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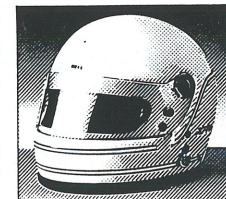
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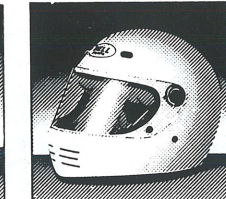


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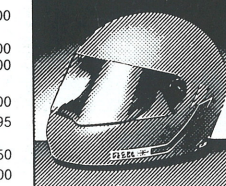
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TAG-Heuer Stopwatches		TD3	£7.00
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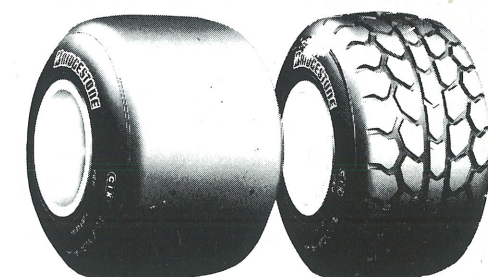
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ZIP EAGLE chassis complete with Kelgate brakes, knock-on hubs. Race winner. Must be sold, £1,395 ono. Tel. (0509) 853888.

WANTED GEARBOX CHASSIS, Zip 925, GP or similar. Old or cheap, bent or damaged. Tel. Paul on (0462) 814706 (evenings or weekends).

KTM 250 National, completely rebuilt. Good, fast and reliable motor, £495 ono. Tel. Nottingham (0602) 871816.

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KELGATE ZIP EAGLE rolling chassis Formula E. All Kelgate bits, special front end, little used, £1,800. Tel. (0937) 63722.

PHIL GLENCROSS has for sale his 1982 Renault Master Van. Capable of carrying two Superkarts. Fitted workbench electrics and awning. Well maintained. Low mileage. Must be sold, £2,500 ono. Also nearly new Superkart tyres, £40 per set.

ANDERSON MIRAGE 256 ROTAX, chassis six meetings from new. Engine re-built, '89 cylinders and heads, 38mm Dellorto flat slides, new Merlin pipes. New clutch. Wets on rims, £3,900. Tel. Bryan Harvey on (0303) 278833.

MOTOCROSS ROLLING CHASSIS wanted, prefer KTM, Zip Bandit 250 KTM w/c, 1988, excellent condition, £1,495. Quick sale, bargain. Tel. (061) 491 0125.

ZIP GPN 250 Honda. Loads of spares and tyres, £1,400. Can be seen in Keighley, Yorks. Tel. (081) 348 5629.

250 NATIONAL LAZER/KTM (l/c). Six months old, used two practices only. Fully Kelgate equipped, facet pump, re-built engine, tach. Immaculate. In need of very minor sorting to be a very fast and competitive kart, £2,250 ono. Tel. (0767) 50852.

NATIONAL ZIP GPN chassis. Immaculate, nine long circuit meetings old, fairing, pods etc. Unused full body. New floor tray, magnesium wheels. Regular long circuit top six finisher, £1,195 ono. Tel. Simon (0634) 669015.

FORMULA E PVP. Ex Poul Petersen. 1987 Rotax 256, recent rebuild. Long circuit bodywork. 3 sets of slicks, 1 set of wets, all on rims. Stand and trailer, plus numerous spares. Excellent condition, £3,500 ono. Tel. (0444) 459643.

DINO KTM 250 National. Excellent condition. Rebuilt engine. Short circuit bodywork. Many spares including tyres and engines parts. Very quick. House forces sale, £1,700. Tel. (0926) 512936.

ZIP BANDIT 2, March 1990, Kelgate running gear. YZ 250 N tuned, spare. YZ 250 K tuned plus many spare parts. All maintained regardless of cost. Long and short circuit bodywork. Trophy winner. Very good condition, £3,000. Tel. (evenings) (0626) 51447.

1988 ZIP BANDIT rolling chassis. Used one season only. Completely rebuilt. Long and short circuit bodywork. Latest brakes, new radiator, set of wets on Monos, £950. Tel. Andy (0272) 663497 (work) 0275 857590 (evenings).

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ANDERSON KTM, new for 1990. Fletcher prepared, excellent condition. some spares, 5 sets of tyres, some unused. Ready to race. Will split, £3,000. Tel. (0924) 496929.

1986 ZIP/GP SUZUKI RM 250. Chassis never bent. Fitted with Kelgate brakes, short circuit bodywork, monos etc. Engine just re-built. New piston, rod, bearings, clutch etc. PMP pipe. Completely ready to race. Bargain at £1,150 or may split. Tel. Paul (0275) 851037 (evenings).

250 ROTAX MOTOR 1982. New pistons, re-nicosiled rear barrel. New tyre clutch. Ideal Challenge motor, £550. Tacho, £40. Coil, £35. Carbs, £50 pair. Two sets of pipes, £50. Tel. (0606) 84 4625.

250cc racing kart, YZ engine, air cooled, 5 gears, Barlotti chassis, £700 ono. Tel: 0202 391425.

250 FORMULA E rolling chassis, Kelgate brakes, all short circuit bodywork, slicks and wets, £650 ono. Rotax engine, 250 twin, 1987, fully rebuilt, carbs, pipes plus new spare barrels. £2,000 ono. Mercedes L 508 Motorhome, 1979. Central heating, double glazing, fridge, cooker, sink, sleeps 4, 2 awnings, workshop. Many new parts. MOT. Bargain, £3,000 ono. Tel: 0787 62646.

ANDERSON A-K 250 '88 with '88 Rotax. Long and short bodywork. Some spares. Tel. (04747 7714 or (081) 778 3112. Ask for Peter.

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K AND S

MONTHLY

No. 140

Mike Says . . .

The Festive Season is almost upon us so I will be very brief this month.

I would like to wish all involved in karting a very Merry Christmas and a Happy, Successful New Year.

Many thanks to all those who have contributed to the magazine and thanks also to all our advertisers and readers for their continued support.

A special thanks to my wife, Jean for all her 'unpaid' support during the season and thanks to Jamie for the part he has played also.

See you all in 1991.

Mike Smith

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JUST HEARD

The Long Circuit Presentation Dinner and Dance took place at the Moor Lodge, Branton near Lincoln on Friday November 16 and all present certainly appeared to have a good time.

Ron Brassey was present and other 'top table' guests included World Champion Tim Parrott, Metro Champion and former karter, Nigel Edwards and Cadwell Circuit Manager Keith Briggs. Joining them were senior members of the St John Ambulance Brigade, Club officials and of course their good ladies.

After an enjoyable meal of turkey and all the trimmings the Prize Presentation followed with short 'speeches' from some of the guests.

A special Award was made to John Shaw and Ian Rushforth for all their hard work over the year before retiring commentator. Don Briggs was almost lost for words, when he too received a gift in recognition of his 14 years behind the mike.

The evening ended with a Disco and the feeling was that it had been a first rate idea. In fact John Shaw commented that it was the first time since 1963 that the Cadwell Club had held such a function.

Thanks to Phil Wilkinson for his efforts in putting it all together and let's hope we don't have to wait another 27 years before the next one!



With the tremendous growth of indoor karting there has also been an increase in interest for a tough all terrain kart and Zip Kart have just produced just what you might be looking for.

Powered by a Honda GX engine the sturdily built model sits on six inch wheels fitted with knobby tyres. The seat and pedals are adjustable in a number of ways and it has a cradle type fitting with a roll over bar for added safety. A higher ground clearance allows it to go where no kart has ever gone before and recent extensive testing has shown it to be very durable.

Further details can be obtained from Zip Karts.

The Langbaurch Kart Club will hold its Christmas Cheer meeting on December 16 with the Winter Series dates being January 20, February 17 and March 17, 1991.

The Annual Presentation Dance will be held on January 26 and tickets are available from the circuit most Saturdays and every race day.



Just a reminder that all entries for Beccles Kart Club meetings at Ellough should be addressed to: Mrs Val Ariss, West View, Shop Street, Worlingworth, Woodbridge, Suffolk, IP13 7HX. Telephone: 0728 76202.



We are reliably informed that 1991 will see the return of the International Kart Show. Nothing is finalised yet but plans are in the pipeline and as soon as we have confirmation we will let you know.

GUYSON INTERNATIONAL of Otley, West Yorkshire have entered the karting arena by sponsoring young Devon driver Damon Harvey.

Damon is the son of Max Harvey, well known Hill Climb competitor, and has featured in the Jersey Enduro Kart Championship in addition to competing in events at Bovington and Dunkeswell in the 100 UK class.



The 1991 210 Challenge is currently being planned and will provisionally run over 7 rounds at 4 circuits, Shenington, Little Rissington, Fulbeck and Kimbolton. It is planned to start in early April and finish in October. Once dates have been confirmed they will be published. The number of rounds to count will change in 1991 to the best five from seven with attendance points at all rounds. The points system will remain unchanged.



Damon Harvey . . . with Guyson backing.

The Auto Sports International exhibition takes place at the NEC Birmingham from January 3rd to the 6th 1991. The exhibition will cover the whole spectrum of motor sport and will feature many live events including kart racing with Playscape.

Running alongside the exhibition will be an International Congress with Dr. Harvey Postlethwaite of Tyrrell chairing day one and Mr. A.C. Rudd of Lotus doing likewise on day two. On the 5th and 6th of January the Congress will continue with sessions for the general public. Speakers will include Murray Walker, Jackie Stewart, Dr. Jonathan Palmer, Stuart Turner, Sid Watkins and Sir John Rogers.



Stuart Ziemelis is busily developing a new 125 Lazer chassis which he took to victory at Kimbolton on November 11th. At a previous Little Rissington meeting Nigel Pudiphatt was out on the chassis and recorded a top three finish.

The Birmingham Wheels Kart Racing Club (1990)

will be racing on the fourth Sunday of the month (24th March 1991 onwards) at the Wheels Park.

1991 membership will cost £15. Application forms available from Birmingham Wheels Park, 1 Adderley Road South, Salford, Birmingham B8 1AD. (Tel 021 771 0725)

A general meeting of the Club will be held at Wheels on Monday January 14th, 1991 at 8pm.

The 1991 committee will be elected at this meeting to which all members are invited.

Strictly Classified!

CADET

ZIP CADET, complete, ready to race, new 1988, excellent condition. Also available, spare wheels, tyres and more. Telephone 0707 326802 (evenings) or 0763 72779 (day).

CADET ALLKART, 1989. Immaculate condition, ready to race, £800. Telephone 0252 628749.

CADET kart, Gillard, as new engine. Four meetings only, fitted with Tillett seat, £725 ono. R&A Kart Racing Supplies, 9 Marigold Drive, Hinckley, Leics.

COMPLETE cadet outfit, Hutless Comer. Wets on rims, spare barrel, carburettor, chassis spares, stand. Zapelli race suit. Regular trophy winner, £495 ono. Telephone 0952 242973.

WRIGHT CADET kart, only 3 months old, complete with wet tyres. Quick sale required. First to see will buy, only £780. Telephone 0992 445652.

DAP Cadet, little used. Includes wets, stand, helmet, racing suit and new spare engine, still in box, £850. Adapted car trailer for above with lockable lid, £195. Telephone 0208 872771.

CADET ZIP. Clean and well prepared, ready to race, wets included, £650. Telephone 0782 643226 (pm), 0782 415768 (day).

1987 ALLKART Cadet. Very competition and in excellent condition. Complete outfit including wets on rims, £500. Telephone 0568 6359, after 6.30pm.

100cc

FOR SALE racing kart 100cc engine, £450 ono. Telephone 0656 663391.

100 NATIONAL CIK GILLARD, TKM KA 100 engine plus spare TKM. Many spares, proven race winner. £1,250 ono. Telephone 021-373 8051 (evenings).

WRIGHT CHASSIS, two meetings, £485. New, latest Rotax, £700. TJ Rotax, £750. Purpose built kart box trailer, set of good slicks on Monos, stand, exhausts, lots of spares, to successfully race 100 National in 1991. Telephone Peterborough (0733) 347358.

1990 National Sprint to full 100 Super spec. Tillett seat, side pods, mag wheels, 35mm axle. 8ltr tank, vented disc, slide carb. Very quick PCR motor. The chassis only two meetings old and the motor has only run for one meeting since a complete rebuild, £995.

1990 National Sprint to full 100 Super spec. As above, only two meetings old. Fitted with a quick Deavin Rotax, £995.

1989 Britain Sprint, used as national wet kart. Very little use due to a dry year. Can be supplied to Britain or National spec with a quick Deavin Rotax, £995.

All karts and engines have been meticulously prepared by Paul Deavin himself and are virtually as new. Please telephone Colin Sowter on 081-364 1004 or 0860 200979.

100 BRITAIN Boxer chassis, TKM engine. Kart stand. Brand new front and rear wets, brand new front tyres, sprockets, racing leathers, boots, side pods. Ideal for beginners, only £850 for quick sale. Telephone Leicester (0533) 880311.

DEAVINSON SPRINT National 1990. Six meetings from new, immaculate condition with nose cone, side pods, Mono wheels, Cheng Sin tyres, £550 ono. Telephone 0785 817283 (evenings only).

100 BRITAIN DAP chassis with Parilla TT 27 HKA engine. Ideal novice kart, side pods, nose cone, slicks and wets on rims, £450. Telephone 0235 5279791.

RS SPRINT '89, 100 NATIONAL. Cheng Sing tyres on new spun ally Monos. Side pods, nose cone, 35mm hollow axle, Q/R hubs, vented disc, Tillett seat, £550. Also SPRIN '89 JUNIOR BRITAIN. Side pods, nose cone, Tillette seat, c/w Deavinson full race prepared Parilla TT 3, just rebuilt by Deavinsons, £950. All above equipment has been used for 1990 season only. Telephone (business) 0480 87526 or 84787, (evenings) 0767 600511.

