Grass Grand Prix and over the years he has put an awful lot of effort into furthering the cause of grass karting.

The big event of the year took place at Laughton and after overnight rain the surface was, to say the least, a little slippery. However, it did dry out and drivers were able to reach top speed along the straights. The class structure on grass does vary in some ways from the norm with a 70cc category adding to the 125's and 250's with a further class taking in both 175cc

and 210's.

The 70cc final turned out to be a thrilling duel between 1988 Club Champion, Ben Courton and the winner of the Coningsby and District Winter series, James Wild. Nicholas Johnson tried his best throughout but after ten laps Courton was victorious by a mere kart length.

The 125's produced a battle between Steve and Trevor Young, the latter East of England Champion but at the flag it was Steve who got the verdict.

The 175/210 category suffered in the reliability stakes and only Colin Francis, East of England Class Champion managed to finish in one piece.

In the 250 class Geoff Everard led all the way with Dave Lawson coming home second, despite having to hold the carb on for the latter part of the race.

Finally, a new class this year, the Super 70cc, was won by Veronica Willard in the outfit which last year took her son to the Junior Championship.

Report and picture: Nigel Wild.



A happy 'grass roots' group with trophies.



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Scott Baines 1st – BUCKMORE PARK (Res) Just 3 days after his 8th birthday!

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FOCUS ON FULBECK

by Mike Hayden



It pays to be organised! The Fulbeck ladies. Pat Connelly (left), Pat Payne (centre) and Noreen Walsh. Pic: Mike Hayden.

On Ordnance Survey map no 121, reference 510900, is where you will find the Fulbeck circuit in Lincolnshire. From the A1 or Newark follow the A17 Sleaford road for approximately ten minutes until you reach the Stragglethorpe cross roads. Then, turn right . . . proceed slowly through Stragglethorpe village and after a mile or so, keeping eyes peeled, you will see the circuit entrance on the right.

For anyone who has not visited Fulbeck before it is most important that they do not head for the village of Fulbeck as the circuit is several miles away.

A shortened version of the circuit as it now stands first saw the light of day, as many others did, in the early 60s with karting very much in its infancy in this country.

With the current boom in indoor karting Fulbeck can in fact claim to have been responsible for one of the first, if not THE first, indoor events. The very first race meeting held at Fulbeck actually took place inside one of the old World War Two hangars. It was very much a low power circuit and present day karts used indoors would certainly have the legs on those used at the inaugural meeting.

Competition was soon to move outside, on to part of the old airfield. The airfield was basically a triangular shape with two of the runways forming one corner of the triangle and these became the main straight and paddock area.

The lengthened version taking in the top hairpin was added about 15 years ago making the venue one of the most demanding available. A combination of fast straights, chicanes, hairpins and medium speed corners all called for compromise

when drivers set their equipment up.

The runways had been resurfaced before Fulbeck was first used in racing as the airfield was also used as a practice landing strip for pilots from RAF Cranwell. The property on which the circuit is situated is owned by the Ministry of Defence and that in itself has caused problems for the Lincolnshire Kart Club. Permission from the MoD is required at all times in order that racing can continue and over the last couple of years the MoD has been keen to expand its Army Training Ground facilities. Further restrictions have meant that the Lincs Club can no longer host two day meetings . . . ruling it out as one of the better circuits for major championship events.

Only two years ago the club came perilously close to closure when the government viewed the area as an 'ideal' nuclear dump. Fortunately, commonsense prevailed, much to the joy of local villagers and the karting fraternity.

With Lincolnshire having been so very involved with bomber crews of the last war the club were approached by the Lincolnshire Bomber Preservation Group and a memorial meeting was held. The money raised together with donations from the locals made it possible for a small memorial to be erected at the main entrance to the circuit. This, in memory of a bomber crew who flew out of Fulbeck many years ago.

So, having had perhaps more than its fair share of ups and downs over the years, what do the '90s hold for the Lincolnshire circuit of Fulbeck?

Well, depending on the abilities

of the driver a good competitive lap of the present circuit would be around the 48 second bracket or very low 49's if you were lucky. With the recent advent of the new 'power' engines . . . 47's . . . or better?

The start actually takes place on the opposite side of the circuit halfway down the main straight. It is the only occasion when the Class 1 drivers do not use the chicane . . . following the start the chicane must be used . . . whereas the gearbox drivers use the entire length of the straight. The top hairpin is very wide and can lead to a false sense of security . . . power too soon on exiting and a hairy ride is guaranteed! In fact many drivers have assisted the farmer with crop cutting.

