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1990 SILVERSTONE GRAND PRIX
250E 1st Ian Shaw Zip Eagle
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STOP PRESS:

Results - Larkhall, February 3: • 1st Junior Britain, Craig Murray, Zip 91 • 1st Senior Britain, Gordon Finlayson, Zip 91 • 1st 100 UK, Kevin Parke, Zip 91 •

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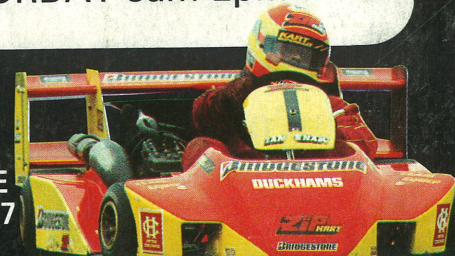
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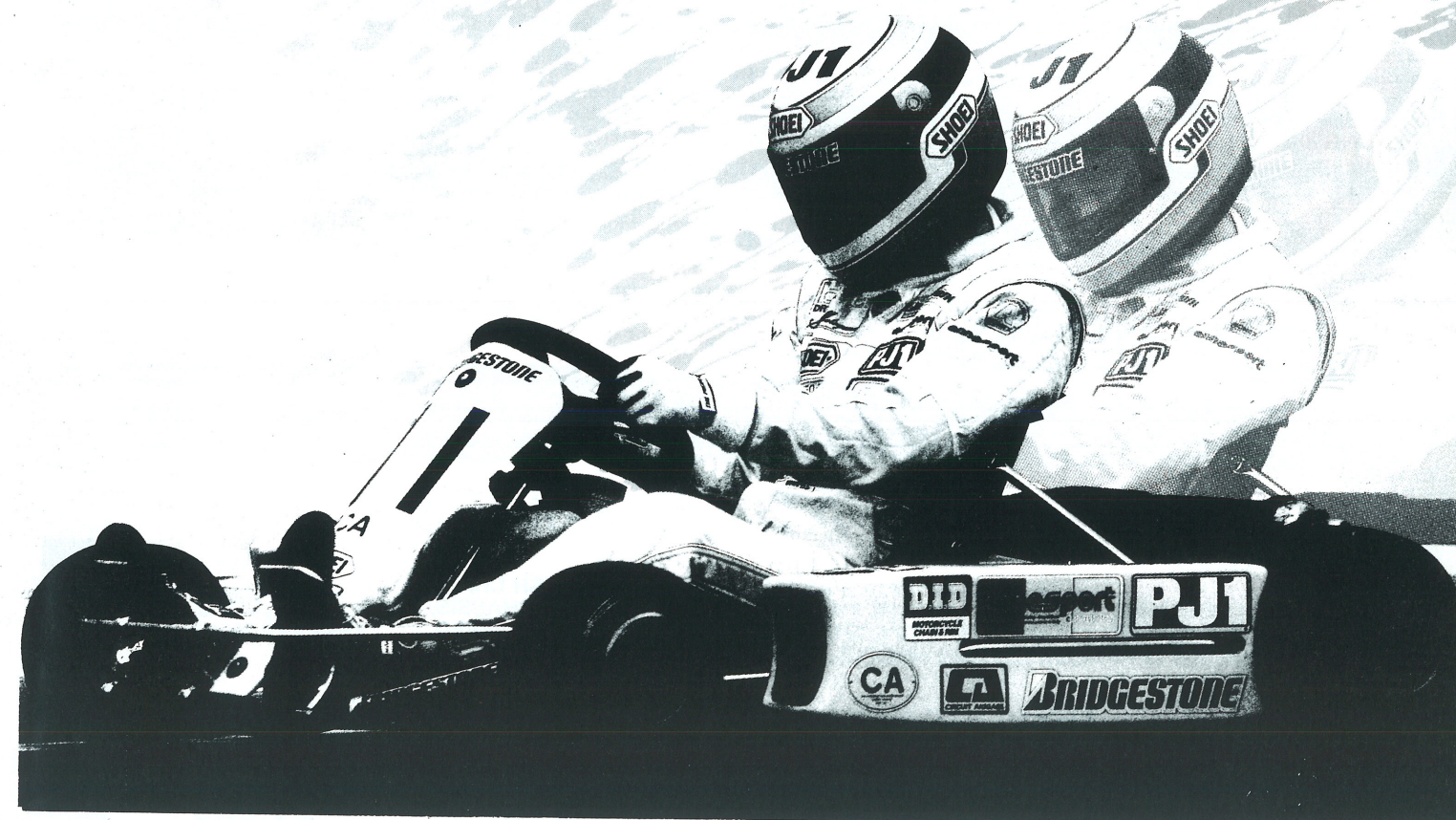
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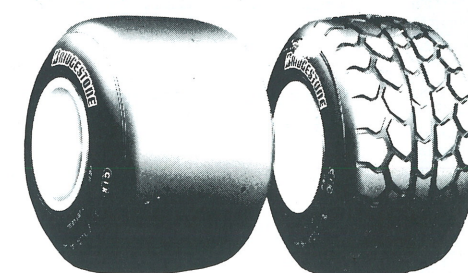
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DEMON TWEEDS of Tattenhall Nr. Chester have just announced their 1991 Mail Order catalogue.

Increased to 72 pages it is packed with 'goodies' available off the shelf.

To get your free copy just send an s.a.e with 32p stamp to Demon Tweeds.



You will no doubt have noticed that the 1991 Blue Book does not contain a Fixture List for the coming season. That has been published as a separate booklet and is available from the RAC priced at £1.50.



New from Anderson Karts is a 125 body which is expected to make its appearance very soon. With the loss of Phil Glencross expect Dave Buttigieg to be at the opening Cadwell aboard an Anderson.

Other drivers are likely to appear in 250 E but nothing has been finalised at the time of writing. Watch this space!



Phil Featherstone assures us he WILL be ready for the February Cadwell.



ANDOVER NORTON are to provide a 125 Open outfit for a team of two drivers in 1991.

As most support for drivers tends to go to the established front runners Andover Norton are taking a different route and will offer support to drivers who start the year as novices.

Their approach will differ by using a driver with a 'lapsed' licence teamed with a genuine 'beginner'.

The thinking behind this approach is to show potential karters and those relatively new to the sport ways of eliminating the multitude of problems which beset many would be racers.

All equipment used will be

normal 'off the shelf' components available to any competitor. The motor will be a Rotax 124 liquid cooled prepared by Mick Hemingway of CDPT racing. The chassis will be an Anderson AK in short circuit trim.

The aim is to provide the newcomer with equipment he can be confident with, knowing he will not be left 'high and dry'.

Anyone interested in discussing karting... preferably 125... with the drivers concerned is most welcome to do so. Expect the drivers to be 'biased' but this should not deter discussion!

Being Southern based most of the racing will be in the South, South West and Midlands. CDPT Racing, Anderson Kart Centre, Southern Kart Services and Bombardier Rotax GmbH are all associated with Andover Norton in this project.



Don't forget the first round of the Long Circuit Championship takes place at Cadwell on Sunday, February 17th.

Practice is available on Saturday 16th, between 10am and 1pm and 1.30pm to 4.30pm.

Any queries on practice contact Nick Lee on 0507 84248.

Strictly Classified!

CADET

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1989 ALLKART CADET. Excellent condition, 3 trophies in last 5 races. Not raced since engine re-build, side pods, wets on rims, £750 ono. Tel. 061 429 0291 after 7pm.

GILLARD CADET, as new, 4 meetings only, fitted with Tillett seat, £625. R & A Kart Racing Supplies, 9 Marigold Drive, Hinckley, Leics. Tel. 0455 615648.

CADET AND 100cc karts and engines wanted. Contact R & A Kart Racing Supplies, 9 Marigold Drive, Hinckley, Leics. Tel. 0455 615648.

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SENIOR/Junior Britain, £800 complete and ready-to-race 1990 Wright A-frame plus Paul Carr Parilla TT 27. Very competitive outfits. Tel: Brian on 0285 75563.

PAUL CARR TT 27 for 100 Britain. Hi-fi rod, 48.3, top performer, £300. Phone Brian on 0285 75563.

100 NATIONAL, good condition, recent engine rebuild, very fast, Enfield area, £465. Tel: 081 367 8592.

WIGHT Junior Britain, A-frame rolling chassis complete with pods, five meetings old, £550 ono. Two TKM KA 100 B Britain engines. On small bores and just overhauled by JAGS, £500 each. Call John Newton 081 660 3663.

1990 GILLARD Senior Britain. Pods, semi q/r axle, Nassau panel, 7 litre tank, monos, race winner, £525. Parilla TT 27, race winner and Super One finals engine 1990, £350. Parilla TT 31, race winner, £295. Tel: Dave Hodkin 0509 842 675.

JUNIOR/SENIOR BRITAIN or ideal Clubman outfit. Zip/Parilla TT27. Early bore. Immaculate condition. Ready to race. New house, new baby forces sale, £700 ono. Tel: 0737 642694.

FEBRUARY 1991

100 BRITAIN TKM L 90 engine. Boxer chassis. Kart stand, new wets on rims, new front tyres. Leathers, boots. Sprockets, side pods, nose cone. Ideal for novice, only £750 ono for quick sale. Tel: Leicester (0533) 880311.

ZIP 82 Senior Britain. Very reliable and quick. Never raced, Cadet fathers toy. Spare tyres and seat, £450 ono. Tel: 061 426 0291 after 7pm.

JUNIOR Britain Deavinson Sprint with Parilla engine, brand new and never raced, £1,000. Tel: (0332) 864707.

ZIP Junior Britain. Two EME engines, practice use only. Standard 48.9 bores. Wets, dries on wheels, as new. Stand, pusher, sprockets, side pods, frame and engines as new. Girl driver, lost interest, £900. Tel: 0782 48895.

125cc

RETIREMENT SALE. All the equipment which took Steve Pridmore to 6th place in 125 Nat. L/C British Championship and 5th place in the GP. 1990 Stratos/Kelgate. Two a/c CSK Rotax. All CSK refinements regardless of cost. Tools, equipment, spares, everything must go. Tel. 0724 720929.

ANDERSON 125 w/c Rotax. Immaculate outfit. Very competitive and reliable. Complete with spare wet and dry. Bridgestones on one piece rims. Dellorto VHF carb, spare tuned barrel. Engine completely rebuilt before last meeting (Thrupton 90), £2500 ono. Tel. 0703 785266 Day, 0703 556447 (Evenings).

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ZIP GP Rolling chassis, h/b seat, engine plates for 125 Rotax. Tel. 0275 855071 (Evenings).

ZIP BANDIT CSK Rotax 125 National, Kelgate brakes, full body. Flat slide carb, some spares, £1375. Lazer CSK 125 Rotax National. Kelgate brakes, nose cone, side pods. Flat slide carb, some spares, £1250. Tel. 0234 713300.

STRATOS Goff Rotax 125 w/c, three races old. Latest high sided bodywork. Aluminium side radiator. Brembos, 38mm smooth bore Dellorto. Immaculate, £1850. Madcap Minarelli 125 w/c. Just rebuilt, £800. Spare body, light damage, £200. Tel. Steve 0793 770964 (Work). 0793 771238 (Evenings).

125 P & R Barlotti chassis; Honda engine. Two sets of one piece wheel fixings, complete with wets and slicks. Full long circuit body, long and short circuit floor trays. Stand leathers. Tuned by C/J racing, £650 ono or will part exchange for 100 UK outfit. Tel. 0904 (York) 416381.

STRATOS Minarelli 125 National outfit. Recent rebuild. Various spares, wheels, tyres etc. Competitive outfit, £1595. Tel. 0793 881306 or 0860 828583.

SURESPEED Minarelli 125 with both water and air cooled barrels. New in February 1989 and hardly used since. Just been rebuilt. Comes complete with new PMP pipe, electrics, batteries, smooth bore Dellorto carb and Krober tachometer, £950 or will swap for late 250 KTM. Tel. Barry Higgins 0844 51195 (Evenings).

ZIP Bandit chassis, a/c. Long and short circuit bodywork. New 1989, only five meetings since new, £800 ono. Tel. 08884 304.

125 A/C Rotax, £550. Tel. 0524 67986.

125 Spyda Chassis, full body or s/c trim. One 1989 CSK Rotax 125 w/c. One 1990 CSK Rotax 125 w/c. Both engines rebuilt for new season. Spare barrel, £2250 or will split. Tel. 0359 71223.

ZIP GPN 1988 GP winning chassis. In excellent condition with 1989 125 a/c Rotax. Full bodywork, wets, making a ready to race outfit. Sale due to change of class, £1500 ono. Tel. 0472 79626 (Evenings and Weekends).

MINARELLI 125 P & R motor. One meeting since complete Surespeed rebuild. New PMP pipe. Receipts to prove. 34mm carb. Best offer. Zip 925 spares. Frame needs rejig. Bumpers, seat. Very cheap, offers. Tel. Warren 021 705 9731.

ZIP Rotax 125 w/c. Full long circuit bodywork. Spare engine with carb and exhaust. Spare seat, tank, jets and sprockets. Spare barrel. 2 sets of slicks, 1 set of wets, all on rims, plus spare rims. Spare bodywork. Helmet and leathers. All ready to race, £1200. Tel. 0733 322029.

FOR SALE Anderson s/c kart. 14 months old. Slicks and wets on rims. Rotax 125 a/c motor, fully tuned and rebuilt. Includes stand and some spares. You get reliable and competitive kart for £1800. Also Rotax a/c 125 motor 1 year old. SED tuned. Surespeed clutch, £995. Tel. 0332 864498 after 6pm.

125 NATIONAL Wright Chassis. Never bent, quick rotax. Just had major rebuild. New slicks, wets on rims. Spare slicks, rims, stand, suit. Loads of spares. Race ready, £1000. Tel. Rich 0242 577561.

125 NATIONAL Zip Bandit, Kelgates etc. Recent engine rebuild. Spare engine (needs rebuild). Set new wets on rims. 2 sets sticks on rims. Spare exhaust. Pit stand. Rad and pipes for water cooled, £1500. Tel. 080 14 248.

210cc

BARLOTTI VILLERS 210 National chassis, one year old, Upton engine, Aeroquip brake pipes, KMP exhaust, very smart condition, £800 ono. Tel. Windsor 0753 854121.

210 NATIONAL ZIP BANDIT 2. Three months old. Also 100 UK Boxer kart with two BT 82 engines, loads of tyres and spares. Tel. Phil Featherstone on 0775 89368 or 0778 36709.

250cc

FOR SALE: One Anderson Mirage rolling chassis. 5in or 6in rims, full bodywork, 1990 three meetings only, £2,150. Four Rotax engines, 88, 89 and 90, all re-built, £1,800 to £2,400. Three sets of barrels, 88 and 90. 1990 Power valve, £400 to £680, plus many other spares, tyres, wheels etc. Tel. 0332 864707.

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CLUB SCENE

LANGBAURGH 20th January 1991.

WINTER SERIES - ROUND 1

Over the past few meetings Langbaugh events have started cold and damp and this one was no exception. However the day did gradually get drier and warmer.

The entry was of the usual excellent quality, no doubt bolstered by this being the first round of the Winter Series. Most decided on wets for practice but as the racing started slicks were in use.

The heats were closely contested as always though perhaps on this occasion a little too well contested as the ambulance was pressed into service after a couple of incidents, although thankfully noone was badly hurt. Over zealous driving seemed to be the cause and Clerk of Course Paul Bird administered a ticking off during the interval.

JUNIOR BRITAIN

This was perhaps the most closely fought final of the day with Matthew Shaw on pole and Stephen Crawford alongside. Shaw led into the first corner but had a disastrous first lap losing three places which he was unable to regain.

Crawford took up the running for a lap until he was passed by Darren Manning at the start of lap two. Manning then spent the rest of the race fending off Crawford who stayed within three kart lengths. Justin Wilson was tight up with Crawford and on lap six he briefly got ahead only for Crawford to regain his position.

The last lap saw the first three tighten up and circulate as a seemingly inseparable chain. At the flag Manning got the verdict from Crawford who had just half a length over Wilson. Shaw came home fourth ahead of Lee Cook and Adrian McDade.

was Britain novice leader, Tanton, having latched onto the train at around lap eight. With two laps to go though he threw it all away with a spin, losing the class lead.

On the last lap a hopeful attempt by Green to prise Guest from third went completely wrong, putting Guest out and dropping Green to eighth. McHugh took the win from Vipond and Tagg whilst the Britain Novice top spot went to Stephen Lee from Tanton.