SENIOR BRITAIN 1990 outfit with trailer. DAP chassis, T76 engine, side pods etc. Two sets of slicks, one set of wets, all on Mono rims, lots of spares, £995. Also Parilla TT 27 engine complete, £320. Both Steven Ogden race tuned, and trophy winners. Changing class hence sale. Telephone Harry Bradford (0274) 588738 or 630630.

TKM KA 100 B, still on first bore, £580 ono. Zip 100 Britain chassis, tuned Arrow engine, wets, nearly new slicks. Ideal newcomer, £450. Telephone 0283 38066.

1987 JETA BRITAIN with Gillard tuned Parilla T 27, low mileage, £625. Spare Manx 100cc, good runner, £125. Multitude of spares including tyres, sprockets, seats, stands etc. New Zip race suit, £30. Also Gillard Senior with TKM FF99. Good steady engine, kart completely rebuilt, £450. Telephone 0845 56737.

125cc

DEREK PRICE tuned 125 a/c Rotax, reliable throughout 1990 L/C season. Recent rebuild. Maintained regardless. Full range Duplex sprockets, jets, exhaust, tools, Stratos and plates, £695. CSK flatside carb, suit above £85. Purpose built box trailer 6 x 4, tyre track, shelves, takes cadet to Formula E, £250. Telephone Steve Spavin 0524 67986 anytime.

125 P & R ALLKART chassis, TM engine, 3rd in British Short Circuit Champs, 2nd British Open Champs, won umpteen club meetings, excellent competitive machine, £1,395. Telephone 0942 817041.

STUART MEAD'S quickest Works 125 w/c Rotax. As used to finish 4th overall in British L/C Champs and 4th overall at Shenington British S/C Champs. Tuned by Russell Anderson, just rebuilt, £1,100 ono. Telephone 0494 786136 (ansaphone).

ROTAX 125 air cooled. Quick, reliable, spare barrel, carb and two pipes, £550 ono. Telephone 0823 69610.

125 ZIP ROTAX a/c (ex Malcolm Clark) GPN chassis, Kelgates, full long and short circuit trim. Slicks and wets on one piece rims, Duplex sprockets, H/B seat. Fast, reliable and ready to race, £900 ono. Telephone 0482 631924 (evenings).

MINARELLI 125 a/c, Derek Price tuned complete with 36mm Dellorto, exhaust, ignition, battery, pump. New January 1990, £850 ono. Telephone 061 728 1497.

125 National Wright chassis, never bent. Quick Rotax, just rebuilt. New wets and slicks on rims, spare slicks on rims. Stand, suit, spares, ready to race, £1,200 ono. Telephone Rich 0242 577561.

125 P&R Fastrak/TM. CSK tuned with CSK flat slide carb, full body and short circuit trim, slicks and wets on Mono rims. Lots of spares. 2nd... 3 Sisters Winter Series, fast and reliable, P&R outfit, £1,650 ono. Also trailer, leathers, helmet etc. Telephone 0244 534459.

BANDIT A/C body to fit GPN, £55. Leathers to fit 5ft 9in, £35. Stand, £5. Westover boots, size 7, £15. Telephone 081 302 5199.

ZIP Honda 125 P&R, spare sprockets and stand. Spare set of slicks. Fast beginners kart, £450 ono. Telephone 061 797 3815.

MARK POWELL has British 'O' plate winning Zip Bandit chassis for sale, never bent, £750 ono. Telephone 0684 562674.

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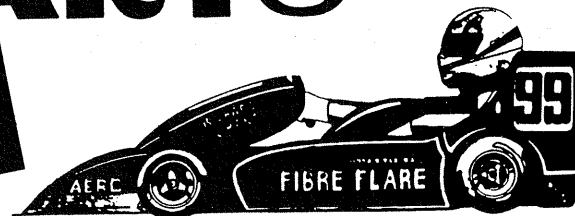


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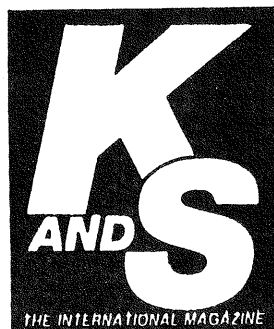
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JUST HEARD

As briefly mentioned in our last issue Knockhill has recently undergone extensive re-surfacing work. The surface ... by Tarmac ... is of a special high strength, high grip formula. Some specialised re-alignment of undulating areas has taken place still leaving the natural profile of the circuit but without the bumps!

Managing Director, Derek Butcher also tells us that the pit lanes, slip roads and the recently built holding paddock have all benefitted from new tarmac. Additional work planned includes a new 1000 square foot marshalls building ... providing those valuable people with a registration room as well as a canteen etc.



OOPS! The Long Circuit dates given in last months issue contained an error. The Cadwell event in July will take place on the 7th NOT on the 6th as stated.



Please note new telephone number for Sharon Moore, Hunts Kart Club Competition Secretary is as follows; 0327 76444.



Jonathan Vamplew, P & R driver, is examining the possibility of organising a practice day for Long Circuit drivers at Pembrey.

January or early February are possible and it all depends upon numbers willing to attend. If you are interested then contact Jonathan on 0874 730866 or 730444.



Dave Buttigieg, affectionately known as 'Butty', made the long journey North on November 25th to race an Anderson/Rotax at Three Sisters.

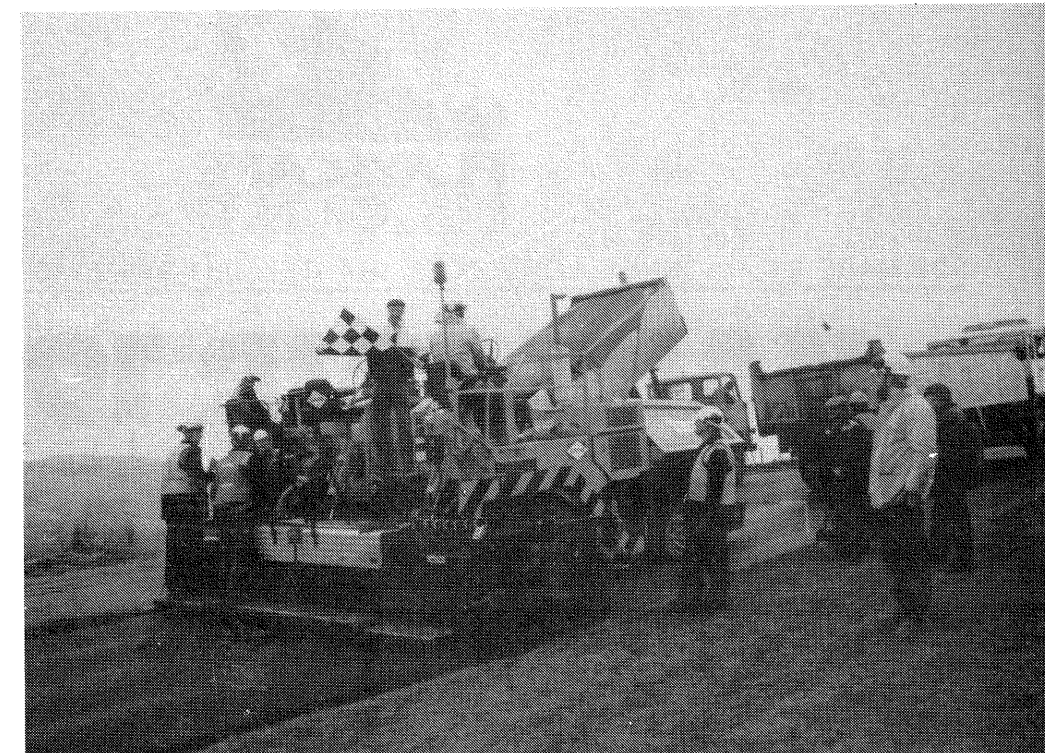
It didn't take him long to get back in the groove, taking a win and a third from his heats and going on to win the final.

He went home thoroughly pleased with himself and with a feeling that the old 'Butty' was just about back. Certainly from what was seen he appears to have lost little of the old magic.

He also managed to get off the line pretty quickly too!

Ian Shaw took second place from a poor grid position after a missed heat and Roger Mayers put in a fine drive to collect third.

DECEMBER 1990



Try getting that through scrutineering!! Re-surfacing in progress at Knockhill.

Following the news that the Chasewater Track is not to be lost under the new M6 link road the Chasewater Club will return to its former base.

A new Birmingham Club has been formed to organise racing at Birmingham Wheels circuit during 1991. A unique deal has been struck with the Wheels Park operators, whereby all administration and organisation between meetings will be in the hands of the Parks staff, leaving the Club to concentrate on organising first class racing at the circuit on Club days.

Both the Club and Birmingham Wheels are committed to making improvements at circuit with toilets and clubroom facilities already underway.

All involved are optimistic for a bright start to 1991 with the first meeting on March 24th and the fourth Sunday of each month thereafter.

1991 Membership will cost £15. Pit space can be pre-booked and entry fees will be £15 ... members ... £18 ... non members. The meetings in March, April and May will be closed to Club whilst the August 18th event will be a round of the 1991 Kart and Superkart Series.

A General meeting of the Club will be held on Monday, January 14th at 8pm when the 1991 Committee will be elected.

Anyone interested in becoming a member should contact Wheels on 021 771 0725.

1991 MANX KART GRAND PRIX

PEEL ISLE OF MAN
A FULL WEEK'S RACING
PROGRAMME ON STREET CIRCUITS!!

**CADETS?
100's?
ALL GEARBOX
CLASSES?**

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KART FAIR 1990

CLAPHAM BUS GARAGE,
LONDON SW4
DECEMBER 29-30, 1990

Playscape Racing will organise a Kart Show at the Clapham Bus Garage circuit on Saturday and Sunday, December 29 and 30, 1990.

For a payment of £50 traders will have available an area measuring 5 x 5 metres . . . sufficient to place a van etc and display what they have to offer.

Additionally there will be space available for a Kart Jumble where you can sell off all those unwanted kart items cluttering up your garage. The cost will be £10 per light van or car. Places are limited so please book now by phoning 081 986 7116.

Friday will be set aside for setting the whole thing up and the Kart Fair will be open to the public as follows.

Saturday, December 29, 10am to 7pm
Sunday, December 30, 10am to 4pm

Admission will be £3 per adult with children under 14 admitted free

CLUB RESULTS AT A GLANCE

100 Britain Supreme
1. Gary Munro Gillard/TKM
2. Gareth Hession Wright/
K a r t e q . . T K M
3. Alistair Weston Wright/TKM

Junior Britain
1. Daniel Wheldon Allkart/TKM
2. Neil Stower Zip/Parilla
3. James Beales TKM/TKM

100 UK
1. Bill Tully TKM/TKM
2. Neil Smith Wright/TKM
3. Kevin Corbett TKM/TKM

Restricted
James Heitzman Gillard/TKM

100 National
1. Lee Whitney Wright/Rotax
2. Vince Martin Sprint/Rotax
3. Paul Watts ARC/Rotax

210 National
1. Jeremy Pinney Aero GPA/Elli-
son
2. Martin Riley Aero/MSPU

Restricted
Adrian Malin Aero GPA/Ellison

125 National
1. Nick Costin Zip/Goff Rotax
2. Scott Vomberg Anderson/Goff
Rotax

Restricted
Richard Rogers Zip/Rotax

125 Open
1. Stuart Ziemelis Lazer/SRS Ro-
tax
2. Colin Poole
3. Verney Wood Anderson/Rotax

Restricted
Mathew Twynham Zip/Rotax

250 National
1. Colin Breeze Anderson/Suzuki

Restricted
Christian Turner

250 E
1. Chris Beavers Zip/Goff Rotax

Hunts Kart Club 1990 Champions

Junior Britain
100 Britain Super
100 Britain Club
100 National
100 UK
125 National
125 Open
210 National

John Goss
Simon Reeks
Stuart Sagers
Paul Watts
Faye Robinson
Scott Vomberg
Cliff Basten
Colin Whittamore

250 National
250 E
Colin Breeze
Paul Allen

Senior Club Champion
Stuart Sagers

Trophy presentation will take place at the Dinner /Dance to be held at the Bedford Moat House on Saturday January 19th. Tickets available from Mick Nairn.