The kink is taken flat, followed by a sharp entry into the lapscorers' chicane. Miss that . . . or the other chicane for that matter . . . and the driver will be docked one lap. Be warned! It is possible however, if

the driver is alert enough, to recover by swinging on to the infield in a 360 degree turn and rejoining at the braking area to the chicane thus avoiding a penalty.

Accelerate past the finish line and into a very fast left . . . turn 1 . . . which, I am assured, on a good handling Parilla powered outfit, can be taken flat. Personally, I am yet to be convinced! The small hairpin at turn 2 is a favourite overtaking spot for anyone with above average ability . . . but watch the exit . . . the ensuing wide line makes one vulnerable to attack on the approach to the complex. This is a difficult left . . . right . . . right past the paddock and any indiscretion here will be in full view of plenty of spectators! Out of the second right hander and the following left sweep on to the straight can be taken flat if the kart is good enough. On it goes again . . . Class 1 into the tight chicane . . . gearbox straight on.

Whilst gearing is always a matter of personal preference and engine characteristics expect to run a rear sprocket around 83/85 with a couple of teeth either way probably proving O.K. It is a compromise between straight line speed and punch out of the corners . . . the choice is yours on a circuit which measures 1,015 yards.

No club can survive without its band of willing helpers and it must be said that in Pat Connelly and Noreen Walsh the Lincolnshire club has two of the best organisers in the business, ensuring that delays are kept to a minimum and allowing meetings to always run smoothly.

All in all it is an exceptionally good and friendly circuit . . . give it a try.

I am indebted to John Mills of John Mills (DAP UK) of Workshop for his kind assistance in supplying information regarding the formative years.

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K & S READER SERVICE

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

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

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

A NEW READER SERVICE

| TECHNICAL | | PROFILES | | |
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| 79/2 | Tillotson Carbs Motiv Exhausts The PCR | | 84/1 | Class of 125 |
| 79/3 | | Alan Lane Steve Elmore Jackie Brown | 84/2 | Class of 125 |
| 79/4 | 210 Preparation Peter Haywood | | 84/3 | 125 Rotax Roy Woodridge Class of 125 DAP Engines P&R Honda CR 125 |
| 79/5 | 210 Preparation Peter Haywood Britain Class engines | Lennart Bohlin | 84/4 | Honda CR 125 (continued) |
| 79/6 | | | 84/6 | |
| 79/7 | | | 84/7 | |
| 79/9 | | Robert Langford | 85/1 | Wind of change John Burns Helmets PCR 100 National |
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| 79/11 | | | 85/3 | 210 Talk... John Burns Class of 125 |
| 80/1 | | | 85/5 | Ian Reading on 250 National Graham Pettit |
| 80/2 | | | 85/6 | |
| 80/3 | | | 85/10 | |
| 80/4 | | | 86/1 | |
| 80/6 | Lockheed brakes Yamaha YZ 250(F) Dino 100cc DAP 125 Water cooling Drew Liddle 125A/C Rotax Roy Woodridge Parilla TT23 | Dave Buttigieg Mickey Allen | 86/2 | Stephen Coward The Green Paper, readers views Darron Gibbs Poul Petersen BJK Racing Steve Tillet Dale Spruce Mark Webster Monica Strath Steve Gill EME Engines Andy Martin Karting in Russia William Batmalle Paul Rees Vicky Starkey |
| 81/1 | | | 86/3 | |
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| 81/4 | | | 86/6 | |
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| 83/4 | 80cc Gearbox PRC 100 cc | | 89/4 | Helmets |
| 83/5 | | Derek Price | | Jim Russell Racing Drivers School Formula Drive... Pembrey |

PROFILE

Mrs. Evelyn Maund

I don't suppose there is a Kart Club in the country which does not rely heavily on its lady members and officials and Cardiff Kart Club, in South Wales, is no exception.

The Maund family has been involved with karting and the Cardiff Club for 30 years providing the backbone of the sport in that area. It all began for Mrs Maund in 1961 when she was invited to view the sport at the old Rover works on the marshes, near Cardiff. The invitation came from the enthusiastic George Hicks and Evelyn was to end up servicing the canteen for those pioneers of karting. Her new 'home' was just a brick shell and at the time she readily admitted that she hated the sport! However, Harry, her husband persevered and in keeping with all sound partners and partnerships the whole family were soon to spend every weekend helping out and adding character to Cardiff Kart Club.