100 NATIONAL/SENIOR BRITAIN

A small National field was totally dominated by Chris Clark, who took overall victory with ease after his main opposition dropped out. The Senior Britain competition was rather more intense and it was Lee Jones who took the win from Nathan Ferriday, James Thompson and Mark Rose.

COMBINED GEARBOX

You don't always expect the gearbox brigade to provide the most action due to the speed differential but this time they came up with the goods.

Graham Corbin took two heats with his Anderson/Rotax 250 E whilst the third heat went to the 125 P & R Aero/Honda of Jon Riley. Riley made an incredible start to the final leading Andrew Walker on a 125 National with Corbin only inches away. For the first few laps Corbin tried all he knew to get through doing so on lap six but with Riley still ahead.

The fastest man on the circuit was Stephen Hughes with his 250 National Anderson slicing up to fifth spot with two laps to go. It all ended in tears though when on the last lap he collected Corbin in a desperate attempt to get by with Martin Cleveland also being involved.

The only class winners therefore, were Jon Riley in P & R and Andrew Walker in 125 National . . . first and second overall.

RESULTS

Junior Britain

1. Darren Manning, Gillard/TKM;
2. Steven Crawford, Dino/TKM;
3. Justin Wilson, Knight/TKM.

Senior Britain Novice

1. Stephen Lee, Dap/Parilla;
2. Richard Tanton, Gillard/TKM.

Senior Britain

1. Lee Jones, Zip/TKM;
2. Nathan Ferriday, Wright/Parilla;
3. James Thompson, Wright/TKM.

100 UK

1. Antony McHugh, Knight;
2. Gary Vipond, Gillard;
3. Darren Tagg, Knight.

100 National

1. Chris Clark, Kartsport/Rotax;
2. Paul Wood, Mondial/Parilla;
3. Nick Gibbs, Kali/Rotax.

125 National

1. Andrew Walker, Stratos/Minarelli.

125 P & R

1. Jon Riley, Aero/Honda;
2. Tony Capaldi, F1 90/Honda.

Reprot by Tim Urquhart.

BUCKMORE PARK 20th January 1991

The recent arrival of our Clubhouse, operational by February, caused some excitement and certainly added to the enthusiasm of our racers. The day was cold and the circuit damp leaving most drivers on wets throughout the meeting.

HEAVYWEIGHT

Trevor Jones led the roll up from Clark, Whitely and Banks but into the first corner Clark had it from Jones, Whitely and Piper. By lap two the leading pair had started to pull away and after three laps Dicker had taken third. After six laps the lead pair had lost none of their determination to win and looked as one.

A battle was going on behind and as the last lap board was shown Jones took the lead with Banks moving up to second. That was how it stayed at the flag with Walker taking the Restricted honours from Hill.

JUNIOR BRITAIN

The first start produced a nasty looking incident when Stevens spun and was hit by Morss. Both drivers were OK but the latter did not take the re-start. On the second start Scoging beat Battistini into the first bend but by lap two Battistini was through.

Smythe led the Restricted section from his brother Jodie. By lap three the wild looking style of Battistini had him streaking away from Griffiths in second. By lap five the order was . . . Battistini, in amongst the backmarkers . . . Griffiths, Wilson and Shatford.

By lap six the leader was ten seconds clear of Wilson and at the flag had increased that to twelve seconds. Shatford threw his chain on the line but held third from Scoging.

SENIOR BRITAIN and UK RESTRICTED

Pole position went to Young with Older and Piper next. In fourth spot was UK driver Haycraft. Entries in the class are growing and we would welcome other UK drivers to swell our ranks.

Young was leader through lap one from Older, Scammell and the rest but storming up the field was Collins. By lap two he was third. Older then got past Young and by lap four was pulling clear. Haycraft still had charge of the UK's in sixth spot whilst Collins continued to fight for third.

Both Collins and Leston were attacking Young for second when, on the last lap, Leston spun at the first hairpin, taking Haycraft in the melee. Out of that disaster Older won from Collins with Young next. Mee took the UK honours.

SENIOR BRITAIN

The biggest field of the day got away with no problems as Boughton took the lead from Relf, Cunningham and Adams. By the close of lap two Ticehurst had second leaving Relf and Cunningham to battle for third. After three laps Relf spun allowing Cunningham the chance to chase after Ticehurst.

By four laps Boughton was with the backmarkers but still Ticehurst couldn't get the right position to take him. At the flag that was how it stayed with Cunningham third.

100 NATIONAL/RESTRICTED

Leading restricted drivers were Sinclair and Brown but up front was Audritt, winner of both heats and obviously on song.

The mix on the first bend was chaotic but Audritt still led from Gilbert, Huggett and Sinclair.

Gilbert closed to within a few lengths but the race order stayed the same at the front throughout. Sinclair dropped from fourth leaving Palmer to take that spot as Brown led the restricted home.

The first meeting of 1991 was well attended both by drivers and spectators. Our February event will be even better with the Clubhouse in use . . . better toilet facilities and less mud.

Although it has taken almost 18 months it has been well worth the wait for the new Clubhouse. An almost permanently manned office is now on site along with the improved toilets. The range of food available, under the control of the newly formed catering company, is due to increase. The special patio overlooking the circuit had endless possibilities. The building, from Agent Plant of Dartford, came in five sections and had to be craned in, each section weighing in at between 2.5 and 4 tons.

Painted green, the building blends in with the surroundings and keeps the style that gives Buckmore its beautiful setting.

RESULTS

Heavyweight, Trevor Jones, Wright/TKM;
Junior Britain, Dylan Battistini, PCR/TKM;
Senior Britain Restricted, D. Older, Wright/PCR;
100 UK, V. Mee, BRK/TKM;
Senior Britain, Darren Boughton, Colt/Parilla;
100 National, D. Audritt, PCR/Atomik;
100 National Restricted, Phil Brown, Superdart/PCR.

Report by Dave Claughton.

FEBRUARY 1991



125 National Winner, Phil Wilson receiving his trophy from Ian Shaw

Northumbrian Kart Club

The Northumbrian Kart Club held its Annual Dinner Dance/Prize Presentation recently at the Old Assembly Rooms in Newcastle with British and European Champion Ian Shaw on hand to present the awards.

A large turnout of Club members provided an excellent atmosphere and Ian was kept quite busy handing out the large number of trophies.

Most Improved Driver, Amanda Whitaker; Driver to have tried the hardest, Gaynor Crossman; Cadets, Daniel Gibson; Junior Britain, Darren Stapleton; Senior Britain, Nigel Davison; 100 National, John Docker; 100 Super, Roy Dickson; 125 National, Phil Wilson; 210 National, Colin Mee; 250, Rob Pickles.

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Zip Eagle £1,595
Dap 125 £375
New fun kart £429
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right hand £2,350
Kobra 250 Formula E, left
hand £1,900
TKM Senior Britain
chassis £325

Rotax 256 1985 £695
Rotax 256 1989 £2,300
including power valve,
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Race Hire available
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Hot news from Kart Promotions is that there will be an International Kart Show in 1991.

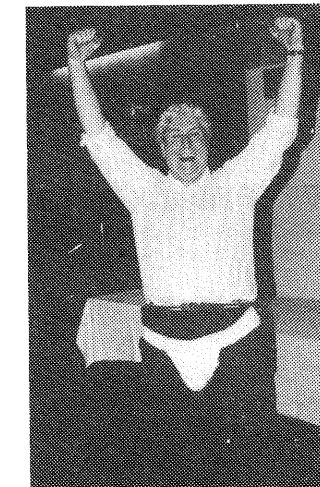
The venue will be Bingley Hall, Staffordshire County Showground and the dates are November 30th and December 1st.

It promises to have that little bit extra . . . cost of stand space will be similar to previous years . . . don't miss out . . . state your intentions now.



Karting has provided a lead for the new Formula Vauxhall Junior category with the Championship introducing minimum all up weights allowed.

It is the first time that a British single seater category has followed that route and the hope is that it will help to bring to the fore pure driving talent.



Des White should get even more support in 1991. Pic: Iain Blair



The Cumbria Kart Racing Club held its Annual Dinner Dance and Presentation evening at the Shepherds Inn, Carlisle on January 18th.

Around 160 were present and enjoyed a great meal for which the management and staff were congratulated.

The President and then the Chairman both outlined the achievements of the Club during 1990 and looked forward to 1991.

The Chairman also mentioned the support he had received from members, at which point Iain Blair, MC, duly presented him with a "support".

After the speeches came the silverware and then the dancing continued into the early hours.



Cumbria Kart Club members with their Annual Trophies. Pic: Iain Blair.



Congratulations and best wishes for the future go to Ian Shaw and Theresa Briggs on the announcement of their engagement.



Due to a clash with the World 250 event at Knockhill in June a couple of dates in the Short Circuit Gearbox Championship have changed.

The Three Sisters round scheduled for June 30th will now take place on August 18th.

The Langbaugh event will move from its previously announced August date and will now be on June 9th.

HAPPY FEBRUARY BIRTHDAYS TO THE FOLLOWING

Brian King	7th
Dave Gilson	19th
Arthur Thompson	2nd
Gary Ashurst	18th
Chris Topham	27th
Mike Wilkinson	11th
Rainer Wimmer	9th
Torgje Kleppe	22nd
Pertti Kuusmanen	16th
Tom Thacker	6th
Glynn Jones	8th
Paul Berry	22nd

KR Karting of Dostill, Tamworth are pleased to announce that their SKR Induction silencer has been accepted by the RAC MSA for use in all 100 cc classes from the 1.1.91 with the exception of Junior and Senior 100 UK.

The standard carb version sells at £25 whilst the slide carb version is £27.50 . . . plus VAT and p&p.



News just in of yet another indoor centre, Go-Karting Ltd . . . situated at Weybridge Road, Weybridge, Surrey.

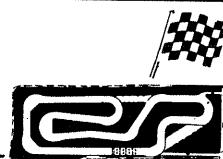
Further details from 0932 820543.



DATES FOR YOUR DIARY

February 19: Chasewater Wheels, Rowrah, Kimbolton, Tilbury, Wombwell.
February 17: Cadwell Park, Buckmore Park, Nuthampstead, Langbaugh, Shenington, Bowington.
February 24: Blackbushe, Pembrey, Three Sisters, Fulbeck.
March 3: Rye House, Felton, Larkhall.

Buckmore is Racing 1991



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

1991 Exclusive week-end Corporate days (Track closed), 13th January, 10th February, 23rd February, 24th February, 3rd March, 9th March, 24th March, 6th April, 14th April, 28th April, 4th May, 12th May, 26th May (Provisional), 2nd June, 9th June, 22nd June, 29th June, 6th July, 14th July, 28th July, 3rd August, 11th August, 31st August, 8th September, 21st September, 29th September, 6th October, 13th October, 26th October, 10th November, 24th November, 30th November, 8th December.

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, Fawkhams, Dartford, Kent, DA3 8NG. Telephone: 0474 879 011 or 0836 661 876. Fax No: 0474 879 002.

Track Address: Buckmore Park Activity Centre, Kart Circuit, Maidstone Road, Chatham, Kent (just off Junction 3 of M2). Telephone: 0634 861 295 or 0634 201 562.

NEW

NEO

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CONGRATULATES

DANIEL WHELDON Junior Britain
1st Rye House, Feb.

ANTHONY DAVIDSON Cadet
1st Fulbeck, Dec.
3rd Fulbeck, Jan.
3rd Rye House, Feb.

STACEY FELL Cadet
1st Larkhall, Feb.

DAVID TUCKER, Cadet
1st Wombwell, Dec. & Jan.

WESTLEY BARBER, Cadet
1st Nuthampstead, Dec.
2nd Wombwell, Dec.
2nd Rye House, Jan.

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RAC KART TRADER

FEBRUARY 1991

CLUB SCENE

100 SENIOR BRITAIN CLUBMAN

Mathew Wright initially led but the carnage behind saw the next four drivers sidelined leaving Oxley to lead the chase of the already distant leader. Brookes closed in on Oxley, going through at Stowe, forcing Oxley wide. Boss saw the gap and moved into third. The early accident spoiled a potentially good race with Wright taking the win as Brookes ran out of laps to mount an attack.

100 BRITAIN SUPER

Gareth Hession led a fairly small grid from start to finish with Kinsey trying desperately throughout to get on terms. Petts made a good start but gradually dropped back due to engine problems with Wilde coming through to take third.

100 UK/100 BRITAIN RESTRICTED

With Bill Tully an early casualty Pitts led after one lap. Smith took the lead with a fine move on lap two but Pitts hung on and retook the lead at the halfway stage. Hartland was running third from Cope but the two leaders could not be caught. With two laps remaining Smith made the decisive move to take the lead and held off Pitts to the flag. The restricted Britain struggled against the experienced UK's but Powell and Warr had their own private battle with Warr eventually coming home first.

125 OPEN

Stuart Ziemelis and Graham Stevens powered away to the front for their own private battle which was won by the former. With Williams out of the running Paul Molloy gave chase but had to settle for third.

125 NATIONAL

Nick Costin was the early leader from Powell, Maitland and Puddiphatt. Powell took the lead at Stowe whilst Puddiphatt and Maitland passed and re-passed with Puddiphatt finally getting the better of the exchange. He then closed in on Maitland to rob him of second, diving inside at Kim with just one lap to go.

210/250 COMBINED

Roger Mayers took both heats but it was Peter Grainger who powered away at the start with Wenn leading the Nationals.

After a good second heat Mark Allen was sidelined. Mayers tried hard but could not get back on terms with Grainger who carved his way through backmarkers to take the win. His first of the day but the one that mattered. Wenn had a comfortable ride to take the National first spot whilst Steve Puddiphatt found little opposition in the 210's and was fifth overall.

RESULTS

Junior Britain Club

1. Adam Wilcox, Dino/TKM;

FEBRUARY 1991

2. Edward Pead, Sprint/Parilla;
3. Iain Remmers, Colt/TKM.

Junior Britain Super

1. Doug Bell, Zip/TKM;
2. Darren Malkin, Tony/TKM;
3. Daniel Wheldon, Wright/Rotax.

100 Junior UK

1. Carl Breeze, Anderson.

100 Britain Clubman

1. Mathew Wright, Wright/Parilla;
2. Lee Brooks, Colt/TKM;
3. Andrew Boss, Boxer/TKM.

Restricted, Mathew Warr, Wright/Parilla.

100 Britain Super

1. Gareth Hession, Wright/Parker TKM;
2. Darren Kinsey, Gillard/Goff TKM;
3. Paul Wilde, Wright/Kestral TKM.

100 NATIONAL

1. Gary Powell, PCR/Kestral Atomik;
2. Paul Watts, ARC/Rotax;
3. Phillip Jarman, PCR/Atomik.

Restricted, Peter Southgate.

100 UK

1. Neil Smith, Wright;
2. Sean Pitts, Anderson.

Restricted, Steve McCullough.

125 OPEN

1. Sturat Ziemelis, Lazer/SRS Rotax.

125 NATIONAL

1. Mark Powell, Zip/Goff Rotax.

Restricted, David Tinn, Zip/CSK Rotax.

210 NATIONAL

1. Steve Puddiphatt, Dino/SHR Villiers.

250 NATIONAL

1. Darren Wenn, Zip;
Bandit/WPT KTM.

250 E

1. Peter Grainger, Zip/Rotax.
Report by Duncan Taylor.

WOMBWELL

13th January, 1991

A very cold day greeted a good sized entry in all classes but the temperature never rose above freezing all day! The meeting was declared 'open' and those drivers who ventured out on slicks were very brave souls indeed. With frost on the grass, any off course excursions were guaranteed to be exciting.

JUNIOR BRITAIN/ JUNIOR UK

A full grid of 24, including for the first time four Junior UK's, who

naturally were finding the TKM/Rotax pace a little daunting. However there seems little doubt that their numbers will soon increase, given the size of current senior UK grids and the increasing costs of Britain competition.

Walker, Simpson and Wilson hit the front from the start and quickly left the rest behind. The divisions become clearer by lap two with Simpson already losing touch in second and Wilson dropping away in third by a similar margin, whilst Walker continued his drive at a rapid pace.

By half distance the first three were well clear with Pell briefly moving ahead of Snell for fourth before disappearing on lap seven. Shaw was next from Jones and Greensmith and as the remaining laps were reeled off none of the top positions changed. Top UK was McCullough who had been chased initially by Richardson until the latter fell by the wayside.

100 UK HEAVY/NOVICE/ SENIOR BRITAIN NOVICE

Clarkson made the better start on his UK Knight to lead the opening lap, but by the end of the second tour could obviously do little about top Britain novice, Tanton and his TKM, UK Heavy, Hellon was also motoring strongly in third until Whitfield moved ahead on lap three.