3 SISTERS 25th November

Junior Britain
1. Neil Walker Boxer/TKM

Senior Britain
1. Blaire Mollison Techno/TJ
TKM

100 UK
1. Kevin Park ZIP/TKM

100 National
1. Michael Goodacre Fastrak/
PCR

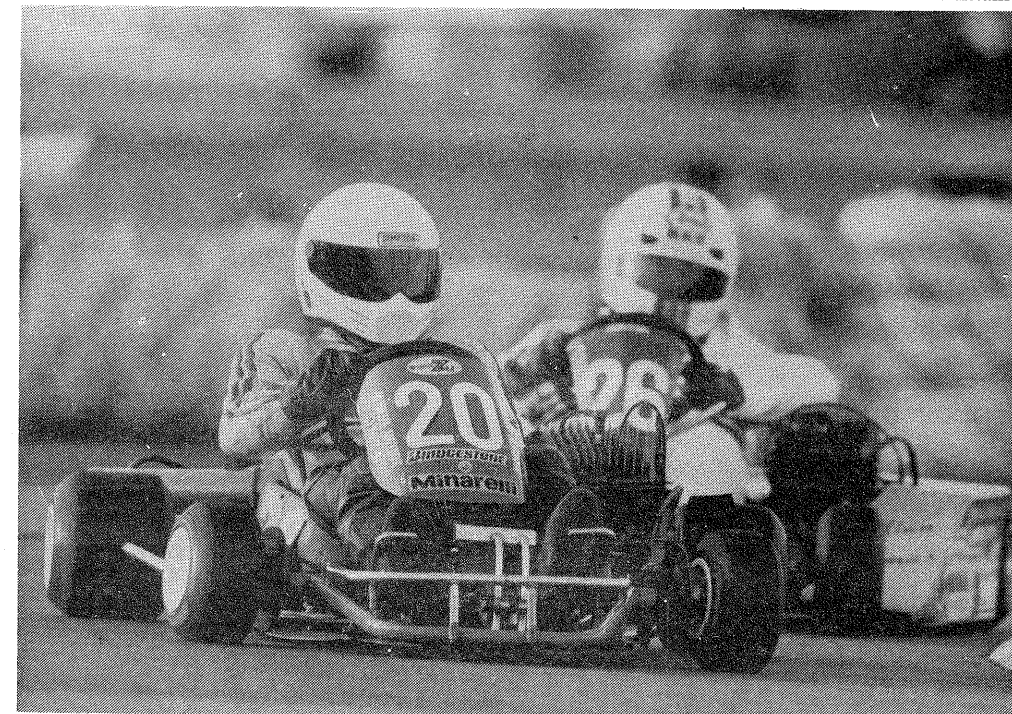
125 P & R
1. Ian Smart Fastrak/Cagiva

125 National
1. Steve Arnold Anderson/Rotax

125 Open
1. Simon Cullen Anderson/Rotax

250 National
1. Paul Burgess Anderson/KTM

250 E
1. Dave Buttigieg Anderson/
Rotax



CLUB RESULTS AT A GLANCE

Blackbushe 28th October

Junior Britain
1. Darren Turner Allkart/TKM
2. Matthew Bettley Gillard/Parilla
3. Neil Moulton Wright/TKM

Senior Britain Restricted
1. Nick Hayes Wright/TKM
2. David Beattie Superdart/Parilla
3. Paul Baines Sprint/Parilla

Senior Britain
1. Simon Moulton PCR/TKM
2. Stuart Wood Allkart/Parilla
3. Roger Hunt Wright/Parilla

100 UK
1. Dene Mann Gillard/TKM
2. Christian Cope Gillard/TKM
3. Paul Cathie Gillard/TKM

100 National
1. Stuart Crawford Hutless/Rotax
2. Bob Stansbury Superdart/Rotax
3. Tim Taylor Kali/Parilla

210 National
1. Roger Dade Zip/Villiers
2. Tony Cope Invader/Invader
3. Ian Johnson Invader/Villiers

125 National
1. Steve Bird Anderson/Rotax
2. David Hopgood Anderson/
M i n a r e l l i
3. Chris Pascoe Spyda/Minarelli

125 Open
1. Dave Olive Anderson/Rotax
2. Tony Holditch Anderson/Rotax
3. Brin Wright Hutless/TM

250
1. Chris Jones Zip/Yamaha
2. Keith Bridges Dino/Rotax
3. Mark Ashe Zip/Yamaha

TILBURY OCTOBER

Junior Britain
1. D. Meiners, Sprint/Parilla
2. S. Walter, Wright/Parilla
3. A. Chapman Wright/Parilla

Junior Britain Restricted
1. D. Rose.
2. J. Broom, Wright/Parilla
3. S. Smith, Gillard/Parilla

160 National Heavyweight
1. M. Clarke, ARC/Parilla
2. D. Cleal, Wright/TKM
3. R. Scott, Superdart/Solo

Senior Britain
1. P. Wells, Solo/Solo
2. S. Wright.
3. S. Sims, Superdart/TKM

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Senior Britain Restricted
1. S. Webb.
2. R. Siggins, BRK/TKM
3. M. Piper, Superdart/Solo

100 National Restricted
1. C. Crabtree, ARC/Parilla
2. N. Lewin, Sprint/Rotax
3. G. Sapsed, Superdart/Atomik

100 National
1. T. Horncastle, Superdart/Rotax
2. G. Gannon.
3. K. Smith, Wright/Rotax

160 National Heavyweight
Restricted
1. M. Hall, Wright/Sirio

Little Rissington November 4th

Junior Britain
1. Henry Stanton Dino/TKM
2. Chris Cox Wright/Parilla
3. Alistair Weston Wright/Parilla

100 Britain Restricted
1. Mark Jennings Wright/Parilla
2. Piers Guest Wright/Parilla
3. Paul Cope Sprint/Parilla

100 UK
1. Malcolm Francis Zip/TKM
2. Martin Beaton Anderson/TKM
3. Bob Beasley Wright/TKM

100 Britain Clubman
1. Dave Ash Colt/TKM
2. Chris Chater Allkart/Parilla
3. Ian Mittell Wright/PCR

100 Britain Premier
1. Anthony Cleal Dino/PCR
2. Mike Horder Dap/PCR
3. Carl Willoughby Gillard/Parilla

100 National
1. Paul Wilkes Wright/Atomik
2. Bobby Game Allkart/Parilla
3. Matthew Payne PCR/Atomik

210 National
1. Mick Sifleet Invader/Invader
2. Vernon Burgess Invader/APV
3. David Bailey Barlotti/Villiers

125 National
1. Julian Thomas
2. Alan Dell
3. Nigel Puddiphatt

125 Open
1. Dave Sanders Allkart/TM
2. Dave Olive Anderson/Rotax
3. Richard Connick Anderson/
Rotax

250 National
1. Mark Allen Zip/KTM
2. Pat Tomkinson Dino/KTM
3. Chris Tomkinson Dino/KTM

250 E
1. Bob Kennings Anderson/Rotax
2. Paul Pedelty Anderson/Rotax
3. Gordon Darrow Zip/Rotax

This was the final meeting of the year for Rissi and was somewhat marred by the accident which befell Clerk of Course Peter Klaassen. Fortunately no bones were broken and we all wish him a full and speedy recovery. The accident showed just how dangerous racing can be and must be a lesson to all Cadet/Junior pushers.

They are understandably watching their driver and not keeping an 100 % eye on the track closest to them.

A great big thank you to all the officials who have carried out their thankless task and a thank you to all competitors who have supported us so ably.

All the best for the future.
Brian Clark.

Kimbolton 11th November.

100 Britain Clubman

1. David Thirsk Jeta/TKM
2. Mathew Wright Wright/Parilla
3. Steve Edge Wright/Kestral
TKM

100 Britain Restricted

1. James Lethbridge Wright/TKM
2. David Carl Morris
3. John Harrison
4. Gary Barnhard



DECEMBER 1990



NEWS CADET TYRES

Dunlop RAC SL 3
Front . . . F 10 by 360 by 5
Rear . . . R 11 by 500 by 5

Cadet Class may be used until 1st April 1991 except in a Series or Championship event.

Will be used for a three year period from the 1st January 1991. Old model Vega tyres as used in the

The price of the Dunlop tyre for 1991 will be £86.83 including VAT for wet or dry, per set.

LONG CIRCUIT GEARBOX CHAMPIONSHIPS 1991

All Long Circuit events in 1991 will be rounds of the RAC Championship and the dates are as follows:

February 17th Cadwell Park
March 10th Snetterton
April 21st Cadwell Park
May 5th Pembrey
June 15th/16th Cadwell Park
July 7th Cadwell Park
July 20th Snetterton
August 24th Knockhill
September 7th Cadwell Park

There will be no separate Registration fee. Race numbers 1-9 will be allocated as usual based on the first nine in each class of the 1990 RAC Championships. Other numbers allocated at the first round ie. Cadwell will be used throughout the series.

Entry Fees should go to the Organising Club as normal.

Each class will have at least two heats of not less than nine miles and a final of not less than fifteen miles. Starts will be moving with light signals and paced by car.

Points will be awarded to the first 12 finishers in each final as follows; 15 .. 12 .. 10 .. 9 .. 8 .. 7 .. 6 .. 5 .. 4 .. 3 .. 2 .. 1

The best seven from nine results will count in deciding overall positions. Should a driver be excluded for any reason that round will not be allowed to count as a 'dropped' round.

Noise and fuel checks will be conducted at each round.

Further information can be obtained from the Co-ordinator as follows: Mike Smith, 32 Higher Market Street, Farnworth, Bolton. Telephone: 0204 795594. Fax: 0204 795633.

CADET KARTS TO BECOME BUYING CLASS

Cadet Class Kart engines will become a 'buying class' from January 1, 1991. This follows allegations of abuse of the fixed selling price during 1990. In addition, all Cadet engines will be inspected and stamped by the RAC MSA before the end of March 1991.

Kart Executive Ron Brassey

said: "It is with some regret that the RAC MSA has decided to take this action to enforce the regulations, but continued advertising of 'selected' engines at inflated prices has forced us to act in the interests of competitors."

Full details of the buying class and the engine inspections will be published as soon as possible.

DECEMBER 1990

100 UK CHASSIS FOR 1990

The following rule will apply to chassis for both Junior and Senior UK for 1991.

3.2.3 Chassis Homologated British made Chassis. The only additions allowed to the homologated chassis will be upholstered seats, sidepods, Nassau panels and the necessary modifications to fit same. No parts made out of Kevlar, magnesium or carbon fibre. All axles to be of solid magnetic parallel bar, all brake discs to be solid mechanical or hydraulic brake. Drive as per 3.3.2. The retail price of the new kart chassis, as homologated, including brake, chainguard, sprocket carrier, axle, sprocket, tank, seat, wheels etc, but excluding tyres must not exceed £570 excluding VAT in easily assembled kit form i.e. no welding required, or £590 excluding VAT, assembled.

There will be no further homologations in either Class until January 1994. For both Classes, the use of existing Britain chassis will be allowed until 31st December 1991, but no new Britain karts manufactured after 31st December 1990 will be allowed to be used after 1st January 1991.

An updated list of homologated chassis will be announced as soon as all the inspections are completed.

All prospective purchasers of homologated chassis should ask their supplier for a view of the homologation fiche prior to purchase.

They should check the kart complies in all respects to the fiche and to 3.2.3 above. Where options are offered on the fiche, i.e. type of brake, size of axle and beaunys and type of wheels, these must be available within the price limits shown. The only additions allowed are as stated in 3.2.3, and these options are the only ones that may be charged for. Anybody who has written proof of being overcharged by a RACMSA Registered Kart Trader should report the matter to the RACMSA Technical Department forthwith.

It should be noted that only the type of wheels are homologated, the make and size is optional.

When pre 1991 Britain chassis are used they must conform in all respects to the Technical Regulations as shown in 3.2.3 including being British.

1991 SHORT CIRCUIT GEARBOX CHAMPIONSHIPS

The Short Circuit Gearbox Championship for 1991 is now neatly parcelled up and the six rounds are as follows:

April 28th Kimbolton
May 12th Larkhall
May 24/25th Nutts Corner
June 30th Three Sisters
August 18th Langbaugh
Sep 15th Shenington

The Short Circuit Gearbox 'O' Plate meeting will take place at Three Sisters on September 29th.

The British Championships will be the best five from six rounds to count. There will be two heats ... a minimum of ten miles each and a final of at least 20 miles.

Practice will be available all day on the Saturday and there will be minimum practice available on Sunday morning.

There will be no separate Registration Fee but drivers will be asked to register in order to secure their racing number for the Series.

All enquiries should be addressed to either John Morrish (0270 587818) or Keith Schofield (0270 582146), Co-Ordinators of the Championship.

LANGBAURGH KART CLUB - APPEAL

The Tribunal convened to hear the Appeals lodged by the Langbaugh Kart Club against the decision of the Stewards of the Meeting on September 9, 1990 at Langbaugh. On that day the Stewards had heard and upheld the Protests of Ralph Firman (Junior) and Guy Smith against the decisions of the Clerk of the Course, Mr Clayton, to exclude them from the results of the meeting for allegedly overtaking under a yellow flag. The Langbaugh Kart Club had then entered Notices of Appeal and had otherwise followed the procedures laid down in the General Regulations.

The Tribunal was asked to consider a preliminary point on the

Locus Standi of the Club under General Regulation 01.1.1 and the Tribunal heard representations by Mr Titchmarsh on behalf of Ralph Firman (Junior), Mr Lapsley on behalf of the RAC MSA, Mr Smith on behalf of his son Guy Smith and Mr Clayton on behalf of the Langbaugh Kart Club.

The Tribunal found that the Langbaugh Kart Club is not a body affected by the decision of the Stewards of the Meeting and accordingly has no Locus Standi under the General Regulations to make an Appeal. Accordingly, both Appeals must fail. The Appeal fees are forfeit. No order is made as to costs. These findings were set down at 16.20 hours.

PAGE 5

LETTERS TO THE EDITOR

K AND S

Dear Ed,
I would be obliged if you could put a small insert in your magazine for me to thank the 210 drivers who contributed towards a buggy for my son Martin.

It was very thoughtful of them and we really appreciate the kind gesture.

We wish all our karting friends a very Happy Christmas and look forward to meeting them again in 1991.

Yours in sport,
John and Eleanor Brennan ... Kilkenny.

K AND S

Dear Mike,
I would like to thank the following for their help towards my racing during the past season ... Tim and Sue Parrott ... Chris Freer ... Alan Eastwood ... all at Zip Karts especially the lads of Zip Precision. Bourne Vehicle Hire, Invader Engines and all the 210 drivers for some enjoyable racing.

Hope to see you all next season,
Phil Featherstone,
West View Farm,
The Fen, Baston,
Lincolnshire.

K AND S

Dear Sir,
As Clerk of the Course at Little Rissington on Sunday November 4 I was unfortunately hit by a 250 National kart when it spun off the track on to the centre of the circuit where I was standing.

I sustained injuries to my legs and feet with plenty of bruising. I was taken to Cheltenham General hospital for X-rays and had three stitches in one of the wounds in my leg and was detained in hospital for two nights.

Through your columns I would like to thank: The ambulance crews on the circuit and our Doctor, Neil Angris, who attended me in the ambulance on the way to hospital ... they were wonderful. Mrs Maund, Club Steward, who came with me to hospital and

stayed all afternoon with my wife. All the people who have sent cards and letters wishing me well and those who have telephoned.

I never knew you cared! To our Committee and Officials who, I am told, carried on regardless after some re-organisation and despite losing three members of their team due to the accident were able to carry on and bring the meeting to a satisfactory and successful close.

WELL DONE TEAM and thanks for your concern.

Peter Klassaan,
Kenilworth,
Warwickshire.

K AND S

Dear Mike,
The RAC, after four years of the Cadet class have decided to make it a buying class. I have written my objection on the subject and urge all Cadet Dads to do the same.