The demise of the Rover works in the sixties necessitated a move to pastures new and it was to the old airfield, at Llandow, that became the new home. Llandow will be remembered for the terrible air crash which took the lives of all but two rugby supporters returning from an International in Ireland.

The new expanse brought about a rapid change to the fortunes of the club as members left and an uphill struggle began. The few remaining, however, dug in and their willingness helped to set down roots firmly.

The rewards were not too long coming as the Maund's side valve Austin A40 chugged its way along the coast road to Llandow, filled to the brim with supplies for the canteen. Harry bought the supplies out of his wages and with fingers firmly crossed, pasties and hot dogs were sold, the proceeds helping to feed the family over the coming week!

With a careful eye on costs a small profit was raised and this helped to establish the Cardiff Club with enough being available to stage the first Welsh Championships at Llandow. Fund raising was, of course, high on the list of priorities and the usual raffles, dinner-dances and honest begging all helped to keep the club alive. Evelyn recalls the shrewd treasurer who always referred to her as "the old girl" adding that if she thought it could be done then she had better be supported! Looking back now, Evelyn feels that those early days of struggling were probably the best for both her and Harry.

Much resolve and determination kept the club afloat and whilst it has had some sad times, Evelyn has also seen the sweeter moments.

A year or so ago she decided to "retire" but within a short time she was back in the role of club president. Remember, when she first got involved she hated the sport!

Over the years the club has always tried to promote the sport to a wider audience and visits to Motor Shows often took place. During those visits, Evelyn met such notables as Jimmy Saville, Dorothy Squires and the Prince of Wales. She recalls her interesting talk with

Prince Charles and his comment that he had a kart which he drove around his grounds.

Current Formula One star Nigel Mansell has also come into contact with the Cardiff club having raced, and won, at Llandow. In 30 years Evelyn has seen an awful lot and of the amusing incidents which have provided some sparkle over the years she remembers one involving a Jack South.

Jack, an avid supporter, still drove with the enthusiasm of a twenty year old, despite his sixty years. Quiet and reserved, except in

competition, he was the perfect gentleman. He was to receive an award from the Playboy Club and a Bunny girl, suitably attired, arrived to make the presentation.

The award turned out to be a bunny-tail on a shield... Jack would have problems explaining that to his wife!

In recent years Evelyn has felt that much of the "fun" has gone from the sport but nevertheless, after 30 years, she is still to be found working away for the good of Cardiff Kart Club and the sport in general. Long may she continue to do so.



Mrs Evelyn Maunde at the Welsh Karting Championships, September 23rd, 1990, Pembrey. Pic: Mike Phillips.

BLAIR'S BABBLINGS



The October official bulletin from the RAC had one or two little gems which had Chez Blair rocking with laughter. One such morsel was the new fees for 1991. The blurb at the start of the piece states that price rises have been kept in line with inflation. Well, forgive me for appearing a bit dim but, even with the worst inflation figures for ages, the decimal point would still have to be moved in order to get to 116%. As stated last month, this is the rise in RAC Kart officials licences which have been imposed on the poor public.

Other juicy items include a 33.3% increase in the Kart Sponsor Permit (any ideas on what this is?), most protest and appeal fees rising by 20% but fines rising by 20%, 100% and 400%!!! depending on the event status. Overall, the fee increased have averaged out at around 9.6% but only to a number of non-increases in priority fees and Stewards etc licences.

New helmet regs are in force from 1.1.91 and these should be studied thoroughly to avoid disappointment in the scrutineering bay. Only two standards will be permitted from this date the BSI standard BS 6658-85 Type 'A' (blue label) with a mandatory requirement of BS 4110-ZA for the visor.

The sole Snell standards approved will be the SA85 and SA90 which applies to both helmets and visors. I am not yet in possession of the label colour for the Snell '90 standard but it will certainly be announced soon. A list of helmets which comply with the BSI and Snell SA85 standards was appended to the announcement and if anyone wants to know if their helmet is OK for 1991, give me a bell (sorry about that).

Also in the bulletin was the new judicial procedures for 1991 with the Clerk of the Course taking on more of the responsibilities previously assumed by the Stewards of the meeting. Simply put, the Clerk acts as the referee in disputes and he determines penalties and any further actions as necessary. If any parties disagree with his decisions, they have 30 minutes to register an appeal with the Stewards. Their



Every picture tells a story!! Pic: Iain Blair.

findings can only be appealed if there is a gross miscarriage of justice or the penalty far outweighs the seriousness of the offence.