UK novice Whatley was next up, closing Tanton's pace at the front was very rapid, looking like anything but a novice, as he motored merrily onto the chequered flag. Clarkson, without unnecessary heroics, was a comfortable second and first heavyweight UK being chased home by the consistent Whitfield.

Into fifth, from ninth on the opening lap, came Britain driver, Reynolds, with Hellon rounding off the top six as second heavyweight. Seventh and first UK novice was Cunningham.

SENIOR BRITAIN

Returnee Kevin Thorpe on the TJ Mach 1/Solo was the only driver who appeared to have the necessary to give Blair a hard run, but the rolling laps ended for Kerry at the top hairpin with a sheared Rotary valve. Blair's cause was then further strengthened with a silly barging match at the first corner when drivers trying to force mounts into non-existent gaps resulted in half a dozen coming to a wheel locked standstill.

That sorry affair led to the demise of heat winner, Rose, who exchanged angry words with Flaum, before carrying his kart back to the paddock.

Over the first lap Blackburn led until Blair was fully into his stride and took the lead in a convincing move powering away into a very big lead and by the time the flag came out he had the length of the mains straight advantage.

As a demonstration of Blair's

ability it was perfection, as a race for the lead it was less so and one needed to look further down the field for pieces of greater interest.

For three laps Quinn held third before spinning to the rear, his place taken by Dene Lenders who was under pressure from Thompson. Payne was next with Broughton sixth and moving up strongly after a heat DNF.

Blair excepted, the quickest driver was Thompson, who had moved ahead of Lenders by the halfway mark before catching Blackburn with two laps to go to claim second. And so it stayed to the flat with Lenders driving well to take fourth clear of Broughton and Warburton.

100 UK

From pole McHugh appeared to jump the start, when he easily forged ahead of Guest, to hold several lengths advantage by the first corner. By the end of the lap though, Guest was challenging hard for the lead and already, the pair were a dozen lengths clear of Hind in third. Esberger was up to fourth ahead of a closely grouped Vernon, Gilbert, Kellett and Mansell, the latter about to mount a strong challenge.

For three laps Guest put McHugh under pressure, but then slowly began to lose touch and fell back into the clutches of Hind, who moved up to second on lap five. Hind was the man to watch and within two laps he had caught McHugh. For lap after lap, Hind mounted a strong challenge for the lead and whilst he almost succeeded on a number of occasions, it was a relieved McHugh who took the flag first, half a length clear. Guest was able to hang on to third after his promising start, with Mansell coming through to take fourth. Esberger and Walker completed the top six.

RESULTS

Junior Britain

1. Neil Walker, Boxer/KS TKM;
2. Michael Simpson, Wright/Rotax;
3. Justin Wilson, Knight/TKM.

Senior Britain

1. Mark Blair, Gillard;
2. J. Thompson;
3. R. Blackburn, Wright/TKM.

100 UK

1. Anthony McHugh, Boxer;
2. Richard Hind, Gillard;
3. Richard Guest, Knight.

100 UK Heavy

1. Alan Clarkson, Knight.

Junior UK

1. T. McCullough, Boxer.

Senior Britain Novice

1. R. Tanton, Gillard/TKM.

Report by Mike Hayden.

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CLUB SCENE

leton outfit and Breezehills Val Fernandez. Class 3 wins went to Valerie Lord (Breezehill) and her teammate Mallalieu.

The final for the Class 4's was a repeat of the heats with the All Hallows team third. The Class 3 battle saw the lead change several times before Mallalieu came home ahead of St Wilfrids Farrell and Valerie Lord.

COMBINED GEARBOX

A mixture of 125's and 250's with a lone 210 provided over twenty howling exhausts, which made a mockery of the 90 dba run past just inflicted on the school outfits.

Both heats went to Glen George on his 250 followed each time by Barry Sherriff. Third places went to Martin Hallums, Graham Williamson and Graham Barker with Dave Gilson leading the 125 charge. In the final they really needed headlamps as they rocketed through the gloom with the brute power of the Rotax giving George the win and Sherriff the 250 National honours.

Graham Barker headed Pete Powell in the 125's. Dave Bewley and Simon Hughes collected their respective novice awards.

In the gathering gloom . . . to be honest, it was pitch black! . . . the unlucky turkeys found new owners, every competitor collected a trophy and we all left happy in the thought that we had only one shopping day left to Christmas!!

WOMBITS

Take out your new shiny Blue Book and write down this number . . . we are not included in the 1991 version but is business as usual at Wombwell.

Practice is the first Sunday . . . so make a note of the address of our Competition Secretary: Anna Hazlett, Oakleigh Cottage, 11 Hangmanstone Lane, High Melton, Doncaster. Tel: 0709 583204.

If you want membership then contact: Mrs S. Cooper, 7 Rutland Close, Kippax, Leeds. Tel: 0532 865226.

£15 is required and if you race and practice all year you can save almost £60!

If all else fails you can seek help from our Club Secretary: Mrs. Pat Lord, 9 Fern Close, Springhead, Oldham. Tel: 061 633 4519.

Don't forget the RAC/Super One qualifier on April 13/14 and the Cadet/UK Champs round on 13/14 July.

Have a happy New Year . . . preferably at Wombwell . . . Brian Lord.

BLACKBUSHE 23rd December 1990.

For the Christmas meeting the weather started cold but dry. However, it got damper during the

Page 28

day and for the finals it was a full wet set up for most classes. Clearly karters are among the few who are daft enough to race through the winter and several ex-karters, now making a hit in car racing, dropped by to pass on Christmas wishes.

Seen in the paddock were Derek Higgins, William Hewland and Paul Evans to name but three.

JUNIOR BRITAIN

With only seven starters this was the smallest entry for some time. The first heat was won by Dutton from White and Panrucker with the second going to Panrucker from Dutton and Straun.

On pole for the final was the Gillard of Dutton and he went on to win easily from the Solo of Panrucker and the Sprint of Holmwood. Steve White had run in third but was taken by Holmwood and then fell back.

SENIOR BRITAIN

Yet again a full entry for this class. Heat one went to Ivey from Tigwell and Murphy with the second going to Murphy from Ivey and Cousins.

For the final Ivey was on pole with his Solo and he led at the end of lap one from the Wright of Murphy. Tigwell and Moulton were next with Wallington, Geraty and Abbey-Taylor following.

On the second lap Murphy took the lead and eased away to yet another fine win. Ivey continued in second but towards the end of the race Tigwell slipped ahead after persistently trying to do so.

After a couple of laps trailing Geraty, Abbey-Taylor dived inside under braking at the end of the main straight. Soon after that Gerty went off but re-started at the back of the field. Abbey-Taylor then set off after Wallington and towards the end was looking for a way past. On the last lap, going into the chicane, he thought he saw an opportunity.

It was a heart stopping moment on the last corner but Wallington kept his cool, allowed Abbey-Taylor through but then nipped past to hold on to his fourth place. Behind this battle Moulton, in his first Senior race, went well in sixth.

100 UK/SENIOR BRITAIN RESTRICTED

The first heat was won by Cope from Brown and Ashworth with the second going to Brown from Cope and Haycott. The best placed Britain was Onslow. Cope led the final all the way from Brown and Haycott with no change to that order. Heitzman had fourth in the arly stages but fell back, before climbing again to finish fifth behind Mann. The restricted Britains were two laps down on the UK's at the end with Sarah Johnson leading home Onslow.

125/210 COMBINED

Due to low entries the three gearbox classes all raced together albeit with separate starts and separate

awards. Oh! to be a lap scorer at Blackbushe!

The first heat went to Ellis (125 N), Gale (125 N) and Johnson (210) and the second to Ellis, Gale and Olive (125 Open). The grid for the final was based on overall positions so the classes were mixed.

Ellis led from the start followed by Gale and then the remarkable Johnson in the first of the 210's. He in turn was chased by Saunders . . . 125 Open and Hopgood, 125 Nat.

On lap three Johnson moved into second ahead of Gale but sadly it was not to last and he fell to the midfield. Meanwhile Saunders was showing well and from fourth place, he slipped and slid past the others to lead at half distance as Ellis fell back.

There was another remarkable drive taking place from Bob Blight of the Wigan Club. Blackbushe must have seemed very short, twisty and slippery compared to Three Sisters!! Bob was at the back of the grid following disqualification and a non finish in the heats.

At the close of lap one he was eighth and from there he steadily worked through to take second overall. Olive had a similar drive, after falling to the back after one lap, and he moved through to take fourth.

100 NATIONAL

The first heat went to Stansbury from O'Neill and Perrot. In the second heat the winner was Robinson from Stansbury and Smith. For the final Stansbury was on pole and he made the best start going on to dominate the race. Chris Stansbury made a terrific start and from the fourth row was up to second at the end of lap one. He did not look likely to catch his brother but towards the end Bob eased off and the pair crossed the line hand in hand to stage a family victory.

In the early stages Mike O'Neill held third from Smith and Muddiman. In two laps, however, James O'Neill had got by both Smith and Muddiman to take fourth place. Also on the move was Robinson, starting from the middle of the grid after winning one heat but dropping the other. He and his family had moved North in 1990 and he was down to return a trophy. He took the opportunity to race and certainly hasn't forgotten his way round Blackbushe! At half distance he was up to sixth and with Patrick Smith falling to the back he finished fifth. Mann, normally in 100 UK drove well to take sixth spot, quickly adjusting to stickier tyres and more power.

RESULTS Junior Britain

1. Steve Dutton, Gillard/TKM;
2. Dean Panrucker, Solo/Solo;
3. Ricky Holmwood, Sprint/TKM.

Senior Britain

1. Tim Murphy, Wright/TKM;
2. Damian Tigwell, Wright/TKM;

3. Rupert Ivey, Solo/Solo.

Senior Britain Restricted

1. Sarah Johnson, Dart/TKM;
2. Derek Onslow, Superdart/Parilla.

100 UK

1. Chris Cope, Gillard;
2. Dave Brown, Gillard.

100 National

1. Bob Stansbury, Hutless/Rotax;
2. Chris Stansbury, Solo/Rotax;
3. James O'Neill, Kali/Rotax.

125 National

1. Dennis Gale, Anderson/Rotax.

125 Open

1. Dave Saunders, Allkart/TM.

210 National

1. Tony Cope, Invader/Invader.

ANNUAL TROPHY WINNERS

Cadet, Jeremy Gumbley;
Junior Britain, Neil Moulton;
Senior Britain, Richard Wallington;
100 UK, Dean Mann;
100 National, Stewart Crawford;
125 National, Steve Bird;
125 Open, Dave Olive;
210 National, Martin Kendrick;
250, Keith Bridges.

Report by Roger Abbey-Taylor.

KIMBOLTON 13th January 1991 Winter Series Round 2

JUNIOR BRITAIN CLUBMAN

Pead led through Stowe closely followed by Baston, Wilcox and Remmers. Those four had dominated the heats but on the second lap it was reduced to a three horse race as Baston spun out at Stowe when going for the lead. The same spot was again the centre of action as Wilcox outraked the opposition on the penultimate lap to take the lead and go on to a fine win from Pead, Peddars and Goode.

Carl Breeze produced the first Junior UK outfit and finished seventh overall after starting from sixteenth spot.

JUNIOR BRITAIN SUPER

Darren Malkin was on pole but played second fiddle to Doug Bell who ran out an easy winner. Stower held third spot but came under strong pressure from Wheldon, the ex Cadet Champ eventually winning the duel.

100 NATIONAL

Gary Powell took pole and led into Stowe from Watts, Rolfe and Jarman. Jarman managed to get ahead of Rolfe but could make no impression on the two leaders and the first four remained unchanged.

FEBRUARY 1991



Corrections to the 1991 Motor Sport Yearbook

LICENCE STRUCTURES

Page 263 - Delete Note 1. Delete Note 4 and replace with 'see S35, page 279'.

CHASSIS

Page 265 - 1.3 Flooring. New first sentence: "There must be a floor made from rigid material that, as a minimum stretches from the seat to the front of the kart."

Page 265 - 1.5 Wheels. All scrutineers, kart manufacturers, traders and competitors are reminded of the safety reasons for 1.5.2. The practice of using cap-head screws for wheel retention not only contravenes the regulation, but has proved to be a safety hazard. The practice is to be discontinued.

Page 267 - Table C. Add to 250 National list: CIK-homologated tyres marked 'CIK ICE'.

EXHAUST

Page 268 - Addition to 1.11.1. The following are the only approved 100cc intake silencers:

KID BOX (CIK-approved inlet silencer)
SKR induction box (KR Karting)
Swiss Hutless (CIK-approved inlet silencer)
R&R (Dartford) induction box

The mandatory 100cc add-on silencer is the Bowden E87c. The implementation dates for the mandatory 100cc add-on silencers are:

1 April 1991	100 National & 100 Super
1 May 1991	100 Britain Junior & Senior
1 June 1991	100 UK Junior & Senior

CLASSES

Page 277 - 3-5-1 Chassis. Add: "The availability of new chassis to be as 2.8.6. and proof of identity and price as per engine rules 2.8.7.

FEBRUARY 1991

Page 277 - 3.1.6 Wheels. Should read: "Wheel rims. These must be of two-piece construction, they must be of an aluminium material, ie spun aluminium, diecast aluminium, or sandcast aluminium. Hubs may be separate or integral."

Page 277/8 - 3.1.11 Racing conditions. Add the following:

- 1) The use of 'wet boxes' to protect the carburettor will be allowed when a race has been deemed wet by the Clerk of the Course.
- 2) Karts homologated with rear torsion bars must be raced with the bars in position at all times.
- 3) The use of items such as revolution counters, in-line fuel filters, additional seat stays, etc, is not permitted.

Page 278 - 3.2.1. The reference in the first paragraph to "a 19mm throttling flange" should read "a 19mm maximum diameter throttling flange." Add to end of 3.2.1:

"The following minor modifications to the engine/chassis are allowed:

- 1) Drilling of a hole in an engine fin to facilitate the fitting of an additional throttle return spring.
- 2) The cutting of a slot in the carburettor spacer in order to ease engine removal without removal of the complete throttle cable.
- 3) The drilling of holes in component mounting nuts and bolts in order to fit security/locking wire/pins.
- 4) The fitting of a washer, maximum o/d 9mm, to the carburettor adjustment screw to facilitate fine adjustment.
- 5) The use of easistart wheels is allowed.

Page 278 - 3.2.3. Delete the sentence "Drive as per 3.3.2." Replace with: "Drive direct, so that the crankshaft and rear axle are connected by a single length of chain." Add to end of paragraph: "The availability of new chassis to be as 2.8.6 and proof of identity and price as engine rule 2.8.7. The kart must be raced as per 3.2.3, and the use of items such as rear torsion bars, additional seat stays, revolution counters, in-line fuel filters, etc, is not permitted. These regulations apply to

both homologated 100UK chassis and pre-1991 Britain chassis."

Page 278 - 3.2.6. Add: "No CIK Super Licence, Graded driver or those classified as RAC 100 Super drivers may run in this class at National status events."

Page 278 - 3.3.1. Add "No CIK Super Licence, Graded driver or those classified as RAC 100 Super drivers may run in this class at National status events."

Page 278/9 - 3.3.1. Add to Engine List B: DAP T75 & T71; Parilla TT75; Comer M1K352; Rotax R100 VM. In the final paragraph of this section, delete the reference to "+/-0.01mm."

Page 279 - 3.4.2. Add the following to the list of homologated slide carburetors: Red Dragon and Kaltec.

Page 279 - 3.4.4. Add to Engine List C: Refo D-5B; Solo TT44 (extension); PCR TS 50/3 (extension); DAP T78 (extension).

CLOTHING

Page 281 - 4.4.1 Crash Helmets. Clarification to helmet standards for 1991. The following apply: BS6658 Type 'A' only (white on blue background); Snell SA85 (white on pink background); Snell M85 (white on yellow background); Snell SA90 (to be advised when available).

Page 281 - 4.1.2. Clarification. The reference to visors in the Yearbook is

QM.11 on page 234. The BS Standard referred to (BS4110Y) is only a recommended minimum, not mandatory. The subject of 'whirley' visors has been much in evidence lately and it would seem that some clarification is required.

1) The 'whirley' visor is acceptable for karting use, either on its own, or in conjunction with a normal visor.

2) At least one manufacturer (Mark Steeds Products) supplied a visor designed and intended for use with a 'whirley' of his own manufacturer.

3) The practice of 'hacking out' part of the centre of a normal visor to be totally discontinued. The integrity of any visor is not to be destroyed for any reason.