I say NO to a buying class for the 'few' ... but YES to blue printed motors for all.
Yours sincerely,
Denis Davidson
Ed. A copy of the letter from Denis Davidson to Ron Brassey at the RAC follows.

K AND S

Dear Mr. Brassey,
Further to our in-depth telephone conversation I write in response to your recent Press release stating that the Cadet Class is to become a buying class from 1/1/91.

As a private entrant of over 140 Cadet meetings over the past three years I ask Why? The racing has never been closer since enforcement of the volume rule, which has excluded high compression engines.

Your assertions that 'people like me' had jacked up the cost of Cadet racing by being prepared to buy 'selected' engines at inflated prices is cynical and unfair.

It is the RAC MSA that has allowed the class to be dominated year after year after year by 'works' karts with selected/blue printed motors. It has been left to the individuals like myself to rise to the unequal challenge, giving them some stiff competition.

Most fathers enjoy trying to bring these fickle little motors to an

elusive peak, which in my experience lasts only for about twenty minutes use!

Who will conduct these weekly 'Comer sales'. The Clubs? already overworked and hard pressed even to do legality checks ... The Stewards?

Who will buy? Our rivals? Our mates? Will the seller with the most 'mates' get his motor back again? Will the well off offer more for it back again? Will renegades enter meetings just to buy the quickest motors? bringing them only to Championship rounds. Will a driver 'siege up' his motor as he crosses the line?

There are numerous possibilities.

Instead of a buying class which would create bad feeling and only benefit a few, may I suggest that the RAC accept and recognise 'Blue printed'.

Comers ... re-machined to the minimum RAC fische at an additional sum of say ... £100 maximum ... via recognised Traders, who would then submit them to the RAC MSA for the already proposed inspection and stamping. In this way we can ALL race legal spec motors. I say NO to a buying class and YES to Blue-printing (benefitting all).

Instead of imposing an unpopular dictate, why not put it to all your Cadet members as a democratic vote.

Yours sincerely,
Denis Davidson

K AND S

Dear Ed,
I thought the newly formed ABKc was for the benefit of all yet here we have the Class one reps saying phase out the 210 class. Do they not realise it was this class that started karting and kept it going.

The 210 lads have worked harder and had to spend more to conform with noise and yet are quieter than all other class 4 outfits.

This is a SPECIAL CLASS ... on its own ... LEAVE IT ALONE.

At the same time the ABKc should ask if it has any right to be so dictatorial. There is enough choice with all the Class 1 categories.

Yours etc,
J. JOHNSON,
Telford.

Ed. Mr. Johnson is referring to the suggestion by the ABKc that the 210 class should be phased out over a two year period. Judging from

other comments made it has caused a few ripples ... what do you think?

K AND S

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

Dear Ron,
With regard to Comer engines and their legality I feel that I must propose a vote of thanks to two Officials, who by constantly devising and implementing various checks in a professional manner have the problem under control at the tracks we use ... Shenington and Little Rissington.

I cannot think of one regular who would even consider cheating. The recent closeness of competition in the Cadet class at those circuits shows it can be controlled.

The post race checks are all made with professionally made equipment and vary from meeting to meeting, extending well beyond the volume checks so you never know what will be checked next.

The two gentlemen I refer to are Paul Klaassan and John Browning. With those two about I am happy we are not racing cheats.

Yours sincerely,
Brian Sexton ... Father of Cadet ...
Lars Sexton.
Burghfield Common,
Nr. Reading.

K AND S

The suggestion by the ABKc that the 210 class should be phased out over a two year period has prompted UK Cup winner in the Class, Kelvin Bonarski to put his views to Steve Chapman as follows:

Dear Mr. Chapman,
How dare you even consider in your 'Kart Club Questionnaire' item No 13, suggesting the phasing out of the 210 class.

There are many hundreds of us that have invested many thousands into this class (the class was there before many others).

The 210 class is a very technically difficult one to drive in with so many limitations involved in the engine. May I add if you are successful in having the class eliminated will you personally purchase my many thousands of pounds worth of spares and give me a good reason why there are so many 100cc and 125cc classes.

Yours etc ...
Kelvin Bonarski

CLUB SCENE

210 National

- Philip Whymark.
- Anthony Whymark, Lazer.
- Mark Brooke, Lazer.

125 National

- Tony Stewart.
- Ian Spice, Zip Bandit/Rotax.

250 National

- Armin Cleveland, Zip/Suzuki.
- Stephen Hughes, Anderson/KTM.

250 E

- Peter Grainger, Zip/Rotax.
- Graham Corbin.

Report by Tim Urquhart (16 years of age).

CRAIL

November 18th

The Kingdom Kart Club held its final meeting of the season on November 18th at the Crail circuit with dry, but bitterly cold weather allowing some good racing once the tyres had warmed up.

Club Championship points were at stake with some titles being

decided only at this last meeting.

The 100 UK class keeps threatening to take off in Scotland and there are plenty of karts and drivers. However, getting all out at the same time would seem to be the problem. The heats produced a battle at the front between Andrew Taylor and Hamish Clark with Suzy McLaren taking a couple of thirds and an off track excursion Liz Sloan, Paul Daly and Eric Jones all indulged in spins ... most caused by over ambitious overtaking by others.

The final provided drama on the last lap when the leading trio had a coming together. Hamish made a demon bid to pass Andrew at the end of the straight ... looked as though he had just made it ... but the pair tangled ... and that was that. Eric Jones and Suzy McLaren were able to miss the pile up and happily take 1st and 2nd places. Suzy complained of lack of power ... so after twenty two race meetings father agreed to have a look inside the motor!

Senior Britain provided plenty of action and a few disappointments. Two heat wins for Peter Dunbreck gave him pole whilst Steve Phillips took the other heat.

The ever consistent John Davidson took second place on the final grid.

The final started without Peter Drumbeck who had forgotten to tighten his carb after a scrutineering check!

Niel Miller made his move at the start to lead from John Davidson and it remained that way to the flag. A great first win for Niel who also clinched the class Championship.

The Junior grid was down on normal numbers but that did not detract from the quality of racing. Murphy's Law was in evidence when Steven Laird, who had only to finish all his races to take the Championship, siezed in the second one causing quite a pile up. Pole position for the final went to Scott Stobie with Steve Wilson alongside. The former led away but within a lap Wilson had nipped neatly through to take over. With warm tyres Scott tried everything he knew but the Scottish Champ was having none of it and led to the flag. Douglas Ritchie looked to have third place in the bag until a backmarker moved over on him and that was the end of a fine drive. James Davidson, who looked to be the quickest on the circuit, came

through for third ahead of Steven Laird. It was good to see ex Cadet Alan Kirkcaldy enjoying himself in his first Junior outing.

RESULTS Junior Britain

- Steve Wilson, Gillard/Parilla.
- Scott Stobie, Dino/TKM.
- James Davidson, Boxer/TKM.

100 UK

- Eric Jones, Zip/TKM.
- Suzi McLaren, Zip/TKM.
- Hamish Clark, Boxer/TKM.

Senior Britain

- Niel Miller, Gillard /Parilla.
- John Davidson, Gillard/TKM.
- Steven Philips, Sprint/TKM.

Report by Tom MacLaren.

Keep your reports coming in 1991!

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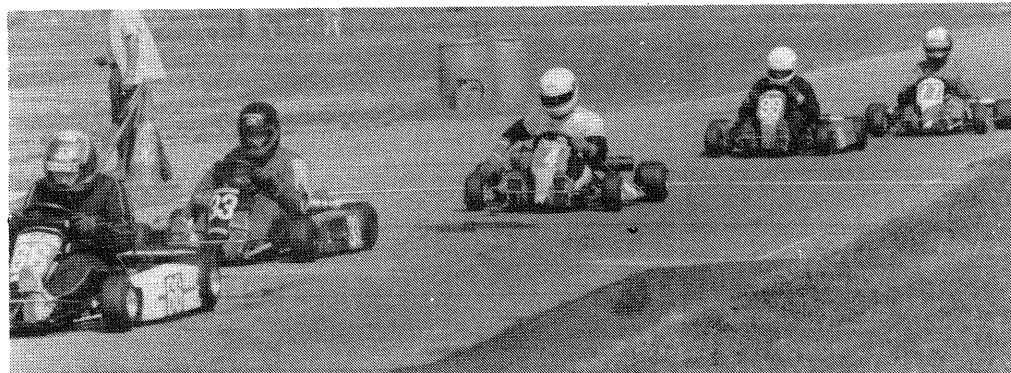
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CLUB SCENE



100 National action, Tilbury, October. Pic: Tony Clarke

Senior Britain Restricted

Poleman Allen was first away and set the pace as he pulled out a lead over Taylor and Griffiths. The race was on for second place as Griffiths got through to close on Allen. Allen held his line though to take the win whilst Kwak came through to take third from Taylor on the last lap.

100 National Restricted

Poleman Crabtree held his position from the green with Banks and Huggett in tow. Sinclair came through to take third from Huggett and was soon challenging for second spot. Crabtree had increased his lead and was under no pressure whilst Banks made the mistake of looking behind ... allowing Sinclair in at the hairpin to take second place.

100 National

Mack had pole from Morter and Horncastle and it was the former who got away first. Mack increased his lead but it wasn't to last as Morter closed up to take him at the hairpin. Gannon and Mack were to end their races at the short straight leaving Horncastle and Smith with the task of chasing Morter. The leader held on ... with tight lines ... whilst Smith put more pressure on Horncastle but had to settle for third at the end.

Senior Britain

Parker had pole and he emerged out of Stadium Bend with Siggins and Royston on his bumper. Parker opened up a gap as Siggins came under threat from Royston but the pair went wide at the hairpin allowing Sims to take second. Parker then got held up by a backmarker and Sims was able to close up ... making his move for the lead through the back bends. Success was his and at the flag Parker had second behind Sims with Siggins third. Report: Gordon Schumway. Pic: Tony Clarke.

LANGBAURGH 18th November

Bright but bitterly cold conditions greeted the healthy entry for the final meeting of the year at Langbaugh. The track was damp and greasy from overnight showers as the first practice got under way but by the time all the sessions had been completed a dry line had appeared. That made choice of tyres easier than expected with slicks being the order of the day.

I wonder how many people were aware that one of motorsports rising stars was present at this meeting. Helping his sister further her karting career was none other than David Coulthard. Winner of the Autosport-McLaren Young Driver award in 1989 David is due to test a McLaren Honda under the watchful eyes of Ron Dennis and Ayrton Senna.

Most thoughts though were on perhaps less lofty aims of securing Club Championship points as this was the last round.

Junior Britain

An enormous entry of 40 necessitated an A and a B final for this ever competitive class. After the initial 'argy bargy' had settled down Martin Brackenbury came through to take the B ahead of Mark Nadolski, Nick Hemingbrough and the only Novice to go through, Peter Gibson.

On pole for the A was Steven Crawford after a win and a second from the heats. Alongside on the front row was British Championship regular, Darren Manning. Justin Wilson and Adrian McDade were third and fourth. Manning got the jump on Crawford into the first corner and by the end of the lap McDade had also got through. The first three then pulled away from a group consisting of Wilson, Matthew Shaw, Dickie Wilson and Marc Rotherham, all scrapping hard for fourth place.

It was stalemate at the front until on lap eight McDade passed Manning for the lead into Paddock, the first three staying close until, on the last lap Crawford demoted Manning to third. That was how it finished with Wilson, Shaw and Club Championship leader, Rotherham next.

Senior Britain

This class was also oversubscribed and thus had to split into A and B finals. Jamie Hunter won the rather processionary B final but a very competitive field lined up for the A.

An eager Lee Brooks led into the first corner only to run wide and lose the lead momentarily to Mark Rose. On the exit to the slightly banked corner though Brooks regained the lead and promptly drove off into the distance ... never to be hassled.

Richard Blackburn and Rose fought for second with Blackburn finally getting the verdict. They led home Martin Stevinson, Lee Jones and Chris Rankin.

Senior Britain Novice

With such a large entry of Brits the novices got a race of their own and really no one had an answer to Gerard Lumb. The Boxer driver took both heats and the final in convincing style which should see him feel at home when he gets his white plates.

Lumb may have won well but he was never out of sight of the second and third placed Paul Hart and Stephen Elliot. A man on the move early on was James Thompson who ran as high as third in the early stages only to lose a lap after an off.

100 National

Alan Mackay will feel angry that he didn't win this one! The winner of the last British Championship round at this venue was dominant in the heats and took pole with ease.

He led the final for the first half until feeling a desire to visit the

scenery at the first hairpin of the infield complex. From then on Andrew Keenan had it all his own way but the tremendous performance of novice Paul Wood must be noted as he followed Keenan home in second spot. Dave Lawson passed Ray Sketchley for third on lap five with the latter falling back into the clutches of Colin Peters. Sketchley just managed to hang on though ... by half a length.

100 UK

The positions of the first two were duplicated in both heats as Chris Roscoe led home Richard Guest. The final was no different with Roscoe leaving the rest in his wake. Whilst he was having a relatively easy time of it Guest was coming under pressure from Darren Tagg. Tagg got by with one lap to go but on the final tour Guest regained his place. Another excellent performance by a novice gave Craig Kellett fourth place whilst Antony McHugh took fifth despite having had an incident packed race.

Combined Gearbox.

This was a complete nightmare for lap scorers and spectators as there were five classes on the circuit at once and the quicker karts were lapping others by about lap three.

Overall there was really only one in it and that was the Zip Rotax of Peter Grainger in 250 E. Resplendent in 'Works' colours the outfit achieved some quite frightening speeds down the back straight. Peter won his class from the equally well turned out machinery of Graham Corbin. Other class wins went to Armin Cleveland in 250 National, Tony Stewart in 125 National and Philip Whymark in 210's.