For a technical matter, the Steward can be appealed to a Technical Commission at the RAC. Their decision is final and the only appeal here is against the severity of the penalty imposed.

The thinking behind these moves is so that disputes are settled easier and on the day so that the interests of motorsport are better served. I, for one, applaud the RAC in this initiative. Anything which will stop us waiting months for the outcome of racing disputes such as the Junior Britain British Champs, should have the support of us all.

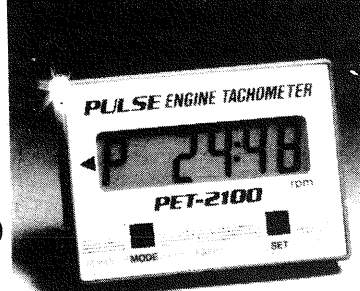
Finally, to the photo which accompanies this article. Whilst at the Langbaugh 'O' plate meeting, I was taking refuge from the cold in lapscore and the conversation turned to the Hull hotel fire the previous night, as it was the same hotel that the Super One crew had occupied during the Endyke Hull road races. With the subject of heat still fresh in the mind, it was revealed that Kate Clayton had managed to singe a certain part of her anatomy in her hotel that morning. Well, the startline crew soon found out about this and various strange messages began to appear on the back of the warning board, all ceremonially unveiled with the aid of a convenient flag. The one pictured was the last one and, in my view, the best. To Kate, I apologise in advance but remind her of the old saying, never trust a reporter!

See you next time
Iain Blair

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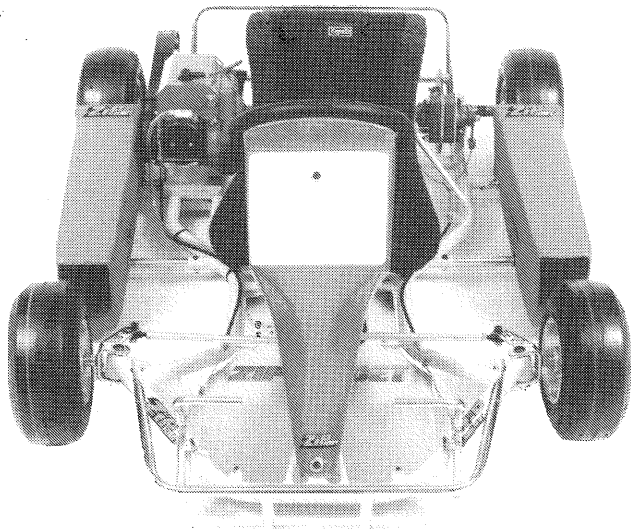
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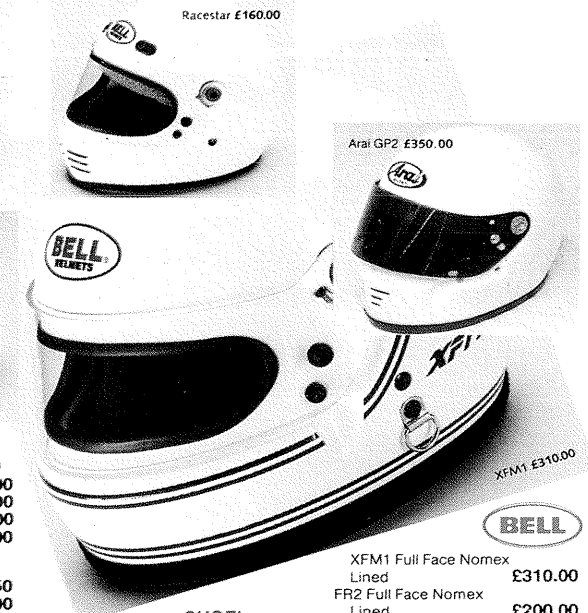
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Ref. 124 TOP DRIVER 3 £80.00
Available in Red, Blue or Grey, Sizes 6-11

Sparco 232 Kart Suit Multi-coloured £155.00

Ref. 123 CLASSIC Sole in leather and cover in black kid, Sizes 6-11 £59.00

Ref. 126 Junior £59.00

Ref. 125 Junior Available in White/Red or Blue/White, Sizes 6-11 £59.00



TANK TAPE
50mm x 50 metre available in Blue, Red, green, Yellow, Black, silver and White £4.50 per roll
Chrome Foil Tape 50mm x 50metre £5.50 per roll