CADET KARTS

The following new homologations apply for 1991:

Kaltec	PCR M2
Dab-Tabor	Rookie 02
Deavinsons	Cadet Sprint
CRG-Kali-Kart	Mini Kart 01/02
DAP-JM	Jeta Mini
Dartford	Solo Cadet 2
Grice	Colt 60
Harman	Whippet Cadet
Gillard	Cadet
Anderson	Cadet
Wright	Mini
ARC	Cadet
Langcourt	Dino Cadet
Kart Equipe	Tony Kart Cadet
ZIP	ZK C91
Ferrari	Allkart (extension)

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RAC NEWS - continued

100 UK JUNIOR
The following new homologations apply for 1991:

Barlotti	Monza 100
Elliott	Boxer Jnr UK
Deavinsons	Sprint UK Jnr
Dartford	Solo UK Jnr
Grice	Colt 100 Jnr
Harman	Whippet Jnr

NEW LOOK FOR RAC MSA'S SPORTING SERVICES

The RAC MSA Director of Sporting Services, Les Needham has announced a major restructuring of his division, which will eventually see all its activities supervised by two managers.

Peter Todd, currently the Race and Speed Executive, will assume responsibility for all Race, Speed and Karting matters, with the help of a new Administrative Assistant yet to be appointed.

Ian Davis, currently the Competitions Executive, will continue to oversee the authorisation of events using the public highway and the issuing of event permits.

As a result of this reorganisation, the position of Kart Executive has become redundant, and Ron

Brassey has therefore left the company. RAC MSA Chief Executive John R Quenby said: "We appreciate all Ron's efforts towards the continuing growth of karting, but the new structure of the department means that we have reluctantly got to part company. I wish him well in his future career."

Tony Newsum, currently the Rally Executive, has already been appointed as deputy to the Director of Sporting Services, in which role will take over many of the duties formerly undertaken by Les Needham. For the time being, Mr Newsum will also continue to handle rally matters.

Mr Needham will devote more of his time to a number of special projects, including a complete revision of the RAC MSA Motor Sports Yearbook and overall responsibility for issues relating to motor sport and the environment.

Gillard	100 UK Jnr
Anderson	100 UK Jnr
Wright	101
IBM	UK Jnr
Ferrari	Jnr UK
ZIP	ZK JN91
ZIP	ZK JB91
Langecourt	UN Jnr
Langecourt	UK Jnr

TO ALL CADET COMPETITORS ENGINE REGISTRATION

Please find below the venues, dates and times for the checking of Cadet Engines.

The engines must be presented in a clean condition with the metal casings removed to facilitate the necessary checks. The piston crown must be free of carbon build-up to ensure that false readings are not obtained.

The engine serial number must be clearly identifiable. This will be

recorded against the owner's name and a central register compiled. An engine not inspected/failed inspection/no serial number recorded will not be eligible for competition.

The fee for inspection and registration will be £16.00 per engine, payable at the time of inspection.

The inspections will be carried out between the hours of 0930 and 1700 on the dates listed and at the venues shown.

FEBRUARY

**Friday 1-
Saturday 2**
Knockhill Racing Circuit
By Dunfermline KY12 9TF
0383-620-748

**Saturday 9-
Sunday 10**
Invader UK
18 Old Hedgesford Road
Cannock
Staffordshire
WS11 2LD
0543-578-522

**Saturday 16-
Sunday 17**
Wigan Racing Circuit
Recreation Area
Ashton-In-Makerfield
0942-270-230

**Saturday 23-
Sunday 24**
Clay Pigeon Race Circuit, Dorset
Buckmore Park Kartway
Maidstone Road
Chatham
Kent

MARCH

2-3
Karts and Parts
Mandale Industrial Estate
Thornby
Cleveland
0642-604-308

2-3
CBH Racing Engines
Beckfield House
Sandon
Buntingford, Herts 076-387-335

CLUB SCENE

FULBECK December 16th 1990

JUNIOR BRITAIN

Ralph Firman was on pole with Matthew Davies alongside. Dean Panrucker and Chris Green made up row two. A scrappy start was headed by Firman from Davies, Panrucker and Malkin as McConnell, Pell and Brackenbury all spun at the first corner.

The first four quickly started to pull away from the rest as Green had fifth ahead of Greensmith, Wilson and Butler-Henderson. By lap three Firman and his Dino had broken away leaving Davies under pressure in second. Into the Complex on lap four and a cloud of dust revealed Davies and Panrucker off the circuit... restarting well down the field. Malkin was left in second and clear of third placed Greensmith, who had slipped ahead of Green. The latter came under attack from Wilson and Butler-Henderson, Charles moving ahead to claim fourth at half distance. Wilson then lost his top six spot after an off at the top hairpin from which he was unable to recover.

By the closing laps Firman was well clear with Malkin secure in second place and Greensmith also safe in third. Butler-Henderson was slowly being caught by Wheldon, the latter apparently having handling difficulties. Darren Wandless took sixth after being thirteenth at the start.

SENIOR BRITAIN

A strong entry produced one of the best Senior Britain races I have seen for some time. It was also the last outing at Fulbeck for Multiple Club Champion, Steve Hazlett, who was set for retirement after Christmas, after a very successful career.

Steve had pole from Jamie Hunter with Ibbotson and Hodgkin on row two. As the front row men sorted themselves out on the opening two corners Ibbotson was quick to take advantage and led the first lap. Hazlett, Gibbs, Hunter, Western and Boss were next. On lap two at the lap scorers Chicane Hazlett squeezed into the lead underbraking, Ibbotson dropping back to third next time round as Gibbs attacked.

Into lap four and Gibbs was pressuring, finding a gap on exiting the Complex to lead for the first time whilst a closely following Hunter pressed hard for second. A small gap had developed back to Ibbotson who was clear of Western. Ibbotson was off at the Chicane on lap six though to fall one lap down and his day over. Western took over fourth spot ahead of Boss and O'Hara.

Back at the front and the two leaders were still at it... hammer and tongs... two of the finest drivers in the country bidding for honours. Gibbs pulled out half a

dozen lengths only for Hazlett to close the gap again. Unfortunately for Steve he was to be denied his swan-song, Gibbs taking the flag despite a last lap bid.

Hunter came home a close third followed by Western and Payne, the latter having a couple of strong laps at the end. Boss rounded off the top six after a hectic scrap with O'Hara, who had gone missing on the last lap.

100 UK

Richard Guest was on pole but on the green had to give best to David Mansell, who stormed away to lead the opening lap. Anthony McHugh also edged Guest out at the top hairpin. Riley following through in fourth. Richardson went by Esberger at the chicane only to spin on the exit.

The first two slowly pulled way from the rest, Mansell holding top spot for one third of the race distance before McHugh made a decisive move for the lead. Riley had got past Guest for third with a small gap back to Clarkson, running strongly in fifth.

Richardson, meanwhile, was making a strong recovery and was up to sixth behind Clarkson. In the closing stages Richardson lost it again, but made a quick recovery without losing a place. Guest then suffered brain fade at the lap scorers chicane... also re-joining without losing a place... only to repeat the performance on the next lap. Back into the race he went, only this time Richardson was homing in like a missile, his intention being to take fifth place from the dizzy Guest!

An easy win for McHugh some six seconds ahead of Mansell at the finish with a similar gap to Riley. A good fourth was Clarkson, one of the heavyweight UK's, with Guest holding it all together to pip Richardson for fifth, after an eventful race.

125/210

The numbers became less as the day progressed with only six of the eleven entries completing the opening lap. Both Scrimshaw and Fletcher headed for the pits as early as the warm up lap. Wood and Wilkinson were the early leaders until Wilkinson spun at the top hairpin and retired. Wood was left well clear with no competition as he simply sprinted away to the flag.

Kimberley took over second after Wilkinson had gone but he went on to the dirt at mid distance leaving Powell an easy run to second. Miles had kept out of trouble and survived to take third, the last remaining 125. Fourth and last... one lap down... was the sole surviving 210, Gary Milner. A lack lustre race unfortunately.

250

A poor start from poleman Ernie Booth had him back in sixth at the end of lap one. From grid two Hudson had taken the lead only for dark horse Geeson to storm ahead on lap two, after not having completed a lap in the heats! At the

same time Healey retired from third with what appeared to be his gear linkage dangling on the tarmac.

By lap three Booth was up to third with Keele in hot pursuit. The latter closed the gap but then Booth got well into his stride and over the next five laps circulated at an impressive pace. He rapidly hauled in second placed Hudson and moved ahead at the top hairpin with two laps to go.

Underbraking at the lap scorers chicane he then succeeded in getting past Geeson for the lead... only to spin through 180 degrees and slide backwards onto the grass. Off came his helmet to reveal a big grin... he deserved a medal for his sportsmanship. That left Geeson the winner from Hudson with Tony Keele bringing the Keele kart home in third, ahead of the only other untrapped runner, novice Steve Stamp.

RESULTS Junior Britain

1. Ralph Firman, Dino/TKM;
2. Darren Malkin;
3. Jonathan Greensmith, Boxer/Parilla.

Senior Britain

1. Darren Gibbs, Wright/TKM;
2. Steve Hazlett, Wright/TKM;
3. Jamie Hunter, Wright/TKM.

100 UK

1. Anthony McHugh, Boxer;
2. David Mansell, Knight;
3. Michael Riley, Knight.

125

1. Verny Wood, Anderson/Rotax;
2. Peter Powell, Lazer/Rotax;
3. Mick Miles, Lazer/Rotax.

210

1. Gary Milner, Aero/Ellison.

250

1. Peter Geeson, Zip/Suzuki;
2. Robert Hudson, Zip/Suzuki;
3. Tony Keele, Keele/Suzuki.

FULBECK 1990

CLUB CHAMPIONS
Junior Britain, Justin Wilson;
Senior Britain, Steve Hazlett;
100 National, Matthew Payne;
100 UK, Neil Richardson;
125, Steve Beckett;
210, Nick Scrimshaw;
250 National, Alisdair Graham;
250 E, Ian Woodcock;
Report by Mike Hayden.

WOMBWELL December 1990

Seven inches of snow, all trans-pennine roads closed and a problem over what to do with hundreds of pounds worth of fresh turkeys caused the South Yorkshire Club Committee first to postpone and then re-run the Christmas Trot meeting so close to Christmas day that I doubt many drivers even got a present from their wives!

However, I must add that it was worse for the Officials... they couldn't even win... the, by now frozen, turkeys. Despite the problems, another 130 strong entry, even bigger than the original as

people heard of the new date and joined in.

Fortunately the weather smiled on us second time round and we had a dry sunny, but... cold day during which, I suspect, few people burnt off much rubber! The track had been vastly improved with the big bump removed from the straight, various other bad spots resurfaced and new loudspeakers sprouting from poles all over the place. We can now reach places in the pits that even certain beers cannot reach!

The shortest day of the year meant only one grid per class and many people having their entries turned away... it pays to enter early in the winter months.

JUNIOR BRITAIN

Heat wins went to Niel Walker and Michael Knaggs with Martin Brackenbury and mark Nadolski getting the other top spots. In the final the diminutive walker simply drove away from the rest leaving Brackenbury to chase in vain. Nadolski initially followed until Knaggs displaced him for third leaving Justin Wilson to collect fifth. First novice home was Van de Vaal.

SENIOR BRITAIN

Heat wins for Steve Hazlett, in his last outing before retirement and Mark Rose, now beginning to bloom again! Making up the leader board were Jones, Hill, Ibbotson and Hunter.

For the final I had Steve Hazlett's mum alongside as she willed her son on to win his last meeting. She needn't have gone so close to so many heart attacks as Steve simply walked away from the field to win in fine style. Hunter, just back from a lengthy lay off, showed he had lost little of his skill with a comfortable second ahead of Jones, Rose and Blackburn with Oliver Dodds getting the novice award.

100 UK

With too many entries the lucky ones provided a very tense battle throughout with heat wins for Anthony McHugh and Robert Hind.

Kevin Green, Neil Richardson and Keiron McCullough provided the main opposition. McHugh shot off in the final never to be caught whilst McCullough also enjoyed a comfortable ride home to second. The action behind centred around Richardson, Hind, Walker, Green and Guest with the order constantly changing.

At the flag it was Green, Richardson, Hind and Guest collecting their Christmas dinners. Mike Whatley took a creditable win in the novice section.

SCHOOLS GEARBOX

The club have split the two Schools gearbox classes for separate awards so as to be fair to the restricted Class 3 which is limited to very strict tuning rules. Class 4 is virtually free.

The heats saw Class 4 dominated by the Fawtrel Brothers Christ-

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Page 6

FEBRUARY 1991

FEBRUARY 1991

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PLAYSCAPE CHARITY CHALLENGE NEC JANUARY 1991

The youngest driver taking part in the Playscape Auto Sports International Charity Challenge at the NEC on January 6th was the triumphant overall winner.

16-year-old Grant Robinson, driving superbly throughout, kept the more experienced and professional drivers at bay for 25 laps to take the honours.

The teenager started 1991 in flying style beating home established racing stars Tim Sugden, Andy Charsley and karter Cliff Parker. Lotus Formula One stand-in Johnny Herbert finished sixth behind sportscar driver Bill Coombs.

In the 30-strong team event, Sebron LPM Racing scored its third victory in the annual contest with 133 points, just one ahead of Renault UK. Third team home with 125 points was Little and Large Racing, Scrutchy Crabs and his Upright Organ Boys taking fourth with 123 points and tying with last years winners, Motor Racing GB.

The planned Playscape charity event went ahead despite the theft, on New Year's Day of the company's Leyland DAF van and trailer, which were later recovered minus the equipment. Eight karts were stolen along with race

overalls, helmets and computer.

One kart was later recovered, as was the damaged van and trailer. Although the meeting was run at a somewhat slower pace due to the reduced number of karts in service, the contestants were determined to carry on regardless in order to benefit Barnardo's Birmingham based Cystic Fibrosis Project for terminally ill children.

The first of four semi-finals for the day's leading individuals produced a tough battle between Kelvin Burt and Richard Dean with Bobby Game joining in the fun in the closing laps. Ultimately F3000 Texaco/Panasonic driver Dean succumbed to a flat tyre, allowing Burt and Game to go forward to the final.

While the second semi was all about Tim Sugden and Lionel Abbott, the third saw young Robinson pushed into the tyres, his pole position for the final later confirmed when father Alan donated the highest bid of £250 to Barnardos for the privilege of seeing his son on pole. Andy Charsley and F3 runner Peter Sneller earned their positions in the final by coming first and second, while Cliff Parker and Bill Coombs defeated the opposition in the last semi of the afternoon, just pipping Paul

Evans and Fast Lane's Simon Arron to the line, along with top lady, Heather Baillie.

A large crowd gathered to watch the 25 lap final, in which Robinson headed off into an early lead while Burt showed a lot of attention to the rear of Sugden's kart. With the Pro-Kart machines all fairly evenly matched there was little change to the order of Robinson, Sugden,

Burt, Charsley, Parker, Abbott, Evans, Coombs, Sneller and Herbert although Grant was beginning to ease away, helped no doubt by his smooth driving style. In the latter stages a brave piece of overtaking by Coombs changed the order finally to Robinson, Sugden, Charsley, Parker, Coombs and Herbert.

Report by Linda Keen.

100 UK NORTHERN CHALLENGE - DETAILS FINALISED

Plans for the 100 UK Northern Challenge are now complete. The series will consist of four rounds as follows:

Round 1: Rowrah April 14th
Round 2: Wombwell May 12th
Round 3: Felton July 7th
Round 4: Langbaugh October 20th

All rounds will count towards the final series positions as the aim is participation and healthy competition. The series scoring system has been devised in order to give de-

served reward to winners and the higher placings whilst still encouraging consistency through the points allocation for midfield finishes.

Entrants in any of the events will gain automatic registration to the series.

Junior UK will not form part of the Challenge for 1991 but the participating clubs are being encouraged to run the class at the above events. For definite information on this point, the clubs should be contacted direct.