Results Junior Britain

1. Adrian McDade, Dino/TKM.
2. Steven Crawford, Dino/TKM.
3. Darren Manning, Gillard /TKM.

Senior Britain

1. Lee Brooks, Colt/TKM.
2. Richard Blackburn, Wright/TKM.
3. Mark Rose, Fastrack/TKM.

Senior Britain Novice

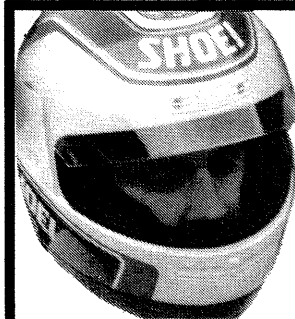
1. Gerard Lumb, Boxer/Parilla.
2. Paul Hart, Gillard/TKM.
3. Stephen Elliot, Dino/TKM.

100 National

1. Andrew Keenan.
2. Paul Wood, Mondial/Parilla.
3. Dave Lawson, Gillard/Rotax.

100 UK

1. Chris Roscoe, Zip/TKM.
2. Richard Guest, Knight/TKM.
3. Darren Tagg, Knight/TKM.



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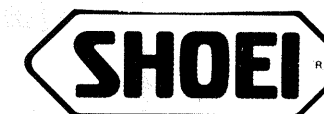


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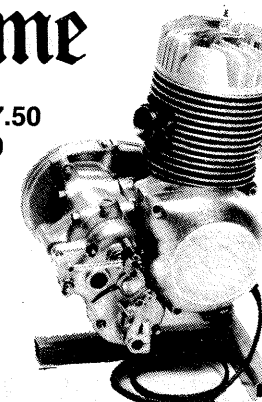


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CIK NEWS

A meeting of the CIK/FIA Executive Committee took place in Paris on the 5th October under the Presidency of Mr Ernest Buser and the following decisions were made.

A CIK Sub-Commission for Circuits and safety has been formed. It will comprise, Circuit Inspector for Europe; a representative of the Asia-Pacific Zone and a representative of the South America Zone. Further members will be co-opted if and when required.

As from 1.1.91 Intercontinental A ... Formula A and Formula K will have a new weight of 135 kgs.

For the 1991 Intercontinental A European Championship the following was approved. The Championship is restricted to holders of an International B Licence, issued by the European ASN.

No holder of an A Licence may revert to a B Licence should he have taken part in an event requiring an A Licence since the start of the year in which the Championship is held.

In Juniors and Intercontinental A as from 1.1.91 exhaust mufflers must incorporate the restrictor pipe, length of which has been increased to 200mm. The regulations will specify that the flexible tube from the engine must be con-

nected to the muffler in such a way that all exhaust gases go through the restrictor pipe. A detailed sketch will be published.

The work on the circuit at Liedolsheim will not be completed in time. Therefore the 1991 Grand Prix of Germany ... European Championship Formula A and K are cancelled. The Grand Prix will not be replaced and the 1991 European Championship will be over 4 Rounds.

A unanimous decision of the meeting was that the simultaneous use of tyres of different makes or the use of slicks and wets together is forbidden.

The second round of the 1991 World Championship for 250 Formula E will take place on the street

circuit of St. Wendel in Germany on the 17th and 18th of August.

Further news to come from the General Assembly of the CIK of interest to Formula E drivers and those in Intercontinental E was that the European Championship will be held over five rounds in 1991. Venues have not yet been finalised but it is said that there will be one round in Scandinavia ... one in Germany ... one in France ... one in Austria and one in England.

The points scoring system will be the same as that used in Formula A and K European Champs. The Pre Final and Final will be of equal length and points will be awarded in both. Competitors can therefore collect points from 10 events and may count 50% plus one i.e. a maximum of six.

Super Gold Cup 210 National Short Circuit Final Overall Positions

1. Vernon Burgess
2. Mick Siffert
3. David Bailey
4. Rob Rawden
5. Roger Gregory
6. Bill Hilton
7. Jason Whitehouse
8. Russell Turner
9. Stewart Warsop
10. Geoff Ackers
11. Lionel Siffert
12. Steve Morris
13. Dave Whiston
14. Glyn Jones
15. Andy Holt
16. Adrian Goodhall

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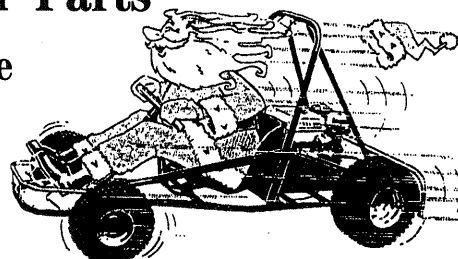


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the conditions prevailing risks were just too risky and he missed second spot by about 5 yards. Meanwhile the intrepid Novice ... Allen had the cheek to spin and then restart without losing his fifth place.

Senior Britain

With Championship leader, Craddock, having a bad day ... breaking an engine clamp as he left the pits and starting some three laps down, interest centred on whether unbeaten Steve Lawry could make it three in a row and close up, or take the Championship.

Well, he certainly closed the gap leading from lights to flag. He had a five second lead by lap five before settling down to win by four seconds. Roach held second for two laps before McLoughlin went by followed two laps later by Collinson. Roach then fell into the clutches of Hawkins. A couple of laps from the end the pair tangled and restarted well down ... out of contention. Collinson was closing on McLoughlin but not quickly enough and time ran out.

After the Hawkins/Roach incident a waiting Spencer said "Thank you" for fourth spot and he was followed home by Knight and Lane.

100 National

Dap powered Stewart Baker had pole with Craddock ... fresh from his Britain traumas ... alongside. Russell Maple ... Club Championship leader ... was not competing ... apparently he has retired from racing, and a win would put Baker firmly in the lead. From the green he was into Pits behind Craddock but by the close of lap one was leading with Shone in third place from Wood, Darren Maple, Hill and Nick Clarke.

Lap two and Baker was pulling away whilst Rotax powered Craddock shook off his pursuers despite a moment at the dog leg when he got it all crossed up.

Maple and Wood were having a tremendous tussle for third which was resolved in Woods favour on lap ten. Shone, Hill and Clarke closed on Maple but Knight dropped back a little.

Into the last lap and the three leaders were settled. Maple just held off Shone whilst Hill spun letting Clarke in for the last trophy.

125 Open/National Combined

Jonathan Williams on pole and into Pits he was leading but a coming together by 3 or 4 of the leaders ...

CLUB SCENE

as the Nats swamped the Opens ... virtually eliminated Williams and he retired a couple of laps later. Thomas led from Rickards at the end of the lap followed by Lord ... Wilkins, Coleman and Atkinson.

After two laps Rickards hit the front from Lord, Thomas and the rest and over laps 3 and 4 the leading pair were looking a bit hairy considering the state of the track. On lap five they touched at least once ... either Lord was quicker ... or braver! However they left the rest well behind as they slid around on the slippery surface. Coleman started to catch Thomas and took third on lap ten whilst Shearman worked his way up to fifth and slowly gained on Thomas ... until he took the 'Open' leader for 4th overall. Giffard had a few moments but was unable to catch Wilkins.

250 Combined

The Inters started 10 seconds ahead of the Nationals and by lap three the leading Nat ... Ponting ... was with the twins and overtaking! Sydenham had led off the line from Brent Hill, Perkins, Booth and Leitner with the latter moving to fourth by lap three and third on the next tour. By lap ten they were side by side and with two laps to go he was second and after the leader. He had left it late though and Sydenham was the winner of the Inters.

Meanwhile the Nats were going great guns ... Ponting had caught and passed a few twins and was harrying 4th placed Perkins.

Edgecombe ... for once ... kept out of bother and finished all three races with second at the end. Peter Tillson-Hawke had a bad day ... by his standards ... with only fifth in class.

Comment

With just one meeting to go the Club Champs are hotting up and the final will be nail biting for some.

A couple of the Cadets don't seem to smile...looking positively miserable even when they are doing well. If they are so uptight at that age what will they be like as they move to higher classes?

Gearbox drivers, under these conditions, seem very untidy, not smooth at all and have more moments than the Class 1 drivers. I was always taught to enter a corner as slow as possible and accelerate smoothly through. Most still appear to be braking and changing down half way round ... real jerky stuff!

Still, it's all good clean fun with everyone enjoying a good day of racing in trying conditions.

RESULTS

Junior Britain

1. Gordon Isgrove, Wright/TKM.
2. Paul Freeman, DAP/DAP.
3. Marc Hynes, Wright/TKM.

100 UK

1. Stuart Etheridge, Gillard/TKM.
2. Mike Treliving, Gillard/TKM.
3. Andy Clarke, TKM/TKM.

Senior Britain

1. Steve Lawry, Gillard/Parilla.
2. Ben McLoughlin, Wright/PCR.
3. Will Collinson, Jeta/TKM.

100 National

1. Stewart Baker, DAP/DAP.
2. Marc Craddock, PCR/Rotax.
3. Francis Wood, Dino/Rotax.

125 National

1. Rob Rickards, Anderson/Rotax.
2. Chris Lord, Anderson/Rotax.
3. Andy Coleman, Zip/Rotax.

125 Open

1. Robin Thomas, Anderson/Rotax.
2. David Wilkins, Lazer/Rotax.
3. Terry Giffard, Anderson/Rotax.

250 Inter

1. Paul Sydenham, Dino/Rotax.
2. Richard Leitner, Anderson/Rotax.
3. Brent Hill, Zip/Rotax.

250 National

1. James Ponting, Anderson/Cagiva.
2. Pete Edgecombe, F.1 90/Suzuki.

Report by Brian Clark.

**Keep your
reports
coming
in 1991!**

TILBURY 11th November

When I lived on the planet Melmak, Uncle Schumway always said ... "It's worth waiting to get a job done right." Now, I'm sure that 'Big Jim' of Dartford Karting and the LKC Committee are not related to Uncle but after a long and anxious wait the resurfacing of Tilbury Raceway has proved to be worth waiting for.

Unfortunately the first time it was used for racing ... on November 11th ... it was not quite at its best. A top layer of ash had been laid to 'de-grease' the new surface and adverse weather conditions had prevented effective clearance before race-day. The result was a rather 'mucky' day for all drivers.

Nevertheless, good spirits prevailed and a good day was had by all with an increase in drivers present. Hopefully even more will come along now ... you will be pleasantly surprised at the friendly welcome and atmosphere.

Now to the racing.

Junior Britain

Meiners took the lead at the off from poleman Panrucker with Benjafield and Rose next up. Battistini got past Benjafield on the straight then proceeded to dispose of Panrucker to claim second.

Meiners had to go on the defensive but Battistini got his chance at the back bends and he was through to lead. The first four remained close but it was Battistini who took the flag first.

160 National Heavyweight

This was the most exciting race of the day as Williams beat poleman Hall away with Clarke in close attendance. The trio pulled away with Clarke on the bumper of Hall. Williams increased his pace, opening up a good lead. Hall was under pressure from Clarke the latter getting through at the hairpin, leaving Hall to fend off Dicker. Williams was now being pursued by Clarke and as the race progressed the gap shortened. Dicker had passed Hall and taken up the chase of the leaders both of whom nearly came to grief at Stadium Bend. On the last lap Clarke succeeded in taking Williams only for the latter to retake the lead at the hairpin as Clarke was forced wide. Dicker saw his chance and squeezed through to take second with Clarke running home third.

CLUB SCENE

SHENINGTON 21st October

Three gearbox challenge events kept the numbers up to a total entry of 230. In order to keep the number of races down the Clubman and Super categories in Britain classes ran together on a cold but dry day.

Championship points were becoming all important with only the November and December rounds remaining.

Junior Britain

Heat wins went to Matthew Davies (2), Henry Stanton and Doug Bell with James Walters taking the B Final.

The lights turned to green without the front row as Davies had oiled up and Stanton being separated from the pack. Alistair Weston led from Bell with the latter soon past at Wilkins and into a good lead aboard his Zip. Butler Henderson took second until he made a mistake at Stratford losing two places to Weston and Neil Harrold with Nick Smith . . . testing a Barlotti . . . also nearly through. Stanton made up one place passing Lee Hammond but the fastest driver was Davies, from the back up to 8th.

The leading Clubman was Matthew Bettley in 13th with Gavin Jones 15th. Nick Smith is well ahead in the Championship from brother Malcolm, under some threat from Butler Henderson. In Clubman Matthew Bettley is pulling away from Ian Seffron.

Senior Britain Novice

Owen White and Mark Jennings took a heat win each but the latter soon proved he was in a class of his own as he extended his lead to all of nine seconds over White. About the same distance back was Craig Meason, demoting Paul Cope for a while before Cope regained the place. Michael Ricketts inherited fifth when Beaton was found to be underweight.

Senior Britain

Darron Gibbs took two heats with David Clarke and Garry Matthews taking one each and Chris Chater winning the B Final Gibbs . . . using 01 . . . won easily from the front with Matthews giving a short lived chase before disappearing and leaving second to Clubman Lee Brookes . . . putting the Supers to shame.

David Clarke tried hard fol-

lowed by another Clubman . . . Dave Ash . . . who had made his way up from fifth, demoting Ian Robinson.

Initially a few lengths behind but pulling up on the leading bunch, came the battling Championship leaders, Steve Boreham and Guy Wood.

They were separated for a while by Robert Marshall, running third in Clubman, but he slipped by Boreham at Stratford, leaving the Allkart twins nose to tail.

Lee Seffron and Jamie Bond are still neck and neck in the Championship with Duncan Paterson not far behind.

100 National

Martin Moore had pole and he quickly put a three second cushion between himself and Steve Merry. Chris Horner did manage to take second at the Chicane but it was short lived, Merry grabbing it back at Wilkins. Graham Gannon, who had tried a Solo, was nowhere to be seen. Vince Martin, with Brad Lintern in tow, closed the gap to third place as Nick Clark, sliding about a lot, pulled clear of his pursuers in sixth. Jason Flaum and Mike Crane followed as last month's winner Martin Riman slid back to eleventh ending an unhappy day. Chris Horner looks to have the edge over Nick Clark in the Championship.

125 National and Open

Only five Opens entered so Andy Fairless had a fairly easy win with Julian Thomas eventually passing Bob Blight, novice Dave Kimberly next as Jonathan Williams had stalled on the grid and only just got away before the Nats lined up.