MISCELLANEOUS ACCESSORIES
KM250 Clubmans Pyrometer incl. Tyre Probe £75.00
Anderson Jack Plug £28.50
Anderson Jack Plug Handle £5.95
CG4/5 Castor/Camber complete in box £235.00

DUNLOP FOOTPUMPS
MAJOR £56.45
CHAMPION £20.90

TYRE PRESSURE GAUGES
Masta Tyre Gauge 0-60psi £24.50
Raceparts embossed in rubber 0-40psi £20.50
0-60psi £20.50
Michelin Dual Calibrated 0.7-4.3 bdr and 10-60psi small fits on palm of hand reset button £14.95
NEWBOW Tyre Gauges
NB604 A 4" gauge reading 0-60psi, 0-4 bar £80.00
NB604/DLV as 604 but with a pressure hold lock valve £105.00
Digital Tyre Pressure Gauge, Sonic Air Check £21.00

TAG HEUER STOPWATCHES
1030 £47.82
10 hour stopwatch with split function, start, stop and restart with green push piece, split, lap or reset with red push piece. Measures up to 9 hours, 59 minutes, 59.99 seconds.

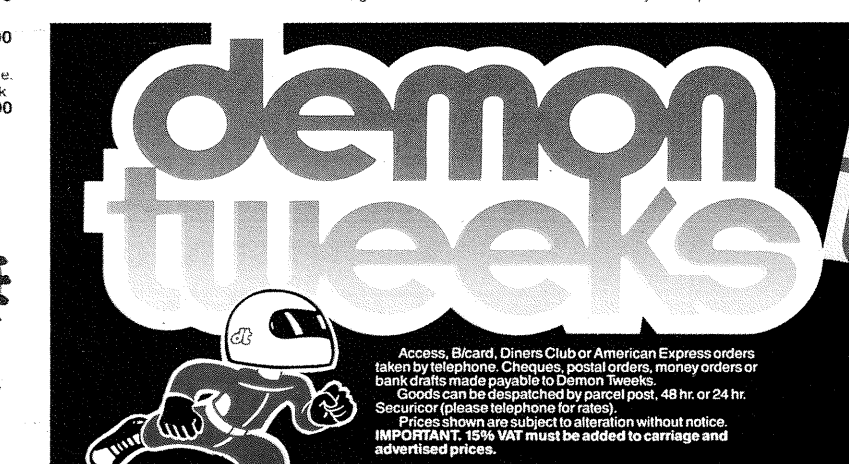


Carriage £6.00
48 Hour Delivery £6.00
Post £3.00
ALL PRICES PLUS VAT

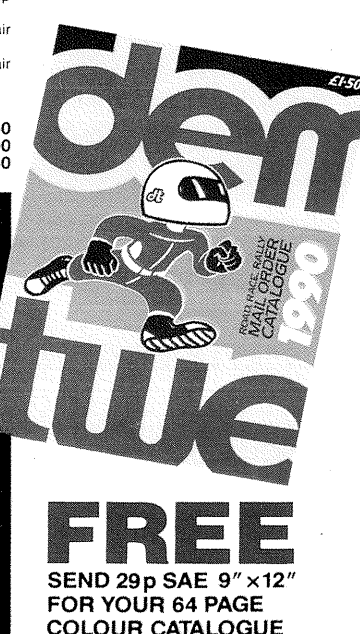
NEW BEST BUY CHRONOTEC £34.95
10 hour stopwatch with split function, start and restart measures up to 9 hours, 59 minutes, 59.99 seconds, 8 lap and split times can be memorised and recalled when required lap counter and pre-settable count down timer. 30 second shuttle count down for timeouts.

TIE DOWN STRAPS
CL9191NH—Powerful Ratchet action, tightening capacity 2400lbs. 15ft nylon webbing, 1" wide c/w 2 solid hooks, tighteners locks and releases automatically. £10.50
CL9191NS—As CL9191NH, but with 2 solid hooks £9.95
CL9191NW—As CL9191NH, but with 2 claw type hooks £10.95
CTD757—Test nylon webbing, 2 solid hooks, none slip buckle, pull to tighten, press to release, steel cam lever buckle for quick release. Length 12'. £8.50

Tag Heuer Stopwatches
1030 £47.82
10 hour stopwatch with split function, start, stop and restart with green push piece, split, lap or reset with red push piece. Measures up to 9 hours, 59 minutes, 59.99 seconds.



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