Information and Challenge regulations can be obtained from: 100 UK Northern Challenge 16 Edgewell Grange Prudhoe Northumberland NE42 6RH



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K & S READER SERVICE

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

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

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

A NEW READER SERVICE

TECHNICAL		PROFILES	
79/1		Lake Speed	83/12
79/2	Tillotson Carbs	Steve Styryn	
79/3	Motiv Exhausts	Mike Wilson	84/1
79/4	The PCR		Class of 125
79/5	210 Preparation	Alan Lane	84/2
79/6	Peter Haywood	Steve Elmore	Class of 125
79/7		Jackie Brown	84/3
79/9		Lennart Bohlin	125 Rotax
79/10	Inside Hewland		Roy Woodridge
79/11	Dyno Tuning Pt1		Class of 125
79/12	Peter Inchley		Class of 125
80/1	Dyno Tuning Pt2		DAP Engines
80/2	Peter Inchley	Brian Heerey	P&R Honda
80/3	IBEA Carbs	Paul Fletcher	CR 125
80/4	Dyno Tuning Pt3	John Ball	Honda CR 125
	Peter Inchley	Calvin Fish	(continued)
	Komet K55 TT	Terry Fullerton	84/4
	Chassis build up	The Sponsors...	84/6
		Hermetite	84/7
80/6	Lockheed brakes		Wind of change
80/8	Yamaha		John Burns
	YZ 250(F)		Helmets
80/10	Dino 100cc		PCR 100
81/1	DAP 125	Dave Buttigieg	National
81/2	Water cooling		
	Drew Liddle	Mickey Allen	85/1
	125A/C Rotax		Wof change
	Roy Wooldridge		John Burns
81/3	Parilla TT23		Helmets
81/4		Reg Gange	PCR 100
		Mark Tredwell	National
		Karting	
		Photography	85/2
81/5	PCR 135		210 Talk... John
81/12	TKM Engines		Burns
82/1	The Rotax 250		Class of 125
82/2	The 125cc scene		
	Roy Wooldridge		85/5
82/3	Down at Uptons		Ian Reading on
	Tyres on test		250 National
	DAP Engines		Graham Pettit
82/4	Chassis set up		
	Slide carbs		85/6
82/12		Adrian Lumb	85/10
83/1		Derek Rodgers	86/1
		Nigel Edwards	
		Kurt Luby	86/2
		Stuart Ziemelis	
		Graham Roscoe	86/3
83/2	ERE Engines	Giles Butterfield	
83/3	Helmets	Behind the Scenes	
83/4	80cc Gearbox	Richard Boston	
	PRC 100 cc	Richard Weatherley	
83/5		Derek Price	
			87/3
			Carbs
			87/5
			Carbs
			87/6
			87/9
			250 National by
			Kevin
			Priest/Paul
			Sadotti
			Villiers belt
			drive
			87/12
			The Comer
			Engine
			88/1
			88/6
			89/4
			Helmets

Malcom Belbin
Mark Allen
Sponsorship
A look at Team
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Miles Hall
Inside Kart and
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Roger Goff
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Andrew O'Hara

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Hines Stateside

Peter McCallum
Barry Tomlinson
Tim Parrott

RAC Green Paper!

Stephen Coward
The Green Paper,
readers views
Darron Gibbs
Poul Petersen
BJK Racing
Steve Tillet
Dale Spruce
Mark Webster
Monica Strath
Steve Gill
EME Engines
Andy Martin
Karting in Russia
William Batmalle
Paul Rees
Vicky Starkey

Jim Russell Racing
Drivers School
Formula
Drive... Pembrey

LETTERS TO THE EDITOR

**K
AND
S**

Dear Sir,

It is many years since I wrote a letter to any of the karting magazines as over the latter years I have been content to load the guns and allow others to fire them.

However, after reading a recent item I feel compelled to put pen to paper.

The item related to the fact that the RAC, through Mr Derek Tye, has had the idea of extracting much of the kart info from the Blue Book and producing it as a separate publication, at a fraction of the cost of the full volume!

Ye Gods, at an RAC Open Day, maybe two years ago I asked if this could be done. The snappy, catch answer was "It would cost too much!" Truly St Matthew Chapter 13, verse 57 had our sport in mind.

My grandson has raced in Cadet for 3 years and therefore I take a greater interest in that class than others. For two years I assisted at a circuit as an official at a round of the Cadet Championship. During a walk through the dummy grid I

noticed at least half the entry had grooved brake discs with more holes than hell has devils!

I approached the Scrutineer appointed to co-ordinate the Cadet rounds and drew his attention to the discs. He informed me that it was nothing to do with him! Who was responsible?

Everyone is getting uptight about illegal motors, and rightly so, but the number of karts being raced that do not comply with the Blue Book is increasing. Drawing the RAC's attention to this has resulted in a "you are right but we have done nothing wrong" answer.

The kart of my grandson was fitted with a water deflector on the chassis for a particularly wet and puddled meeting.

It was protested and the protest (rightly in my opinion) was upheld. The kart was not homologated with the deflector and therefore illegal. The number of karts that have had the steering layout changed, the stub axle diameter changed and the bumpers changed is more than a few.

Perhaps you could tell me how one chassis can be homologated with a flex bar as an optional extra? Or, how the homologation papers on one chassis are ticked as

showing the chassis with tyres when only the bare frame is shown?

Towards the end of 1989 I commented at a Regional Committee meeting about the lack of engine homologation papers supplied to scrutineers and that as far as I could judge from information gleaned half of the 100 cc Rotax motors were illegal. I was asked by a member of the RAC Technical Committee if I was aware that another Rotax model was being used?

I said I had not seen any papers on it. I was informed that all the homologation papers for new engines were being brought up to date and supplied to the Clubs. We have been right through 1990 and neither my Club nor myself had seen any of the papers for the 1990 models.

When I asked a representative to the Regional Committee to enquire about Homologation papers I was told that the RAC were not sending them out as it would cost too much!

The final punchline came when I applied for my 1991 Kart Official Licences. As all officials know we get a form to fill in about August. I had mine, but mislaid it. It was not until November that I decided to apply for my licences and I used a form marked "Application for 1991 - New Officials".

One part of the form I did not understand, so I phoned the RAC to query it. I was told that I could not apply with that form as it was only for people who had never held official licences. I pointed out that the form asked for current licence number and whether you required an International, National, Restricted or Probationary licence as a Scrutineer or Clerk of Course.

After a suitable pause I was told I could use it if I wrote Re-Application on it!

I could write considerably more, about such things as the new chequered flag rule, the new Clerk of Course powers, (Justice but not only be done, but seen to be done), but you have already had enough of the ramblings of this irascible old "rat bag".

In case someone says "He's told us what's wrong with the sport, but not how to put it right", I'll tell you what I think. I think that motor sport has done for karting what Cyril Smith had done for hang-gliding... not a lot, and the sooner we get away from it the better.

I now await the firing squad.
Harry Maund,
Cardiff.

**K
AND
S**

Dear Ed,

I am writing to you on behalf of my family to ask if you could thank all those most generous people who either raised money or gave donations to our fund in memory of our son, Christopher Trevaskis, who so sadly died as a result of a karting accident.

We are raising money for the Major Injuries Unit at Birmingham Accident Hospital. We have so far raised £3,500 towards the £5,000 needed to buy a vital signs monitor for use with patients in transit from the Major Injuries Unit to the operating theatre.

May I also thank all those people who have been so supportive through this difficult time.

Yours Faithfully,
Veronica Trevaskis,
Balsall Common,
Nr.Coventry.

**K
AND
S**

Dear Ed,

Through the pages of your magazine I would like to thank Lee Brookes and his dad Jon from Class One Karts and Spares for all their help since I started racing in June last year and for agreeing to continue in 1991.

Nothing is ever too much trouble for them and I hope to repay all their hard work in the pits with improved performances on the track.

Colin Peters,
Halesowen,
West Midlands.

CADETS

— See page 6
for
dates and
venues
for
engine checks!

FEBRUARY 1991

210 CHALLENGE

The 210 Challenge held its Annual Dinner and Presentation evening at the Stone Manor Hotel near Kidderminster with the event once again being well supported.

Over £1,000 worth of prizes and trophies were awarded to the top twenty drivers plus those for top novice and the Phil Davis Heat Trophy.

A special award was made to Mr. Ken James for his support of the 210 class over many years.

The top awards were as follows:
1st Graham Payne; 2nd Simon Bateman; 3rd John Kettle; 4th Martin James; 5th Steve Walcroft; 6th Peter Higgins; 7th Keith Edwards; 8th Peter Roper; 9th David Von Gerard; 10th Bob Rawden.

Novice Trophy - Peter Roper; Novice runner up - Nick Holt; Phil Davis Heat Trophy - Simon Bateman.

Thanks to Graham Payne for organising a superb Challenge and to the following for their support of the series:

Brittania Blinds, Phil Davis, D.M.A., DJR Engineering, Ian Hunter Racing, Hurst Racing, Kartcraft Karting Hire, Karting Magazine, Kart Promotions, Kart and Superkart, SRS Racing, Trackwright Curtains, Zip Kart.

The 1991 Challenge calendar has now been confirmed as follows:

Little Rissington - 7th April;



Smiles all round at the 210 Challenge Presentation Evening.

Kimbolton - 12th May; Fulbeck - 23rd June; Kimbolton - 14th July; Fulbeck - 22nd September; Little Rissington - 6th October; Shennington - 20th October.

The points system will be as in previous years with the best five from seven scores counting in deciding overall positions.

Attendance points will count at

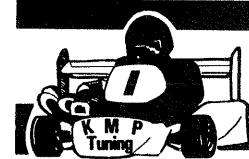
all rounds. Trophies will be to tenth place with additional awards to the top two novices.

Sponsors for the coming season include: Zip Kart, Kart and Superkart, Karting Magazine, SRS Racing, Hurst Racing, DMA, Brittania Blinds, Trackwright Windows, Bell Brothers Opticians, Sandbach Interiors, DJR Eng-

ineering, Kartcraft, Dave Clements Plumbing and Heating, GP U-Drive Flitwick, Car and Van Hire.

For 1991 Kate and Simon Bateman will be looking after the day to day running of the Challenge leaving Graham Payne to concentrate on venues and sponsorship.

Kate or Simon can be contacted on 0527 70834.



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Mark Gellatly, Zip Bandit 125 Nat No 8 S/C
Nick Smith, Zip Sen Brit
Malcom Smith, Zip Jun Brit/UK

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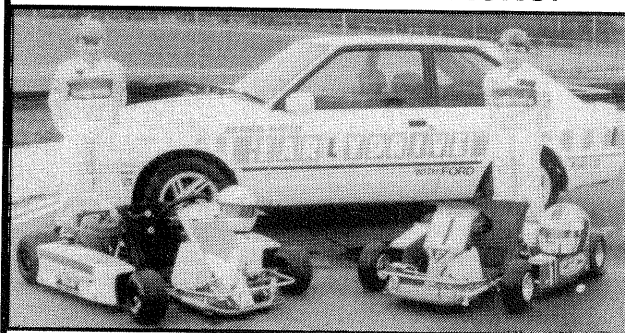
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Page 25

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PETER McLAREN

KART & SUPERKART
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FEBRUARY 1991

PRESS RELEASE

There appears to be some confusion regarding the position at Birmingham Wells since the formation of a second club. We have received the following information from Mike Topp of the Birmingham Wheels Kart Racing Club and Mike Boy of the Wheels Kart Racing Club. Further enquiries should be directed to the Club concerned.

Birmingham Wheels Kart Racing Club are deeply concerned by the announcement and subsequent advertising of a new kart racing club calling itself *The Birmingham Wheels Kart Racing Club* (1990). Our club, has been registered annually with the RACMSA since 1977, and we feel that it would be confusing for other clubs, officials, and in particular, the drivers if this situation is allowed to continue. It is our understanding that this new club has its dates printed in the RACMSA Fixtures List even before it is officially recognised by the RACMSA because of the confusion over the names. The RACMSA thought the dates being applied for were from our club! Would all drivers and officials please make a note that details printed in the Blue Book on page 38 of the Blue section relate to our club. Please do not hesitate to contact our secretary

Michael Topp, 46 Standedge, Wilnecote, Tamworth, Staffordshire B77 4LB
for details of/or race entries for any races at Birmingham Wheels Circuit.

The original Birmingham Wheels Kart Racing Club would like to thank all karters for their co-operation on this matter. We would also like to wish you all a very happy, prosperous and successful 1991 season.
On behalf of Birmingham Wheels Kart Racing Club.
Secretary Mike Topp

The Wheels Kart Racing Club, Birmingham

(formerly the Birmingham Wheels Kart Racing Club, 1990)
will be catering for all classes as follows:

- * Fourth Sunday, from March 24, 1991.
 - * March, April and May meetings closed to Club.
 - * Membership £15 and £10. Trade enquiries welcome.
 - * Entry fees £18 non members, £15 members.
 - * Reserved Pit Space at £15 for the year.
 - * Testing on Thursdays and Saturdays, 1pm till dusk, £5 members, £7 non
 - * Kart and Superkart Round, August 18
- Karters are invited to meet the new 1991 Committee to find out more about the new club and plans for this year's meetings on Monday, February 18 at 7.30pm at Wheels
All welcome

Entries are now being invited for the Wheels Spring Series on March 24, April 28-May 26 (closed to club members). Trophies and prizes for all classes
Mike Boy

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Mike O'Brien and Speedsport

Following a successful motor racing career in which he drove Formula Ford 1600 and 2000...Formula 3...Sports 2000...Group A Touring cars and trucks Mike O'Brien has launched the Speedsport Racing Team, particularly aimed initially at the more Junior Formulae.

Mike's driving successes, which netted the British Sports 2000 championship, the truck lap record at Silverstone! and a victory in Group A driving a mighty Holden Commodore has been followed by more success as a Team manager. The Speedsport Strike P 16 won 8 out of 11 Sports 7000 races last year on its way to convincingly taking the title. Ian McLeod highlighted the Formula Ford competitiveness with a third place in the Brands Winter series final round...in only his fifth over race!

Mike O'Brien has a virtually

unrivalled track record within the sponsorship arena: Red Star Parcels, National Girobank, Horizon Holidays, Sansui Hi-Fi, DRG Kwikseal, Autoglass and even Luton Airport have all been introduced to motor sport sponsorship and remained in the sport for many years by Speedsport Mike can therefore offer the ideal blend of racing expertise, determination to win and commercial judgement to enable a superb service to the offered to the karter looking to make the step into motor racing.

Drivers can benefit from an initial cost session in a Formula First with personal tuition from Mike before embarking on their first involvement. Advice will be gladly given and Speedsport hope to be entering a car in the new Formula Vauxhall Junior Championship.

For contact points see Mike's ad elsewhere within this issue.

Following the cancellation of the December meeting at Rowrah due to heavy snowfalls in the area, the Cumbria Kart Racing Club are pleased to announce the 1990 Club Champions:

CADET - Thomas Ford;
JUNIOR BRITAIN - Robert Jenkinson; SENIOR BRITAIN - Mark Walker; 100 NATIONAL - John Docker; 125 NATIONAL - Anthony Orton; 125 P & R - Stuart Cruddis; 210 NATIONAL - Tom Earl; 250 NATIONAL - Wayne Orton.

At the A.G.M. various changes in personnel and new fees for 1991 were decided.

With effect from the 1st January 1991 the Competition Secretary will be: Miss Sally-Ann Jenkinson, Grange Cottage, Borrowdale, Keswick, Cumbria, CA12 5UQ. Tel: 07687 77309.

NOTE: Telephone entries not acceptable.

The new Membership Secretary is now: Mrs Illona Tooley, 116 Newlands Lane, Workington, Cumbria. Tel: 0900 64233.

New fees for race entry and membership were also fixed as follows:

Race Entry: Members £13, Non-Members £17; Practice for Club members is, as usual, free.

Membership: Race £15; Social £2.

Race dates for 1991 are as follows:

March 10th, April 14th, Border Champs Round 1... Northern UK Champs Round 1, May 12th, Kart and Superkart Champs, Round 3, June 9th, July 14th, August 25th/26th, 2 day Holiday Bonanza, September 15th, RAC Cadet and UK Champs, October 13th... November 10th... December 8th.

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BLAIR'S BABBLINGS



Before starting this month's offering, I have to apologise to Jamie Davies for incorrectly stating that he used Atomik power in the Super One last year. It was, of course, the SOLO motor which carried him to success in 1990. Please forgive the ramblings of an ageing scribbler . . . (get the handkerchiefs out . . . ED.)

The NEC at Birmingham was the venue for the Playscape Annual Charity bash in aid of Barnardo's. With the world of race karting well represented the event provided a good mix of "gentleman and racers" to entertain the vast crowd. Indeed, the event was so popular that actually getting into the hall was a problem.