There was more excitement with the Nationals as Kim Marks, Alan Dell and Lorraine Wilson left the grid side by side, Marks first into Stratford . . . Dell in hot pursuit. These two left the rest some seven seconds behind by the flag as Maggie Dell and John Priest put Wilson back to fifth. Chris Pascoe moved up a place but Mark Evans was flying after a bad start, from about ninth to fourth by the close. Kim Marks won to keep his Championship hopes alive chasing leader Alan Dell.

250 Combined

Only one Inter lined up on the front row with the other two behind the Nationals. Roger Mayers headed off the standing start, Mark Allen in hot pursuit watched by Chris Tomkinson. Dennis Gale held third until demoted by Pat

Tomkinson, after he had disposed of Clive Gardiner. All eyes were on the front duo as Mayers just pulled clear along the straights with his superior power unit whilst Allen closed right up on the corners aboard his Zip eagle.

Allen tried round the outside at Wilkins but Mayers slammed the door shut. Next time round Allen drove all the way round the outside but Mayers stayed too close, catching his front tyre on Allen's exhaust and pulling into the pits with a flat leaving Allen well in front and a tail end Reg Warren to take Inter honours. Dennis Gale retired from fourth to spoil any chance of Championship honours leaving Chris Tomkinson well in the lead from Lenny Knox.

RESULTS

Junior Britain Clubman

1. Matthew Bettley, Gillard/BG Parilla.
2. Gavin Jones, Gillard/TKM.
3. N. Wood, Solo/Solo.

Junior Britain Super

1. Doug Bell, Zip/TKM.
2. Alistair Weston, Wright/TKM.
3. Neil Harrold, Dino/TKM.

Senior Britain Novice

1. Mark Jennings, Wright/Parilla.
2. Owen White, Colt/Dap/Parilla.
3. Paul Cope, Sprint/Parilla.

Senior Britain Super

1. Darren Gibbs, Wright/Carr TKM.
2. David Clarke, Wright/PCR.
3. Ian Robinson, Gillard/TKM.

100 National

1. Martin Moore.
2. Steve Merry, A.R.C./Rotax.
3. Christian Horner, Tonykart/ Kart Equipe Rotax.

125 National

1. Kim Marks, Stratos/Minarelli.
2. Alan Dell, Anderson/Rotax.
3. Maggie Dell, Anderson/Rotax.

125 Open

1. Andy Fairless, Allkart/TM.

250 National

2. Chris Tomkinson, Dino/KTM.
3. Pat Tomkinson, Dino/KTM.

250 International

1. Reg Warren, Dino/Rotax.

REPORT BY GRAHAM SMITH.

DUNKESWELL 28th October

For the second meeting running heavy overnight rain followed by showers throughout the day made for interesting racing.

Despite the weather a fair sized crowd was present to witness the penultimate meeting of the year. Most classes managed to practice on slicks but it was definitely a case of wets for the racing.

Junior Britain

Gordon Isgrove and Marc Hynes took a win each in the heats and a successful protest against an exclusion for a yellow flag offence put Isgrove on pole for the final. From the off he stamped his authority on proceedings as Championship leader, Paul Freeman slotted into second from a row two start. Whilst he lost a few yards with each lap he was pulling away from 3rd placed Simon Oliver. By lap four Cue had got past Freeman and set about closing on Hynes . . . the latter sensed the danger and by lap eight he had nipped past Oliver.

By the tenth lap the leading seven were well spread and barring accidents no more overtaking was going to take place and that's the way it finished. The excitement near the end came from the progress of James Lane who moved from 13th to ninth in as many laps.

100 UK

Benefitting from the Clay cancellation some 12 UK lined up with Malcolm Budd on pole for the final. Into Pits for the first time and it was Etheridge, Treliving and Budd but up to the first Chicane the latter was effectively out through a spin and that left Etheridge to build up a commanding lead.

At the close of lap one Novice Adrian Allen was third followed by Clarke, Folds and Phillips but on the next tour Clarke had taken third and was trying to close on Treliving. For 4 laps Allen hung on to his fourth place before succumbing to Phillips. Folds looked to be through as well but an indiscretion dropped him to last and he had it all to do again. Towards the end Clarke tried very hard but in

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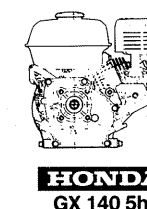
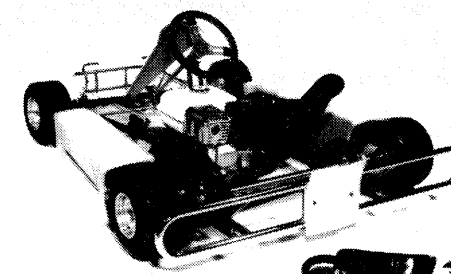
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Any interested drivers should contact the organisers at the address below to receive Draft Regulations and to ensure they are kept up to date with developments.

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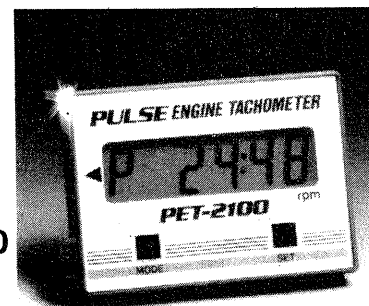
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HINES WINS IN ADELAIDE

During his visit to Australia Martin Hines took part in a ten lap Superkart race around the streets of Adelaide . . . the venue for the 500th Formula One Grand Prix.

He set a blistering pace around the torcherous, concrete wall lined circuit and claimed pole with a time of 1m 41.7.

Australian Kart Grand Prix winner, Gerry Sebert lined up alongside just 7/10ths off that time with fellow Australians Les May and Peter Woodgate next up.

Before a crowd of 60,000 the 52 strong grid lined up and on the green Hines didn't get the start he wanted . . . fifth into the chicane for the first time. However, he quickly made up ground to scythe his way through the field and as they hit the pit straight for the start of lap two the Eagle was in the lead.

An excellent battle was being

fought for the next three places with Sebert, May and Woodgate all in contention and each driving on the limit.

Hines though was not to be caught and he romped away to a decisive victory having a twelve second advantage at the flag.

RESULT

1. Martin Hines, Zip Eagle.
 2. Gerry Sebert, Zip Eagle.
 3. Les May, Zip Eagle.
- Fastest lap of the final . . . Hines . . . 1m 39 s.

The previous week the Australian Kart Grand Prix had taken place at the Adelaide International Raceway with the victory going to Sebert after he and Hines had battled it out for the full fifteen laps with the lead constantly changing. May took third spot.

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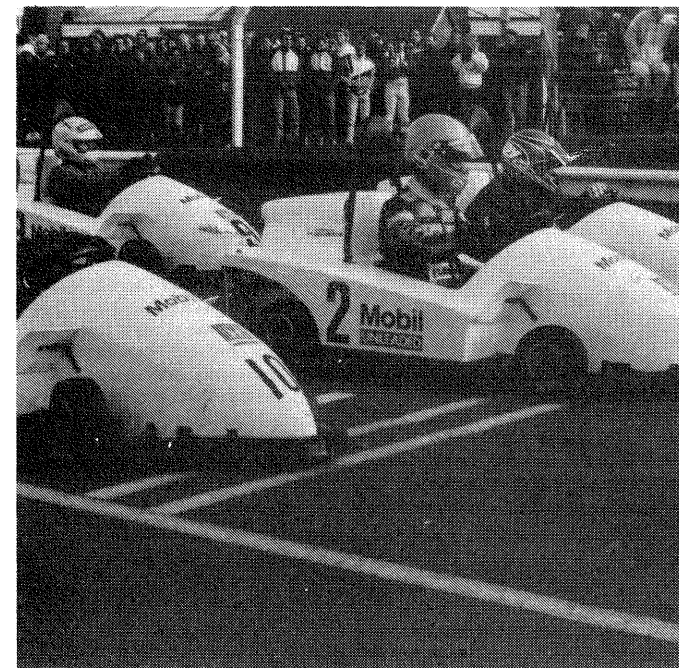
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Save the Children Fund . . . Brands Hatch . . . November 3rd



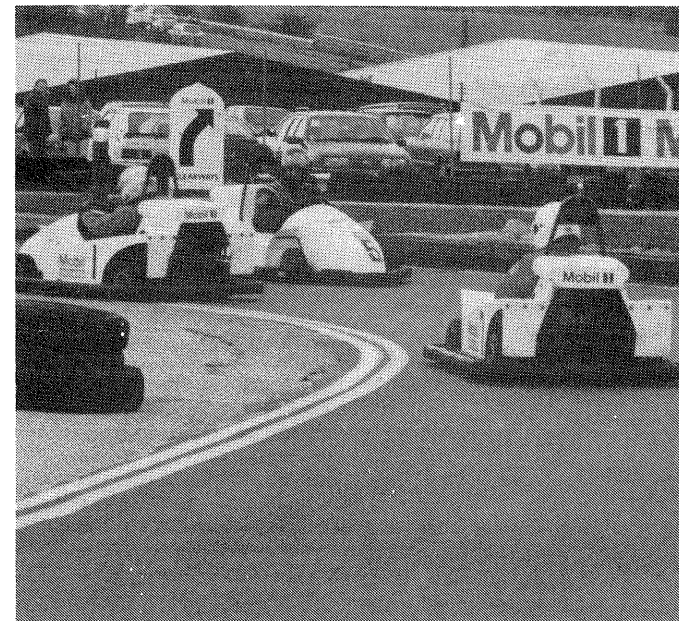
A day of raising money for the Save the Children Fund took place at Brands Hatch on November 3rd with stars from the motorcycle world and karting having some fun on the Mini Hatch kart track.

Tim Parrott, Ian Shaw, Bernie Stoney, Dave Buttigieg and Sean Pitts were joined by a 'blast from the past' Chris Merlin and together with Randy Mamola, Eddie Lawson, Trevor Nation and Steve Spray they took part in a

light hearted display which greatly amused the large crowd.

Chris Merlin turned up complete with 'pudding basin' helmet, black leathers and goggles whilst Trevor Nation chose to lap the circuit in reverse direction!

The main meeting centred around the motorbikes on the Indy Circuit but the fun karts certainly proved enjoyable with the overriding aim being to raise money for Save the Children.



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RAC KART TRADER

THE SCOTTISH KARTING SCENE

by Tom Maclaren

With the season drawing to a close and Dinner/Dances now becoming the main event a brief resume of the past year would seem to be in order.

The karting boom has been slow to reach Scotland despite having some excellent circuits. Entries have been poor, particularly in the North at Golspie and Boyndie. It is difficult to pin point the reason but the virtual demise of gearbox karting has left a huge hole in the entries with many drivers leaving the sport and many opting for Long Circuit racing. A great pity as Scotland has always been a strong gearbox country.

In a similar way the 100 National class has disappeared, leaving drivers such as Graeme Melville and Johnny McDonald to race in England ... or stop racing! Senior Britain has benefitted to become the strongest class at the moment. Racing is always hectic and no one driver dominates the class. Relative newcomers to the sport do well and John Davidson from Kirkcaldy is a typical example, having run at the front in his first season.

The high cost of running Britain engines has been a major problem with some, although the advent of the new TKM with its improved reliability has helped to solve the problem. Quite a few disgruntled Britain drivers are opting for 100 UK ... but whether this is the answer remains to be seen.

Quite why the UK class has not taken off in Scotland is something of a mystery. It is cheap to run and the engines perform really well. There are quite a number of drivers but they rarely all turn out at the same time. When they have done so the racing has been good. The Caledonian Trophy, held at Crail, produced a full grid of UK from all over Britain and produced some of the best racing seen at the venue. With ex 125 driver Kevin Park joining the ranks, perhaps the tide is turning - grids of 15-20 should be common next season.

Junior UK looks set to take off in the New Year with the following ex Cadet drivers already committed - Peter MacLaren, Nicki Dickson, Alan Kirkcaldy, Ian McCormack, James Tester, Aiden Dewar, An-

drew Hiorns, Steven Bruce, Jack Gow plus a number of Junior Britain drivers making the change.

The Junior Britain class is really strong with good grids at Larkhall and Crail. Racing is perhaps a little bit too intense, with too many incidents marring racing. The front runners are quite evenly matched with Scottish Champion, Steve Wilson the boy to beat. Craig Murray, James Davidson, Chris Buchan, Scott Stobbie, Steven Laird and Hans Christoffersen are always in contention and when they manage to keep apart, the racing is great.

Boys to watch in 1991 must be Chris Buchan, Douglas Ritchie, Scott Stobbie and Craig Murray. Hans Christoffersen has decided to race mainly in England ... be warned!

Cadet racing has been a great success this season with good grids and superb racing being the order of the day. The standard of driving is an example to others. In particular the Scottish Championship Final was a great joy to watch with Peter Maclaren, Nicki Dickson,

Alan Kirkcaldy and Ben Anderson having a wheel to wheel dice for the whole race ... Maclaren had a good two feet at the flag!

Next year competition should be just as hot with favourites being Ben Anderson, Tony Young, Adrian Manson, Chris Williamson and Peter Moor.

Scottish karting could be in for a revival next year ... the new 100cc circuit at Knockhill will be opened in April and the Association of Scottish Kart Clubs has been reborn.

A new Association of Cadet parents has been formed with the intention of further promoting the class.

Scottish karting contacts are as follows:

West of Scotland, Larkhall, Mrs Ina Nelson 0501 31870; Kingdom Kart Club, Crail, Mrs Maggie Laird 0786 841900; Knockhill Racing Circuit, Miss Suzy MacLaren 0383 620748; Grampian Kart Club, Boyndie, Ian Isaac 033 9882767; George Anderson 0224 876583; North of Scotland, Golspie, W. Fraser 0408 833162.

PRO-KARTING . . . A personal view

by Mike Hayden

Mike Hayden on the dummy grid prior to his first heat win.



Despite having two brothers who compete in Senior Britain, when money and time permits, my own practical experience goes back to 1985, when as a birthday present, they entered me for a one-off race as a Novice in 100 National, at a Fulbeck brass-monkey Christmas meeting. I therefore consider myself a pretty average yardstick for beginners to be able to make a useful comparison.