Karting had a small display within the Auto Sports International show, the "opposition" sharing space with Kartequipe and John Mills. With the lack of a kart show in early 1991 until Neil Hann organised his at Bristol, there was definitely scope for the kart show

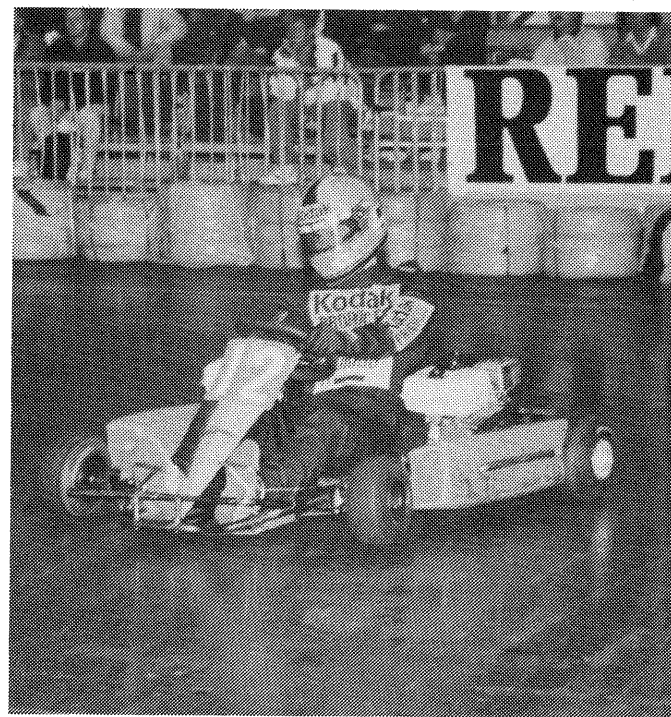
to be incorporated into a major motorsport event.

I do not think that the kart show should occupy a separate hall as that may have led to the sport alienating itself from the rest of motorsport. A better idea, in my opinion, would be to split the kart stands liberally around the hall.

The Pro-Kart Challenge was very well supported with 120 drivers signing on to do battle, and battle it was, with many karts ending up with bent track-rods and scarred side pods. The officials were on hand to ensure that any misdemeanours were swiftly punished, just as well really as some of the tactics made one wince.

One driver managed to win all his heats and that was Kelvin Burt, representing the Jim Russell Team. Also on course to do the same was Jeremy Cotterill, driving for the team winners, Sebron, who all took a heat win despite leader Barry Osborn suffering from flu.

It was said that Barry was the



250 E World Champ, Tim Parrott in action. Pic: Iain Blair

ringer in the team as the other three were Cotterill, Bobby Game and Paul Evans. They fared the best of the regular karters, only Dave Cuff getting anything like close to them. A creditable individual performance came from erstwhile Super driver, Cliff Parker, whilst the only World Champ at the event, Tim Parrott had a torrid time as Autosport's secret weapon.

He, like Ryan Baptiste, found the going a little tough given the nature of the track and the staggering lack of grip from the Bridgestone YDS tyres on the painted surface. The top points

scorers made it to the semi-finals after a series of races for those who had suffered mechanical failure in the heats. The first one was won convincingly by Burt but with a stunning move, Bobby Game took the runner up spot after deposing ex-karter Richard Dean at the death.

Tim Sugden took the second semi with Saab racer Lionel Abbott second. This was a good result for Lionel as he had started 5th and had also had a couple of brushes with officialdom during the event.

The third semi looked to be going the way of Playscape regular, Grant Robinson but an early off saw his challenge evaporate. Andy Charsley took up the running again and in the end just sneaked a win over a very fast Peter Sneller.

The last semi was a run-away win for Cliff Parker with Paul Evans on the receiving end of some "treatment" before diving up the inside of Bill Coombs to snatch the last final place. There were some mutterings about the clash of side pods that led to Evans gaining second but Evans already had the place when he drifted into Coombs so no offence was committed.

So, we had eight drivers into the final with twelve karts on the grid. How would the rest be decided? Pole and 11th place were auctioned with the remaining two being at the discretion of the organisers. Pole, for £250, went to Grant Robinson with £170 securing 11th place for Autosport Young Driver winner, Gareth Rees.

He had been very impressive in the heats, obviously very quick and

FEBRUARY 1991

Cooper type 83, an ex-Chris Lambert car with a badly smashed front end. He offered to lend it to Roger if he would repair it. That was done and the car successfully competed under the McKechnie banner with the blessing of Alan.

Roger also raced Formula Atlantic March . . . Dr. Joe Ehrlich's EMC's Motor Racing Enterprise cars and his own Crossle. He had various other individual drives and was progressing well both at home and on the International scene. Then, in the mid seventies, he contracted Multiple Sclerosis which meant that any form of motor sport was not possible. He has, however, been pleased to be able to work, albeit sometimes from a wheelchair, with his company, Computer Numerical Controls Services teaching on Computerised Machine Tools.

The ten years in between were virtually devoid of motor sport from my point of view before Tony announced he would like to have a go in either kart or motorcycle racing. He sold his Superbike and bought a 400 Yamaha for the Production Class. Aubrey Upton did the barrels for him and after a few meetings he was pushing to enter karting.

Les Loakes kindly took a brace of karts to Kimbolton for both

Tony and Roger. Tony was hooked whilst Roger went very well considering his illness. Attention to his business, TK Motorcycles at Melton Mowbray, meant it was some time before Tony was able to go ahead and he asked me what I thought. Whilst he knew I had probably had enough of karting to last me . . . he was to go ahead anyway.

Tyres improved

An EDR was soon purchased from Ian Woodcock and a Yamaha engine from Bill Tinkler. Tony had to learn . . . but then so did I . . . all my ideas were badly dated. Tyres had improved tremendously and there was more power. Tony, being such a big fella, moved from the EDR to a Zip GP as it was a lighter machine. He gained valuable experience, notching up wins on short circuits with his efforts gaining him the Fulbeck 250 National Title.

In 1989 he ran an Anderson with more success on short circuits, the Fulbeck Championship again and a win in the Isle of Man. The bug had bitten and during the close season Tony said: "Dad, we can build one". That we did and it hasn't turned out bad at all.

It needed some development

and that is an ongoing process. During 1990 more short circuit wins came, 2nd place in the Isle of Man and a good run in the Dunlop 250 National Challenge.

For 1991 he will be on an Andy Martin F1-90 and the accent will be on getting it round as quickly as possible still using the Suzuki RM 250. That motor appears to be as quick as any and more reliable than most. "It is a pity that Suzuki appear totally disinterested in karting".

Meanwhile, Rob Hipkin, former 250 National star is to return to racing after a three year lay off and will be carrying out further dev-

lopment on our own creation in what we hope will be a successful season.

There may be many names who should have been mentioned, but have not been, to them I offer my apologies. My memory has dimmed a little over the years and even as I wrote this, names came to mind causing me to retrace my steps. I cannot, for the same reason, vouch for the chronological accuracy of all events mentioned.

Finally, Tony and his van will be in the paddocks as usual in 1991 with a full range of Suzuki RM 250 spares.

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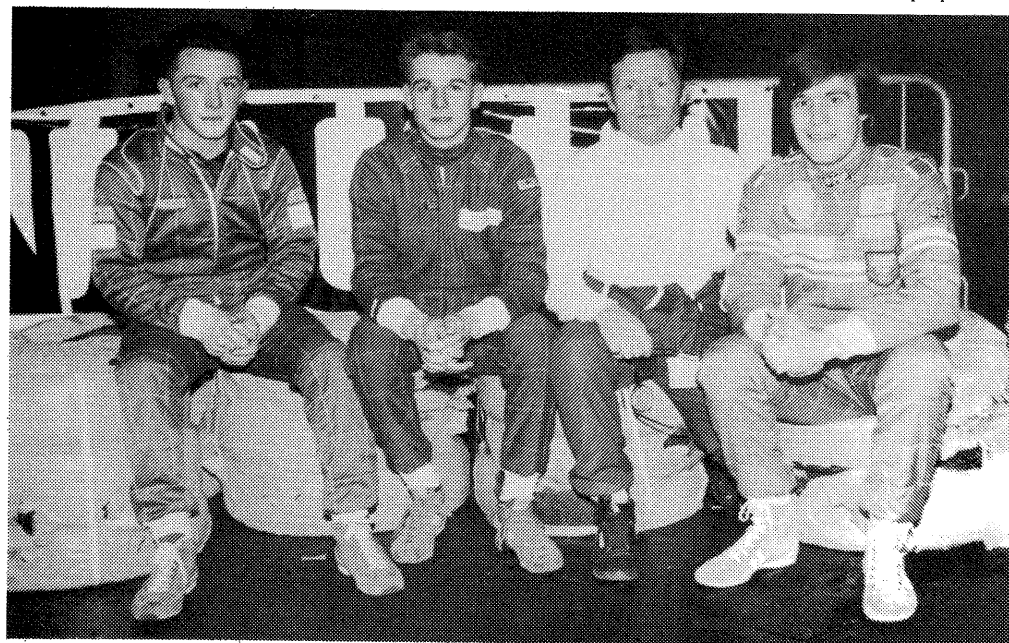
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Victorious Sebron team. Pic: Iain Blair

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Page 23

Roger continued well at home and in most of the important continental events, winning against Ronnie Petersen and others.

Matadors in the hands of Paul Prestidge, Ray Badman, Jerry Philpotts, Derek Jones, John Brock and others shone in the West Country. Tony Dickinson and Michael Dolby joined the impressive and fast Malcolm Leggett in the Midlands.

In the South Midlands Tommy Cooper and Bill Puddiphatt were very quick whilst in the Cambridge area brothers Michael and Chris Ward shone. In addition to his Class 1 Roy James bought a Buckler Bultaco and was soon flying before moving to F 3 and repeating the process. His talent would have earned him great things in motor racing had mailbags not got in the way!

In the mid 60's the Italian company, Techno were looking at miniature motor racing and built a very small car powered by a 250cc 4 stroke engine. A great effort was made by Johnnie Walker to launch the class in the UK, to be known as F 4.

Several manufacturers, including ourselves, built cars but it was obvious to me that no 250cc engine then available would enable the cars to run at true racing speeds.

It was felt the class would change and therefore our cars were made to accept 750cc or 1000cc engines. Our prediction was correct and the

cars were used for several years with Triumph or BSA 750's and the Hillman Imp 1000 cc engine.

Futuristic chassis

At about the same time Techno produced a new and futuristic kart chassis which, without doubt, set the basic design format for many modern karts. They must also be given credit for pioneering hydraulic disc brakes for karting and we were asked by John Morrell to fit a set to a Matador. An interesting study which we were pleased to carry out.

In addition to the normal range a number of 'specials' were built with unusual ideas being tried over a period of years. At the beginning we were in dire trouble with the unsuitable tyres and some of the tracks had very poor and loose surfaces. We ran twin rear wheels on those tracks and they proved reasonably successful.

We built a brace of 250's for Stirling Moss to use in Nassau, one powered by an Ariel Arrow and the other by twin 125 Bultaco, one each side of the kart. We also built a very short wheelbase machine for Roger and that proved to be the only kart able to live with the Americans when their National Team challenged ours at Sherington. It also led the Spanish Grand Prix on one occasion until the motor gave problems.

It could out corner almost any-

thing but was completely unforgiving. At a crucial point it would lift and in all but the most expert hands, flip over like a coin!

It was fast, dangerous, unsaleable and scrapped!

There was also a solo effort in Class 1 powered by a 100cc Bultaco for a 6 hour Paris race. The Bultaco was a very powerful 'top end' engine but unfortunately lacked torque low down when compared to the best McCulloch and new Parilla. Even with two engines for Class 2 form it was not sufficiently strong out of the corners. A second place at Barcelona was the best Roger could do with it . . . and that was in Class 2 form.

He also ran a few races with this engine in Class 1 on one of the excellent John Brice karts and for one season Mickey Flynn sponsored American, Fox with twin Homelites. A very impressive chassis and good enough to win the Championship.

In addition to the Matadors in production the mid 60's also produced the 'D' type . . . a two position machine with both upright and laydown positions. That was followed by a short circuit chassis . . . the Kite.

I also felt that the time must come when when some form of bodywork would be used on karts. It was strictly forbidden by the RAC at that time. With the intention of exhibiting at the Annual Racing Car Show we asked our

panel beater Bill Smith, to make up a fairing for the 'D' type, purely for the purposes of creating some thought and discussion. There was a lot of adverse criticism . . . today it would look a bit dated but at least it was the forerunner of what you see today.

If my memory serves me right Mark and Martin Hines had the formidable Zip kart in Class 1 form only but it was obvious that the business was being handled in a very professional way and it would have been good to see and compete with them in Class 4.

No Cadets

My younger son Anthony, then only about seven or eight, became very interested in the racing but of course there was no Cadet class in those days. Had there been, I would have had no peace until he had been allowed to race. Circumstances changed and it was many years before he did actually race. In retrospect it would have been fairer to him had he been able to start earlier than he did.

The next decade is another story. After probably another year Les Loakes took the Matador business into Aero Karts and at that time I imagined I had finished with kart racing for good. Roger was running in F4 as well as karts and he felt he would like to make further moves in motor racing.

Alan McKechnie had an F3

overcoming any shortcomings in the karts. The two Playscape places went to Johnny Herbert and Bill Coombs, both had impressed and were unlucky not to have made the final on merit.

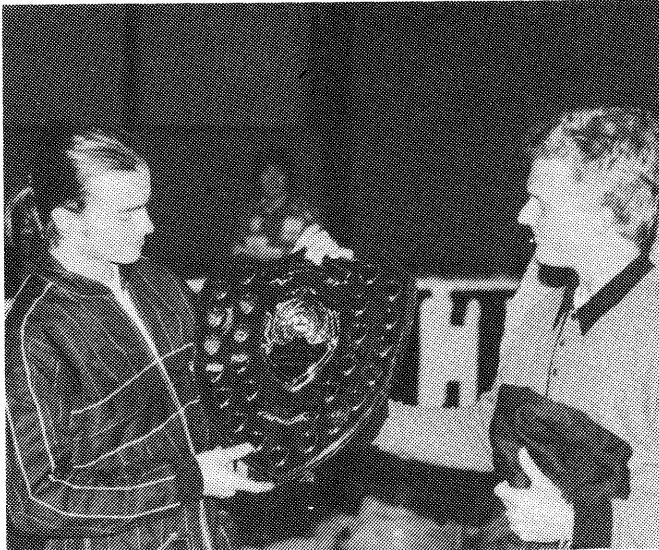
The 25 lap final was rather an anti-climax as Robinson made the best of pole and tore off into the distance to take an easy win. Second was disputed early on by Burt and Sugden but after Burt clipped the tyres and broke a chain there was no real challenge.

Andy Charsley made a valiant attempt to get second but just failed whilst Cliff Parker did very well to finish 4th from Coombs, Herbert, Sneller, Game and Rees. My overall impressions were

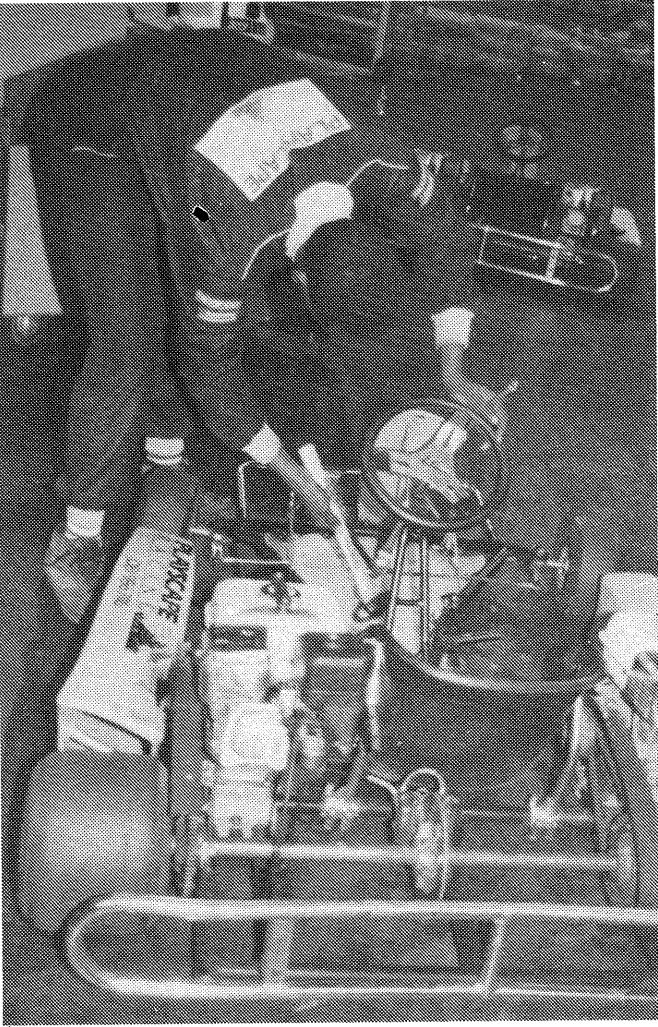
favourable with the karts obviously very good fun. Whether it can be classed the same as race karts remains to be seen.

My own view is that purists will probably not be as impressed as the public by this branch of the sport. I may be hard to please but I think it would take a lot to better any of the 1990 Grands Prix or the Langbaugh Super One's.

Finally, a reminder. Please look at your helmet very carefully and make sure it complies with the new RAC MSA regs. There is a list of eligible helmets available from the RAC. If you have any queries that is the place to direct them. **Iain Blair.**



Grant Robinson receiving his trophy from Johnny Herbert. Pic: Iain Blair



Some fine tuning! Pic: Iain Blair

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THE ASSOCIATION OF BRITISH KART CLUBS

Results of the questionnaire have now been collated and are as follows:

The next meeting of the Association will take place at the Norfolk Hotel, Hagley Road, Birmingham on Saturday 16th February 1991. All clubs, drivers and officials are welcome.

Key: A - Very important; B - Important but not essential; C - No opinion; D - Do not agree; E - Violently disagree; F - Not answered

No.	Question	A	B	C	D	E	F
1.	General: Devise a test for illegal fuel, penalise user	81	19				
2.	Training/Observation for new licencees	26	45				
3.	Cadet: Mandatory limit on tyre pressures	30	22	4	24	1	2
4.	Britain: Use of unmodified 19mm standard carb, no restrictor	36	22	17	10	14	1
5.	Split Clubman/Supreme classes where desired by engine type	47	17	13	16	6	1
6.	UK: Lower noise levels	40	22	27	7	2	2
7.	100 National: Remove class for 1992	19	3	34	14	27	3
8.	100 Super: Use a 23mm butterfly carb	32	5	38	10	11	4
9.	Choose a durable mandatory 'wet' tyre	26	15	14	25	1	17
10.	Choose a durable mandatory 'slick' tyre	28	12	14	36	1	19
11.	Each Driver to choose tyre and remain with choice	9	3	19	43	22	5
12.	British Champs organisers choose and supply tyres	11	16	15	23	11	24
13.	210 National: Phase out class over two years	18	4	20	28	16	4
14.	125: Enforce reduced noise limits especially 125 National	51	11	19	2	4	13
15.	125: Streamline and amalgamaic classes	22	22	34	12	6	4
16.	250E: Enforce British noise limits esp, at short circuits	66	8	21	2		3

HESKETH SUPER CHALLENGE

The end of season celebrations for the 1990 Challenge took place at the Lea Marston Leisure Complex on November 24th. It was a fitting end to a successful season, in beautiful relaxed surroundings, where Aramis (or in the case of Bob Kennings . . . Old Spice) replaced the Eau de Castrol!

The whole of the Challenge in 1990 had been most enjoyable, not only from a racing point of view, but from the social aspect also. Friendships had been forged on and off the track. Good entries had shown that the 250 E class was definitely at home on the short circuits and proved to be the highlight of meetings, delighting both drivers and spectators. Competition throughout was keen and there was some exciting new talent to join the established 'Challenge'.

The battle for top honours was fierce. Bob Kennings found that there was some stiff opposition. However, although Bob suffered tiresome mechanical difficulties mid season he retained his Title by a good margin. Of his closest rivals, runner up Trevor Cryer, won a good share of races but he too suffered from some mechanical problems. Third overall eventually went to Neil Hems who consistently ran in the high places throughout and managed to keep Paul Pedelty behind him in fourth place.

Fifth spot went to Ian Woodcock, with a flamboyant, go for it, driving style which delighted spectators. True dedication was shown by Paul Studley who, on occasions, travelled as many as nine hours to get to a meeting.

Malcolm Green showed an enviable smoothness and maturity in his driving to take seventh

overall whilst Martin Wall, in only his second season of the Challenge, went from strength to strength to take eighth place. Rob Peters took ninth, in his first 250 season taking the prize for the best placed Newcomer. Completing the top ten was Roger Mayers fresh from Class One ranks.

There were other notable performances from amongst the 25 plus registered drivers. Karl Fisher had some fliers but they were equalled by some bad luck which kept him out of the top ten.

The Yamaha section was taken by Steve Smith after he gave it maximum effort.

It goes without saying that the success of the Challenge relies on the enthusiasm and dedication of those who give so much time to organising events. It is therefore appropriate to express sincere gratitude to Trevor Cryer, Co-Ordinator . . . Peter Hawtin, Points Collator . . . Andy Strat-

ford, Competition Secretary and Bob Kennings, Treasurer. Thanks also to Pauline Kennings, Sue Kennings, Hilary Stratford, Paul Studley and his wife for their help with social activities.

FINAL POSITIONS

1. Bob Kennings, 2. Trevor Cryer, 3. Neil Hems, 4. Paul Pedelty, 5. Ian Woodcock, 6. Paul Studley, 7. Malcolm Green, 8. Martin Wall, 9. Rob Peters, 10. Roger Mayers.

Hesketh Trophy . . . Short Circuit 'O' Plate . . . Andover Norton Trophy, Bob Kennings. Snelson Engineering . . . Best presented kart, Paul Pedelty, Foden Plastics . . . Highest Placed Yamaha, Steve Smith, Andover Norton Award for Consistency, Paul Pedelty, RD Racewear . . . Best Challenge Newcomer, Rob Peters.

The following day a meeting of drivers took place at the same venue to discuss the 1991 Challenge.

It all started a little late due to a certain individual, staying at the Hotel, having overslept! Excess exercise and the level of liquid

consumed the previous evening was said to be the cause!

However constructive discussion did get underway and the 1991 Challenge was formulated and the following dates have been issued:

7th April, Little Rissington; 21st April, Langbaugh; 19th May, Shenington; 23rd June, Three Sisters; 21st July, Shenington; 28th July, Fulbeck; 25th August, Dunkeswell; 22nd September, Three Sisters; 6th October, Little Rissington.

The Co-Ordinator of the Challenge is Trevor Cryer (0706 813550), and the Competition Secretary is: Andy Stratford, 5 Bridle Lane, Streetley, West Midlands. Tel: 021 353 9092.

From information supplied by Liz Peters.

The Challenge would like extend grateful thanks to all the following for their generous support, sponsorship and donations.

Anderson Karts, Andover Norton Ltd, DMA Racing, CDPT, ERF Plastics, Kart and Superkart Magazine, Karting Magazine, Kart Promotions, Dunlop Kartell, Mota Kart Aids, Langcourt Ltd, Snelson Engineering Ltd, RD Racewear.



The 250 Hesketh Challenge Award winners.

NOSTALGIA . . . KEELE KARTS AND THE SIXTIES

by MIKE KEELE

Why and how the first two Keele karts came into being would make an interesting story in itself. However, suffice to say that my eldest son, Roger was much involved and a decision was made to construct two machines at the Keele Engineering Works in Tring. The object was to enter then in the first real . . . and now historic . . . kart race meeting in the UK, organised by Mickey Flynn at the USAF base at Lakenheath in 1959.

No one at Keele Engineering had even seen a kart. They were usually described as being "tea trays on wheels driven by lawnmower engines". Perhaps an apt description for some, but one which did not apply to our product. We had a few preliminary technical regs from the RAC which were invaluable guidelines. They enable us, and other manufacturers, to build karts for all classes which, even in those days, were exciting and raceworthy. Most, though not all, were well engineered and a few, including our own, were intentionally made to equal the high standard of professional racing cars.

The design ideas had to be our own, fortunately reasonably tempered by previous motorcycle and car racing experience. The burning of much midnight oil and a few weeks hard work resulted in the production of two complete prototype karts, just in time for the famed Lakenheath National meeting.

The karts were Class 4 gearbox machines and powered by Villiers engines. The Villiers Company was very enthusiastic about the new sport and the 197 cc Villiers engine deserves to be considered the backbone and greatest single contribution to karting ever introduced, particularly to Class 4 racing.

Features on the original karts included: Space frame with roll over bar for safety with a distinctive shaped bumper formed by the front of the frame. Other makers over the years saw the value of this bumper shape and sensibly transferred it to the back where it does a sterling job on most outfits to this day.

Norman Ward decided to become a manufacturer and his creation, the Wackall was very competitive. Just before their

1¼ inch tubular steel axle with self aligning bearings. Front uprights . . . rigid wishbone mounting. Rack and pinion steering. Aluminium wheels . . . our own, as we had to use the skinny but only suitable tyre available in the UK . . . Firestone industrial.

Within a few months both Connolly and Avon built really suitable equipment . . . a boon to karters and the Trade. Aluminium fuel tank incorporating side number plates. Aluminium seat and floor tray.

6" drum brake . . . rear only . . . although 4 wheel braking soon followed . . . first used at the Olivers Mount event.

The Lakenheath meeting was successful and the Kart Industry took off. The Keelekart Company was formed to take over the karting interest, the outfits worked well and were competitive.

Others appeared at Lakenheath including . . . the Aero from Aero Controls . . . Progress kart by the Progress Chassis Company, John Teychenne and Frank Colman, builders of the Lotus GP chassis. Fastakart by Bromyard Engineering . . . Tony Williams and Mel Bayliss the MB Wasp together with Buster Clark and Chris Merlin.

Unfortunately I cannot recollect the others.

In the meantime karting was beginning to excite interest worldwide. King Hussein of Jordan ordered a Keele kart and eventually the Royal Palace had its own Kart Racing Team with over twenty Keele karts being sent to Amman.

In the very early days the Fastakarts, driven by Mel Bayliss, Brian Jordan, Tony Williams and son Barry were the ones to beat. They also had drivers such as stalwart Bill Hillman, Laurie Brown and Ray Convine, who was later to move to Wackall. Lennox Broughton proved to be brilliant on an Aero before moving to Fastakart. Dicky Tarrant and Bob Burnham were the original Keele Kart drivers.

Norman Ward decided to become a manufacturer and his creation, the Wackall was very competitive. Just before their

RAC Licences were due my son Roger and Norman Wards son Nobby were jointly presented with a Fastakart by Mel Bayliss. Their brief was to beat the "Old mans karts" which they promptly proceeded to do . . . to such an extent that they were soon offered a Keele and a Wackall respectively!

Uncle Rog . . . Big Roger, was racing a Bultaco engined kart and in due course he handed it over to young Roger . . . and the writing was on the wall.

Many new makes were soon to appear . . . development proceeded at a pace . . . we produced a completely new chassis "The Sportsman" . . . lighter, faster and better in the handling stakes. Jack Barlow of Barlotti fame appeared with a new Buckler of his design, driven admirably by himself, Peter Hilton and great karting star Joe Blatchley.

Roger was going unbelievably quickly in the Keele, winning almost every time out and became the sole Works driver. Keeles were being driven also by Mike Hastings, Peter Cook and Barry West. New engines were introduced with Bultaco, Montesa and Maico all becoming popular.

Class 4 Super

On the right tracks the sport had become a spectacle, important meetings were watched by thousands, a situation which we would dearly love to have today.

Class 4 divided eventually and Class 4 Super was introduced. Nevertheless, it went from strength to strength. Chris Merlin and Buster Clark built their new competitive MB Shrike and Chris went on in his usual winning way.

Les Loakes sold his Fastakart and took over Aero Karts. Les was always a force to be reckoned with as was his son Barry. Dennis and Peter Freeman, Shenington stalwarts and Class One stars, drove Keele and Wackall Class 4 into many winning places. Bev and Frank Bond, the South Coast builders of yachts for millionaires, produced a new Bev kart to the same high quality. It was very successful and took Bev to many wins. He could be relied upon to be dicing in the first three at any meeting. Dale Karts were now on the scene, driven by Pop Williamson of Leicester and his son Roger, again, to many wins. Leicester was also represented by Roger Wood on his MB Wasp, sponsored by Bob Gerard.

The London karting family, Morrell, with Jack (Pop), John, Derek and Cousin constituted a complete team and that was the way they drove . . . clean but very fast and all but impossible to pass once they got ahead. It is legend that as the team got smaller John

went on and on to make a name for himself over the years.

The Morrell family raced on Fastakart, Techno and Keele, all with equal success. J.J. Blow entered the market with their well made Blow kart. Meanwhile the uncomfortable, but very functional, well engineered and reasonably priced Fastakarts continued successfully with stars such as Tony Dean, Barry Maskell, Ken Stansfield and others.

The Keelekart Company gave way to a new concern . . . SPEEDCRAFT . . . and with the latter was born a new machine . . . the Matador. Our friend, Senor Bulto of Bultaco, was pleased with the name and he later used it for one of his motorcycle range. That kart, our BC type, remained basically unaltered and the Progress Chassis Company was contracted to build the frames.

The B type Matador specification included: T 45 HT tubing, American magnesium wheels, drum brakes . . . 4" front, 5" rear with 5" and 6" available to special order.

HT rear axle. Light alloy track rods. Aluminium tank, seat and undertray. Rack and pinion steering was fitted as standard though subsequent years have proved that to be quite unnecessary.

Business & Pleasure

The business side of Speedcraft was excellently run by my wife, Maisie. She had the happy knack of doing the impossible and managed to combine business and pleasure, keeping nearly all customers happy with highly competitive machinery together with spares for all karts and Bultaco engines.

At the same time a party could be relied upon to take place most evenings at The Steps, Brook Street, Tring or the Royal Hotel, Tring. Hosted by the enthusiastic Rowsell family these were parties for the karting fraternity . . . and you didn't have to be a Keele kart owner either. Whenever a Long Marston meeting was held most of the Class 4 drivers, and others, could be found at one or the other venue until well after midnight. Butch Baker of the Barron Knights with guitar and happy manner usually gave support.

The Matadors worked well on both long and short circuits and British Champions included: Chris Lambert . . . tragically killed in Formula 2 at Zandvoort. Steve Thompson of Walsall, a close friend of Chris. Roger Keele had two wins and a runner up spot together with a win on a Fox/Homelite Class 2.

Meanwhile in the Northern region, Kelvin Hesketh began to dominate with his Matador whilst

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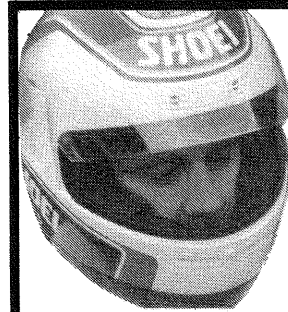
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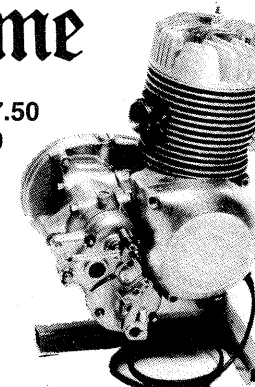


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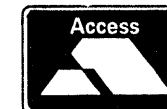


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HONG KONG INTERNATIONAL 1990

After being well taken care of for 12½ hours the aircraft amazingly touched down safely on the short and narrow runway of Hong Kong Airport. The first noticeable fact being the lovely warmth after leaving a cold and damp London.

The second thing which truly amazes all Western visitors to Hong Kong is the cleanliness in all public places. No graffiti on walls, polished floors, even in Metro stations, no rubbish on the sidewalks etc etc.

All this must be due to the fact that the Hong Kong people are so disciplined and do truly take care of their country, its visitors and themselves.

To us, bold Westerners, it does take some getting used to their helpfulness. One does not have to ask for help... it is freely offered.

I'm fortunate in having seen many places but Hong Kong is the first country where, at some stage or other, I have not been afraid to walk along the streets, through parks or use the Metro.

After two days my sightseeing was over and it was time to concentrate on a fenced off area of Victoria Park on Hong Kong Island.

For the first weekend of December it changes from its usual basketball recreation area to a twisting kart track.

By Wednesday morning the first teams were getting ready to fill their somewhat cramped paddock spaces as economically as possible. Nervously, the drivers who have



never been before, walk the pylon lined circuit. As the day progresses one sees a true circuit with all the trimmings.

Amongst those out for Thursday free practice were World Champion in Formula K, Jan Magnussen and European Champ, Martyn Koene. Both would face fierce competition, as their respective runners up Fabrizio de Simone and

Wym Eyckmans were also present.

Magnussen was hoping to make amends for 1989 when he crashed out on the second lap of the Formula A final after colliding with Radne. The latter was to up against Formula A World Champ, Rossi and European Champion Belletti in the Grand Trophee Formula A.

The Italians proved their strength the next day as Rossi

clocked a time of 37.167 seconds during the Time trials being followed by Trulli.