The event at Bradford was organised over a period of several weeks by myself and colleague Scott Gilbert, which included a daylight visit to the venue to get a feel for the place. We were quite impressed and were surprised to find that it was actually an outdoor track. As a result the circuit had a more realistic atmosphere and a welcoming feel to it. Thirty drivers would have guaranteed exclusive use for the evening and with 35 promises from people in various offices in Leeds it looked good.

However, cold feet, yellow streaks and a few genuine medical problems, reduced our contingent to 23 on the night, which meant we were mixed in with a bunch of 15 drivers from MFI.

If required Bradford Kart Racing will provide everything bar the shoes which included one-piece Hawk racewear suits, helmets etc and later a gargantuan wet suit (I was late in applying for one) which actually worked.

After a few acclimatisation practice laps on a kart with stiff pedals and heavy, but direct, steering it was down to business.

The initial task was to qualify for the Semi-Finals, six in each one, which I had to do over five heats against a variety of different

drivers. Points were scored on a 9, 6, 4, 2, 1 system.

With pole for heat one a quick standing start on the green kept me at the front for a comfortable win, following a brief sideways moment on the third of five laps, whilst between two backmarkers.

This incident caused the chap in second place to spin off ... all breathing space was gratefully received!! Racing under floodlights was also much easier than anticipated and vision, at least at this early stage, was good.

For heat two, work colleague Scott Gilbert was on pole with me off grid two and he led the initial charge up to the hairpin. On the following left-hander he took a very wide line so I dived for the gap on his left. Unfortunately he, quite properly, closed the door, not having seen me and not expecting a challenge at that point. Whilst avoiding contact with him I hit the tyre wall and bent a track rod! As I sat pondering my retirement I ran through the incident in my mind. Hindsight is character building! Scott was prepared for a second place finish and expected me to go by at some stage. A little more patience by yours truly would probably have reaped dividends. Senna like tactics do not always work!!

By heat three it was raining with the karts remaining on slicks! I was on grid three but more to the point, my brother Andrew sat behind me on grid five. A good start was therefore essential. Up to the hairpin for the first time with spray flying, I understeered around the outside of the two leaders to emerge in front. Andrew only made it into third with a similar

manoeuvre so I gave it everything! By the time he claimed second, on lap three, I was around seven or eight seconds ahead.

Unfortunately, entering the railway hairpin at the top of the circuit I was completely unsighted, when both my glasses and visor steamed up! I spun to a stop without hitting anything and swung back into the race in a 180 degree turn. A quick shoulder check and who should be there? I could not see his face but I could easily imagine the grin that must have been in place. For two laps we ran nose to tail and I hung on to take my second win of the night. Since this was the only race Andrew lost in his five heats, I was quite pleased.

Heat four was another near disaster. I had forsaken my glasses and wondered just how Andrew was able to drive so competently, being a glasses wearer himself. From grid four, up to second by the first corner. The leader was motoring pretty quickly so I decided to stay where I was, follow him for a while and hope he would spin off. However the guy in third was far from content with his placing and was pushing hard over the final two laps, so I began to pressure the leader. At the railway hairpin for the final time he ran wide so I darted for his right hand side approaching the kink before the flag. Unbeknown to me, third placer had gone to the leaders left and made sidepod contact.

This pushed the leader into me and with another close view of the barriers looming, it was a case of brake and finish third or receive another DNF. Who is it says that points mean prizes?

I braked! With two wins and third so far ... did I have enough? With last place on the grid for my final heat it did not look too rosy! It was do or die time!

At the end of the opening lap I was up to second and then nailed the leader easily on the brakes at the hairpin, before he turned onto my left hand side and we both went off. The marshalls were quick and I resumed in fourth, caught the next two and took second place on lap four. With the leader well ahead though, I backed off and stroked it home. Surely with another six points I was O.K.?

It only took the organisers five minutes but it seemed much longer. I was in!! being given grid three for the first Semi-Final, with Kieran on pole, the younger of my two brothers, after winning four of his heats.

The rain was still dreadful with parts of the circuit flooded, but on the green Kieran sprayed ahead as I took up position behind him. He pulled away on the straights and I caught him on the brakes, but with understeer in the two kinks, a challenge would have been risky ... and if I had taken us both out of the race, well!!!

We took the flag only a second apart and I gave him the thumbs up as he looked over his shoulder. He was happy ... so was I. Andrew won Semi-Final two which meant we had the first three grid positions for the Final.

The tension rose for the Final and so did the water level!! I needed wellies badly, my racing boots having long since passed the soaked stage, whilst my black leather gloves had turned my hands the same colour.

I led from the second lap onwards but retired with drowned electrics, as did most of the field. The re-start went well for three quarters of a lap, until my head went backwards and the kart forwards. The guy who rammed me entering the railway hairpin had driven like that all night and had upset a few people. To compound it all he then simply drove into my right side pod and pushed me into the barrier on the left. I thought I had got away with a glancing blow, but the steering would not respond at the next corner and I slid towards the outside barrier. I remember peering through the spray to find the front wheels pointing in different directions. This may have been a fun event ... but boy ... was I angry!

On the whole it was money well spent. The entertainment value went off the scale and I would whole-heartedly recommend Pro-Karting to anyone. At £35 compare the cost to a one-off works drive in Senior Britain at a quoted £495 plus Vat and you get the idea.

I will be back for more in 1991.

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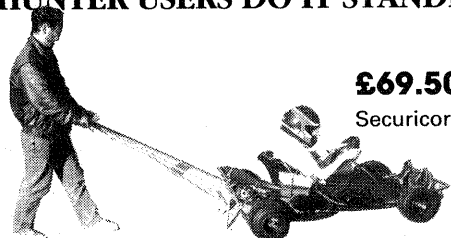
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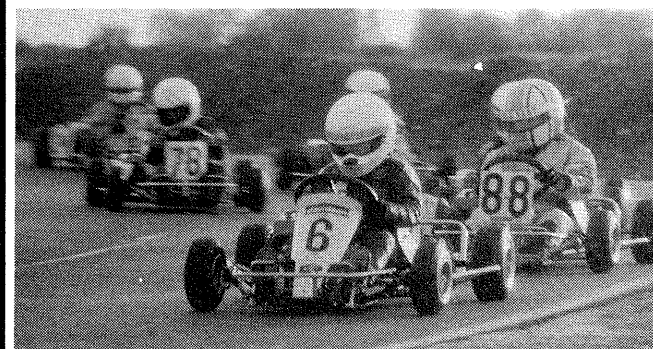
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CADET COLUMN

LANGBAURGH 18TH NOVEMBER

Langbaugh 18th November. The Cadets produced some typically fraught action in the heats with wins going to David Tucker and Robert Bell. The latter had pole for the final with the consistent Alistair Simpson alongside. Tucker and Langbaugh regular Daniel Gibson were on row two. Bell made a clean getaway into the first corner from Tucker and it looked as though those two would dominate. As they went into lap two though Simpson pulled off an audacious and brave move round the outside of the pairing, took the lead and stayed there to the end despite intense pressure from Tucker. James Billington followed those two home after making up two places from his grid slot. John Broadhead, Gaynor Crossman and Bell all headed Series leader Gibson home.

RESULT: 1. Alistair Simpson. 2. David Tucker. 3. James Billington.

CRAIL 18TH NOVEMBER

For this last meeting of the season the Cadets soon found that carb settings were even more difficult than usual ... one or two motors nipping up. The heats were a Ben Anderson benefit as he took three excellent firsts. Jonathan Fyda, Tommy Ford, Adrian Manson, Chris Williamson and Tony Young all battled it out in fine style for the places.

The Final was a typical Cadet classic with a superb battle for the lead between Ben, Adrian, Tommy and Jonathan. Three times per lap the lead changed! However all changed two laps from the end when the desperately unlucky Ford had his plug lead part company from the cap and Fyda's engine decided to let him down, just as he had the lead. Anderson took the win from a much improved Manson whilst Dewar ... after disasters in the heats ... charged through from the back to claim third. RESULT 1. Ben Anderson Zip 2. Adrian Manson Zip 3. Aiden Dewar Zip

Tilbury November

Richardson and Howell each had a heat win with Howell on pole for the final. From the off Howell led with Bell getting ahead of Alcock and Richardson to take second place. Howell and Bell set the pace with Richardson back up to third spot. The latter displayed some good driving to close on Bell



A group of Scottish Cadets pictured at Knockhill.

and then take second place. The lead trio were neck and neck and it was in doubt until the last lap when Howell and Richardson increased their lead, leaving Bell to come home in third spot.

RESULT: 1. G. Howell. 2. N. Richardson Allkart. 3. M. Bell Wright Restricted. S. Davies.

KIMBOLTON NOVEMBER

Results. Restricted

Scott Baines Wright

Club

- | | |
|--------------------|----------|
| 1. Kevin Sale, | Zip |
| 2. Matthew Pinney, | DAP |
| 3. Steven Pratt, | Anderson |

Super

- | | |
|--------------------|----------|
| 1. Jeremy Gumbley, | Allkart |
| 2. Tom Sisley, | Allkart |
| 3. Anthony | Davidson |

Champions Club

Kevin Sale

Super

Max Winslade

THREE SISTERS 25TH NOVEMBER

- | | |
|----------------------|---------|
| 1. James Billington, | Allkart |
| 2. Chris Moreton, | Jeta |
| 3. Kristian Short, | Allkart |

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ULSTER 1990

At last years Ulster Karting Club Annual Dinner and Prize giving everyone was looking forward to 1990 with great enthusiasm following the announcement that the Club would hold a round of the British Short Circuit Gearbox Championships.

Little did they realise that 1991 is going to be an even bigger year. That was the big talking point at this years Annual Dinner on November 9, when Karting Executive Ron Brassey announced that not only would 1991 see the Ulster Club hold another round of the Short Circuit Champs but that they would also be granted a round of the Dunlop sponsored Cadet Championship.

Ron went on to say that he hoped an International event could be staged at Nutts Corner in 1992 as the standard of organisation is certainly of the right calibre.

To top it all off, when the cheering had stopped, he went on to announce that the Ulster Karting Club event had been voted the best organised round of the year, proving without doubt that Northern Ireland and the Club are both firmly on the UK kart racing map.

The Club Vice Chairman, Jimmy Allen, began the proceedings by thanking all who had helped make 1990 the best year so far in the history of the Club. Grids have again increased over the season. Special mention and thanks must go to the parents of the Cadets following a year which saw their numbers more than treble. Jimmy went on to thank the RAC Stewards, flag and paddock marshalls, St John Ambulance personnel, lap scorers, race and Club secretaries, gate officials, Club treasurers, refreshment officers and last but by no means least, the drivers and their mechanics for the excellent racing provided throughout the year.

A special thanks also went to the UK mainland and Eire competitors

for their willingness to come to Nutts Corner for the RAC Championship event. Their support no doubt helped it to be the success it was.

As usual drivers from the Province did well further afield. A special mention must be made of Leslie Currie. His win in the 125 Open Class of the Short Circuit Gearbox Champs was the first in a long time that a driver from the Province had achieved such a success. When one considers that he has no sponsorship and does all his own preparation it makes the win all the more spectacular.

Gordon Duncan also had a fantastic season which peaked for him when he won the 100 National British Open Title against fierce opposition from the top UK drivers.

In recognition of their achievements the Club awarded special trophies to both Leslie and Gordon. Others came close to similar success ... Alistair Rooney was second in the 125 P & R category on Short Circuits whilst Trevor Roberts took second in the Long Circuit 125 Open class.

Karting is a rapidly expanding sport and a special thanks was made to the event sponsors who were, hopefully, impressed with the efforts of the Club.

The Press, both TV and newspaper were very welcome throughout the year and let's hope that 1991 will provide them with plenty to cover. Who knows? even the World press might be at Nutts Corner if an International does take place.

If you have never taken the plunge into karting, now is the time to do it. Even if you are not interested in competing you can still get close to the action by marshalling — if that should be your interest then come along to the first meeting of 1991 ... you will be welcome.

John Belshaw



National winner Gordon Duncan ... returned to Ireland ... happy with nothing after his British Open success. Pic: Iain Blair.

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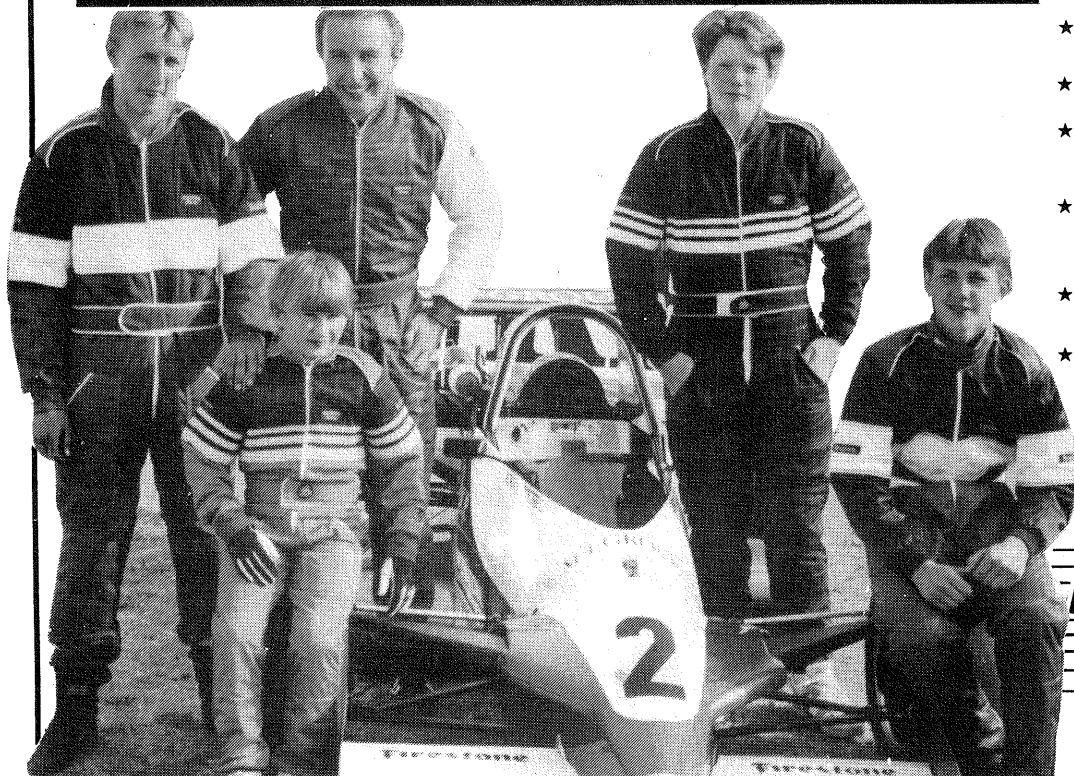
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CADET COLUMN

SHENINGTON 21st OCTOBER

Oliver Wood made an excellent start from pole but his lead was short lived. A couple of laps in and Wood, rounding Park Bend, found Lars Sexton, up from third, alongside him taking over the lead. As Wood and James Wright slid two or three places down the order Nelson Rowe was moving up at a phenomenal rate from his poor grid position... caused by his underweight heat exclusion.

At halfway the first nine circulated nose to tail, at times three abreast, in the order: Rowe, Sexton, Charles, Hinds, Wood, Rogers and Wright.

Philip Charles enjoyed a brief spell in second but on the last lap he slipped to fifth as Lars Sexton made his move to snatch the lead from Nelson Rowe. Jeremy Gumbley leads the Championship but under increasing threat from Lars Sexton.

RESULT

1. Lars Sexton, Zip.
2. Nelson Rowe, Allkart.
3. David Hinds, Zip.

TILBURY OCTOBER

Richardson had pole for the final and it was he who led away from Fleming and Frost. Richardson, Fleming, Frost and Alcock opened up a lead over the rest but then Frost came off at the Chicane allowing Bell up to fourth place. Richardson and Fleming then gradually eased away whilst Bell increased the pressure on Alcock to take third approaching the hairpin. Alcock hit back though and at the flag he was back in third spot behind Fleming with Richardson running out the winner.

RESULT

1. N. Richardson, Allkart.
2. W. Fleming, Allkart.
3. N. Alcock, Dap.

DUNKESWELL 28th OCTOBER

With the 'O' Plate meeting at Clay having been cancelled it was a full

RESULT

1. Anthony Davidson, Zip.
2. Jenson Button, Wright.
3. Peter Clarke, Jeta.

house at Dunkeswell including a few newcomers.

Anthony Davidson and Peter Clarke were on row one for the final and into Pits it was Davidson, Button, Clarke and Wood with Clarke trying to get past button on the run to the first Chicane. No change at the front after two laps but after three Woods was out at the chicane and Watson was on the tail of Hodgetts whilst Louise Colin motored up to seventh dragging Steven Pratt with her.

Lap five and Hodgetts went missing whilst Davidson had broken the tow to Button and was easing away. Clarke had lost touch with Button but was comfortably ahead of Watson. The interest centred on Catt, Colin and Pratt as Louise tried to go on the outside of Gary and failed... so Steven nipped through on the inside. At the finish a blanket would have covered the three of them.

BLACKBUSHE 28TH OCTOBER

1. Jeremy Gumbley, Allkart
2. Lars Sexton, Zip
3. Edward Redfern, Allkart

CLAY PIGEON NOVEMBER 4th

Nelson Rowe took two heats to claim pole for the final with Gary Catt alongside. Darren Coatsworth and Peter Clarke were on row two.

From the lights Catt led away but after two laps Rowe was ahead with the order behind him thus... Clarke, Catt, Coatsworth and Rickie Watson.

The front three opened up a gap on the rest but on the last lap, at Billys Blind, Clarke and Rowe touched, allowing Catt to take the win. Watson went through to second with Clarke recovering to take third ahead of Rowe.

RESULT

1. Gary Catt, Anderson.
2. Ricki Watson, Allkart.
3. Peter Clarke, Jeta.

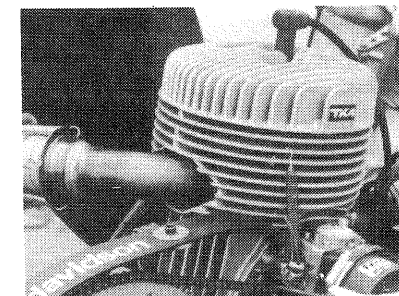
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210 CHALLENGE . . . 1990.

210 CHALLENGE ROUND 6 LITTLE RISSINGTON.

An overcast but dry day greeted the 13 drivers gathered at Little Rissington for the penultimate round of the 1990 210 Challenge.

Two heats to decide final grid positions with a win each time going to Simon Bateman. First time

out he led them away and by lap three was beginning to build up a lead as Graham Payne held second spot from Stewart Warsop.

Peter Higgins got the better of Rob Rawden for sixth place whilst Warcroft, James, Allen and Holt contested the remaining places. That was how it finished with Bateman taking a fine win.

Graham Payne got the best start in heat two but Bateman was ahead by the close of lap two as Raw-

den, Kettle and Higgins followed Payne. The latter closed the gap to Bateman but then, on lap five, Norman (JR), the Oil Baron of St Albans!) dropped the contents of his gearbox on the fast bottom corner. Within a lap four karts were buried in the run off area with the remainder slowly twitching their way round. Payne and Bateman were bumper to bumper and with the crowd buzzing they were side by side through the last corner.

They crossed the line with the smallest of margins . . . the verdict just going to Bateman.

So, the final grid lined up like this:

Kettle Payne Bateman (pole)
Warcroft Rawden
Holt Flitney James

Warsop and Von Gerand were next up with Allan, Wright and Higgins on the last row.

From the green Bateman went into an immediate lead and after two laps Payne was running in second place from Rawden, Kettle, James, Von Gerand and

the rest. Warcroft was on a charge from the back and by lap five he had taken seventh place from Holt.

As the laps passed so the order stayed the same . . . Bateman leading from Payne . . . and on the last four Rawden went into retirement elevating everyone behind him one place. Bateman it was though who took the victory.

RESULT

1. Simon Bateman, Dino/Villiers.
2. Graham Payne, Dino/KMP.
3. Martin James, Dino/KMP.
4. John Kettle, Magnum/Villiers.
5. David Von Gerand, Invader/Villiers.
6. Steve Warcroft, Dino/KMP.

THE PHIL DAVIS HEAT TROPHY POSITIONS

1. Simon Bateman, 30 points.
2. Graham Payne, 16.
3. John Kettle, 9.
4. Martin James, 6.
5. Ernie Winn, 5.

PIT BITS

Congratulations are due to Simon Bateman who clinched the Phil Davis Heat Trophy having won all heats since the third one at Three Sisters in May. Well done!

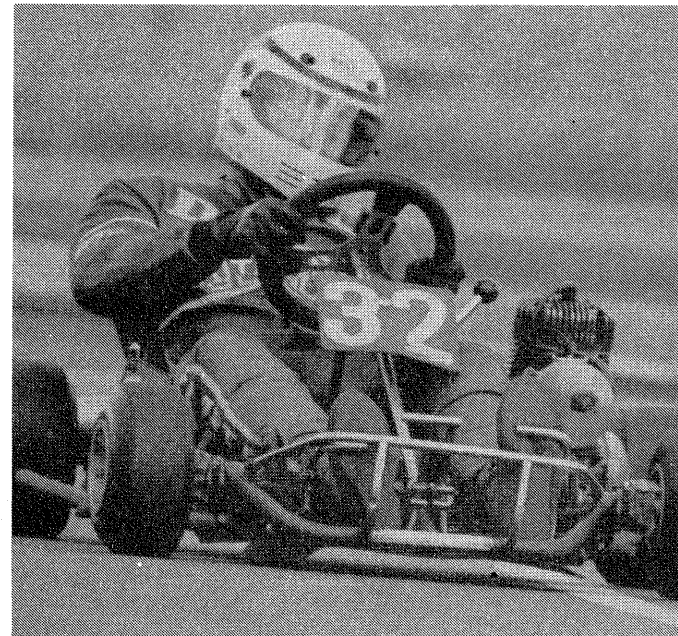
The Championship is still wide open after this round with Graham Payne, John Kettle and Simon Bateman all needing to score to win the Challenge. The permutations are thus: Payne must finish to win; if he does not then Kettle must finish no lower than fifth.

If that is not achieved then Bateman must win the Shenington

round to take the Title by virtue of more round wins. Got that?

Four drivers are in contention for fourth and fifth places overall, James, Edwards, Warcroft and Von Gerand. The remaining top ten places can be taken by no less than 11 drivers.

Prior to the Shenington Finale the top placings look like this: 1. Graham Payne, 212 points.
2. John Kettle, 187.
3. Simon Bateman, 182.
4. Martin James, 128.
5. Keith Edwards, 127.
Report by Graham Payne.



Graham Payne . . . 210 Challenge . . . pictured at Shenington.
Pic: Doug Rees.

Final Round Shenington.

A fresh but dry day greeted the 16 drivers to Shenington for the final round of the 1990 210 Challenge.

Two heats were on the cards with wins going to Simon Bateman and Brian Johnson and the grid order for the final looked like this.

Martin James, Brian Johnson, Simon Bateman (pole), Peter Higgins, Bob Rawden, Chris Wright, Norman Allen, Keith Edwards, Steve Warcroft, Peter Roper, Ray Shirley, Stuart Warsop, Chris Flitney, John Kettle, Graham Payne, Ernie Winn.

Ten laps then for the final with all to play for including the Overall Championship. On the green Bateman led from Rawden, James, Johnson, Higgins, Flitney and the pack. Lap three and Flitney rolled to a halt promoting Roper with Allen, Warcroft, Wright and Payne next up. Johnson got past Rawden on lap four with no more changes until lap eight when Kettle, having finished every round, rolled to a halt. The final lap passed without incident leaving Bateman to take his 13th win from

14 starts. Graham Payne drove a conservative race to come home 12th but that was enough to give him the overall Challenge Championship.

So, the Series came to an end having attracted 25 members from around the country racing at seven rounds on four different circuits.

Over the year an average of 14 entries demonstrated the competitiveness of the 210 Challenge. I hope you all enjoyed the Series and hope you will join us again next year.

Result: 1. Simon Bateman Dino, 2. Martin James Dino, 3. Brian Johnson F1. Phil Davis Heat Trophy: 1. Simon Bateman 35 Points, 2. Graham Payne 16, 3. John Kettle 9, 4. Brian Johnson 8, 5. Martin James 7. Overall positions: 1. Graham Payne 236, 2. Simon Bateman 219, 3. John Kettle 192, 4. Martin James 163, 5. Steve Warcroft 142, 6. Peter Higgins 130, 7. Keith Edwards 127, 8. Peter Roper 123, 9. David Von Gerard 115, 10. Rob Rawden 107.
Report by Graham Payne.

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1991 B.P.K.C. meetings, 20th January, 17th March, 21st April, 19th May, 16th June, 21st July, 18th August, 15th September, 20th October, 17th November, 15th December.

All week-day use must be pre-booked. Please send SAE for 1991 fixture list to: Bill Sisley, Brands Hatch Circuits, Fawkham, Dartford, Kent, DA3 8NG. Telephone: 0474 879 011 or 0836 661 876. Fax No: 0474 879 002.

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MERRY CHRISTMAS TO ALL OUR READERS

— HERE'S YOUR NATIONAL RACING CALENDAR FOR 1991*

February 17th	CADWELL	Long Circuit Champs	June 30th	SHENINGTON	Super One ... Round 3
March 10th	SNETTERTON	Long Circuit	June 30th	THREE SISTERS	Short Circuit Gearbox
March 17th	LARKHALL	Super One ... Qualifier	July 7th	CADWELL	Long Circuit Champ
March 31st	SHENINGTON	Super One ... Qualifier	July 7th	LARKHALL	Kart and Superkart ... Round 5
March 31st	THREE SISTERS	Kart and Superkart ... Round 1	July 14th	WOMBWELL	Cadet/100 UK
April 1st	SILVERSTONE	Invitation event	July 20th	SNETTERTON	Long Circuit Champs
April 14th	WOMBELL	Super One ... Qualifier	July 21st	CLAY PIGEON	Super One ... Round 4
April 21st	CADWELL	Long Circuit Champs	August 4th	SILVERSTONE	Grand Prix
April 21st	FELTON	Kart and Superkart ... Round 2	August 4th	DUNKESWELL	Cadet/100 UK
April 28th	CLAY PIGEON	Super One ... Qualifier	August 11th	FELTON	Super One ... Round 5
April 28th	KIMBOLTON	Short Circuit	August 18th	BIRMINGHAM WHEELS	Kart and Superkart ... Round 6
May 5th	PEMBREY	Long Circuit Champs	August 18th	LANGBAURGH	Short Circuit Gearbox
May 5th	LARKHALL	Super One ... Round 1	August 24th	KNOCKHILL	Long Circuit Champs
May 12th	ROWRAH	Kart and Superkart ... Round 3	September 1st	LANGBAURGH	Super One ... Round 6
May 12th	LARKHALL	Short Circuit Gearbox Champs	September 7th	CADWELL	Long Circuit Champs
May 19th	CLAY PIGEON	Cadet/100	September 15th	ROWRAH	Cadet/100 UK
May 24/25th	NUTTS CORNER	Short Circuit Gearbox	September 15th	SHENINGTON	Short Circuit Gearbox
June 2nd	LITTLE RISSINGTON	Super One ... Round 2	September 22nd	KIMBOLTON	Kart and Superkart ... Round 7
June 9th	KIMBOLTON	Cadet/100 UK	September 29th	FELTON	Cadet/100 UK
June 16th	DUNKESWELL	Kart and Superkart ... Round 4	September 29th	THREE SISTERS	Short Circuit Gearbox ... 'O' Plate
June 15/16th	CADWELL	Long Circuit Champs			

* All dates provisional