Fellow countryman Beggio and de Simone clocked fifth and sixth best respectively in their class. They were outclassed however by Lotta Hellberg who had to give way only to Eyckmans. The three times Belgian Champion was nearly last to go out for his Time Trial, but knew what he had to beat and again managed to do just that, taking pole position and lap record with a fabulous 36.515 seconds.

The next evening it was Beggio, from the second row, who proved to possess the best nerves and the best prepared kart to take his first heat. Koene, Eyckmans and Hellberg separating him from his fellow countryman Crinelli and Pescatori.

The second heat had Beggio against Magnussen and Hellberg who were sharing the front row. Whilst Beggio managed to get past Hellberg it was Magnussen who took the win. World Champ, Gert Munkholm, just beaten by de Simone took fifth from van Es and Crinelli.

The final heat had Magnussen up against Eyckmans, Koene, de Simone and Munkholm. Koene pushed Magnussen to the limit until, on lap four, he crashed into a barrier. He had misjudged a corner after officials had moved the barrier to its original position. It had earlier been moved to make a difficult corner wider!

A track rod was damaged and although the problem was rectified

FEBRUARY 1991

In the full plate section Tom Sisley took the lead from Nathan Alcock and Gareth Howell. The main battle was for second when Howell passed Alcock on lap three before Alcock retook the position next time round. The momentary lack of concentration from Howell allowed Hall to take third.

By lap five Sisley was four lengths clear with Howell back up to third and fighting back well. After six laps he made it and whilst both Alcock and Hall never eased the pressure Sisley took the flag by some three seconds from Howell, Alcock and Hall.

RESULT

1. Tom Sisley, Allkart;
2. Gareth Howell, Allkart;
3. Nathan Alcock, Dap.

LANGBAURGH 20th January 1991

The Cadets proved to as competitive as ever with the heats throwing up three different winners. Thomas Ford was the most consistent and it was he who led the field from pole.

On the second lap John Broadhead took the lead, holding it for the next five laps until half distance. Visitor, Chris Eaton and his Anderson had charged up from seventh and he took over lead spot.

The battle for the first five places was close but it was nothing com-

pared to the gigantic scrap going on for sixth place between six drivers. There was none of the argy bargy which had been so much a part of the senior racing... a case of the youngsters showing the oldies a thing or two!

The result was in doubt until the last lap with Stacey Fell having taken Broadhead for third before Ford also demoted him. Nothing was to stop Chris Eaton though and he ran out the winner from Simpson, Fell and Ford.

RESULT

1. Chris Eaton, Anderson;
2. Alistair Simpson, Gillard;
3. Stacey Fell, Fastrack.

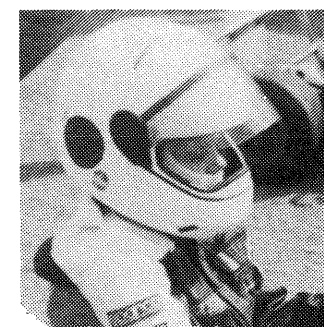
WIGAN January 27

A grid of 28 provided some interesting racing in near freezing conditions. The first heat was won by James Billington and the second heat by Kristian Short.

So the grid for the final was Short on pole, Fell, then Billington. At the first corner, Short lost the lead to Billington, and after lap three Short fell back to fourth place, with Fell and Cannon giving chase to the leader. However, by the next to last lap Short had pulled his way back to second place and then

forced his way back to second place and then forced his way into the lead. Billington responded on the last lap, diving into the inside on the bend in front of the dummy grid and managed to hold the lead to the line. In one of the most closely fought cadet races at Wigan for some months, the final result was James Billington, on his first race for Anderson, Kristian Short and Stacey Fell claiming third place.

- 1st James Billington - Anderson
2nd Kristian Short - Allkart
3rd Stacey Fell - Fastrak



James Billington winner at Wigan for third consecutive month.

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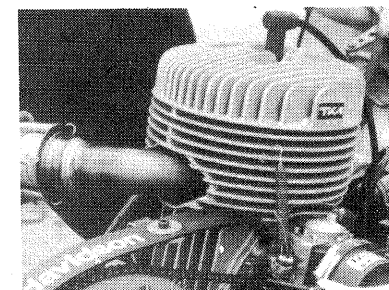
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FEBRUARY 1991

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CADET COLUMN

FULBECK 16th December 1990

Anthony Davidson was on pole with his Zip with Gillard driver David Tucker joining him on the front row. Barber and his Allkart together with the DAP of Wilkins made up row two.

Judd Coupland and Chris Eaton sat on row four, expect to see more of these two near the front in the coming year.

A superb start from Barber saw him head the field with Davidson pressuring hard in second, shadowed by Mills with Tucker, Wilkin and Coupland next.

Coupland was the first to wind up the wick when he nailed Wilkin for fifth on lap four before quickly setting his sights on Barber . . . taking third next time round. As Barber and Tucker fell into the clutches of Wood, Eaton had built up steam and was rapidly closing on the leading group, tagging onto the back by lap nine.

Mills had gone on the previous lap, by the time one of the dads had sussed the problem, James had removed his helmet and called it a day. That left Davidson well ahead for a comfortable run to the flag. With Mills gone Wilkin moved ahead of Coupland and a six kart scrap developed with all six jockeying for position. With two to go Wilkin was back to third as the rapid Eaton passed both Barber and Wood to claim fifth. Down to the line and second was always in doubt. En masse across the line it was: Tucker, Wilkin, Coupland, Wood, Barber and Alex Davies. The Cadets sure provide value for money.

RESULT

1. Anthony Davidson, Zip;
2. David Tucker, Gillard;
3. Barrie Wilkin, Dap;
4. Judd Coupland, Wright;
5. Chris Eaton, Zip;
6. Oliver Wood, Allkart;

1990 CLUB CHAMPION
Anthony Davidson

23rd December 1990

Heat one went to Jackson from Redfern and Gumbley with the latter taking heat two ahead of Pratt and Sexton.

Gumbley was on pole with his Allkart but he was beaten off the line by the Zip of Sexton. Jackson held third, determined to put in a good drive in his last Cadet race.

Pratt was next, but not for, long as he sliced his way through to take the lead on lap four. At half distance Gumbley, Sexton and Jackson were behind Pratt but then Gumbley fell back with an unspecified problem and the order of the leaders stayed the same to the flag.

As a Christmas gesture the Club gave all Cadet drivers a trophy so everyone went home happy.

RESULT

1. Steven Pratt, Anderson;
2. Lars Sexton, Zip;
3. Richard Jackson, Superdart;

1990 CLUB CHAMPION
Jeremy Gumbley

KIMBOLTON 13th January 1991

Edward Hoyle and Matthew Pinney each had a heat win in the Club class and a full grid of 28 lined up for the final being led out by Hoyle and Pinney. Hoyle led from the off and increased his lead steadily from Pinney who had Frost and Pratt close behind.

The first two stayed the same throughout whilst Frost and Pratt exchanged places in a close battle with Frost just holding on to third at the flag. Sale and Davies headed the rest to complete the trophy winners.

RESULT

1. Edward Hoyle, Gillard;
2. Matthew Pinney, Dap;
3. Ben Frost, Dap;

Restricted, Michael Spencer, Allkart.

Tom Sisley took both heats in the Super category but from the off it was Nicki Richardson who led. Davidson pulled out after lying third and Sisley made his move on lap three . . . taking a decisive lead which he held to the flag.

Wilkin moved up to second ahead of Richardson with Wright and Wood battling it out behind. That was how it was at the flag.

RESULT

1. Tom Sisley, Allkart;
2. Barrie Wilkin, Dap;
3. Nicki Richardson, Allkart.

WOMBELL 13th January, 1991

Tucker and Broadhead each had a heat win and after two aborted starts, earning a visual reprimand from C of C Steve Clayton, Broadhead made a rapid start being chased by Short, Tucker, Eaton and Hawkins.

By the second lap the first four had pulled away from Hawkins in fifth, with Eaton moving ahead of

Tucker at the top hairpin to claim third.

On the following lap Eaton was back in fourth before he reclaimed third in an identical move at the same spot. That little scrap had given Short some breathing space but he was beginning to lose ground on the leader Broadhead.

As the halfway mark came, Broadhead was a couple of seconds ahead of Short, who was under pressure from Tucker, who in turn had Eaton breathing down his neck. The next five . . . half a dozen seconds later . . . were all in a tight place swapping bunch, Hawkins heading Ford, novice England, Simson and Tindale, with Waller also in close attendance.

Short succumbed to the Tucker/Eaton assault next time round, but as Tucker moved in to make a successful passing move on Broadhead, Eaton had been unable to shake off Short, who was not back in third.

With two laps to go the first four were still close, but at the flag it was Tucker who held on to win. Broadhead was second, just ahead of Eaton who had beaten Short over the final lap. Ford was next,

heading the closely fought bunch of Hawkins, Simson, England and Waller.

Result

1. D. Tucker, Gillard;
2. J. Broadhead, Zip;
3. C. Eaton.

BUCKMORE PARK 20th January 1991

Rally Supremo John Welch proudly watched his son lead the field from the green with Tabor, Buckden and Ellis next. The latter got past Buckden but the leader was a couple of lengths up on Tabor.

On lap four Tabor tried a do or die move on Welch and collided with him allowing Ellis to take the lead from Hogben, Spencer and Bailey. Welch was sixth with it all to do. After six laps Ellis was pulling clear of Hogben and had opened up a three second gap.

Spencer, in third, never let up and got past Hogben. The closing stages saw Spencer gradually close on Ellis but the result was not to change.

RESULT

1. D. Ellis, Zip;
2. M. Spencer, Sprint;
3. L. Hogben, Whippet.

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FEBRUARY 1991

Koene had lost precious seconds and finished 15th.

That all gave Magnussen a clear track and with a well prepared outfit a second heat win. Eykmans, Japanese Yoshiko Lee and Munkholm were next.

Meanwhile, the Italian drivers were dominating the Grand Trophée for Formula A. Of the five Italians four of them, Rossi, Fisichella, Trulli and Malandrucchio beat Japanese Takagi, Dutchman Crevels and Radne for the best Pre Final grid positions.

The next morning at 11 o'clock had Magnussen and Beggio alongside each other on the front row for their Pre-Final. As anticipated both fled the pack which was led by Eyckmans, Hellberg and Munkholm. That remained the same for the next ten laps until Hellberg saw an opening to pass Eyckmans. Crinelli joined in the fun and he too managed to get past Eyckmans. Due to too much grip he was desperately trying to keep the understeering outfit on the track, being forced to run wide at the exit of each corner.

Pescatori in his turn set back Munkholm and took 6th place. On the 20th lap disaster struck Hellberg as her Rotax blew a bearing, her race over. After 22 laps Pescarotti was fifth, 2.99 seconds adrift of winner Jan Magnussen.

Following the lunch break Magnussen and Beggio again sat side by side and on the green Beggio made it into the first right hander by the tennis courts ahead of the Dane. On the sixth lap Crinelli left the scene with Japanese driver Junai claiming fifth.

After eleven laps the hard work of Magnussen paid off and he took the lead from a seemingly hesitant Beggio. Nothing much changed up to lap eighteen although Magnussen steadily built on his lead.

Noticeable from the 10th lap though, was the progress of Koene. He had a disastrous Pre-Final but was flying through the field and had taken fifth place after overtaking Pescatori. After 19 laps he boldly took both Junai and Munkholm and set off in pursuit of the leaders.

However there was too little time left and after 28 laps and just over 17 minutes Magnussen took the flag giving him the biggest paycheck so far, as the 17 year old Dane affirmed afterwards.

Just under six seconds behind the winner came Beggio with Koene closing the gap to just over 3 seconds. Munkholm, like Beggio, had experienced tyre problems and it was Junai who took fourth spot.

As previously mentioned the Italians had dominated the Formula A heats and at the start of their Pre-Final it was Rossi who took the lead. Up to the eighth lap the five, joined by Britain Guy Smith, stayed pretty much together

FEBRUARY 1991



before Smith lost contact and found himself chased by Crevels. Neuman having started in 11th place had begun to make progress.

On lap 18 Crevels finally managed to get past Smith who was to find Radne and Neuman breathing down his neck. On the 21st lap the pair were through with Neuman getting the better of Radne in the process.

After 22 laps Rossi proved his heat results had been no fluke having led from start to finish. Trulli, Fisichella, Malandrucchio, Crevels and Neuman were next with Radne and Smith following. The fifth Italian, Fabiano Belletti must have felt left out as during the Pre-Final he managed to gain six places to start the final from tenth spot, still not the best of positions.

The final proved to be even more breathtaking despite the fact that Rossi again sped away at the start with Fisichella on his tail. Malandrucchio and Crevels were next. It took Trulli 7 laps to recover from his bad start, eventually taking Crevels, who was being chased by Radne and Smith. Neuman retired on lap four. Another lap and Smith got past Radne who had Andre protecting her from the surging Belletti.

As five Italians may be a crowd! Malandrucchio disappeared from the scene as Belletti breathed heavily on Andre who perhaps couldn't live with that sort of pressure. He had to let Belletti and Redek through whilst Rossi continued to build on his lead. He had broken free of the pair of fellow countrymen who were in pursuit.

Behind them, Crevels and Smith were battling away. On lap 14 Rossi had four seconds over Smith who took Crevels on the next lap and began his pursuit with a pace Crevels couldn't match.

We then witnessed Belletti gaining more and more on Crevels and on lap 22 it was Smith, in third,

splitting the Italians.

Lap 25 and disaster struck Rossi as his exhaust pipe broke resulting in a loss of power from the Rotax. Eager to take the lead Fisichella was now closely followed, like a snake with its tail on fire, by Smith and Trulli. Fisichella's luck changed on the next lap for although he had broken free of the kart locked on his tail he lost precious seconds. In the commotion Trulli came out best as Smith saw Belletti sneak past.

After 28 laps and just over 17

minutes the roller coaster run had come to an end, as had a wonderful race meeting. Trulli collected his 40,000 Hong Kong dollar paycheck as did Magnussen at the Prize Presentation the next evening.

The other awards, although of a slightly lesser amount, were taken by Belletti, Fisichella, Smith and Crevels.

After nine days and the experience of a perfectly organised race meeting it was back to Europe and home sweet home.

Report by J.H.R. Pics by Francine Horemans.

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APPLICATION FOR REGISTRATION

NAME AGE
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SIGNATURE
(Drivers under 18 years)
Counter Signature
Relationship
Address (if different from above)
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Cheque enclosed £ Date

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REGISTRATION ACCEPTED

NAME
CLASS RACING NO
REGISTRATION FEE OF £ PAID
RECEIVED BY DATE

Please return completed registration form together with payment £20 and extra large sae to the Championship Co-ordinators: A & K Wright, 'Rockbank', 19 Clarksfield Street, Oldham, Lancs OL4 3AW (061-633 1720)

CLOSING DATE FOR REGISTRATIONS MARCH 15, 1991

DATES AND VENUES

Round 1	Three Sisters	March 31
Round 2	Felton	April 21
Round 3	Rowrah	May 12
Round 4	Dunkeswell	June 16
Round 5	Larkhall	July 7
Round 6	Birmingham Wheels	August 18
Round 7	Kimbolton	Sept 22 (or 29)

The Championship will be over seven rounds with the best six results to count in deciding overall positions.

Current RAC MSA Regulations will apply and will incorporate regulations of the FIA.

Classes eligible are:

**Cadet
Junior Britain
Senior Britain
100 National and
100 UK**

together with **Junior International** run to CIK Regulations.

Heats will be of ten laps, B & C Finals of 12 and 10 laps respectively, Finals of 20 laps. Junior International will take part in Timed Practice, two heats and a Pre-Final (15 laps) together with a 20 lap Final.

The points system for all Classes except Junior International will be:

Heats: 1st, 25 points. 2nd, 24, 3rd, 23 etc, etc.

Finals: 1st, 25 points, 2nd, 24, 3rd, 23 etc down to 2 points for 24th place.

Non-starters and non-finishers in both heats and finals will receive 0 points.

For Junior International Timed Practice will determine heat grid positions. The Pre-Final grid will be taken from the results of the heats.

The Final Grid positions will be the finishing order from the Pre-Final. Competitors will be supplied with stickers to be affixed to front and rear number plates and visors.

Only Registered Drivers may take part in the Championship.

The closing date for registrations will be March 15. There will be no exceptions.

Further information can be obtained from the co-ordinators:

A & K Wright, 'Rockbank', 19 Clarksfield Street, Oldham (tel 061-633 1720)