

K AND S

THE INTERNATIONAL MAGAZINE

Items include:

Just Heard
CIK News
Club News
Cadet Column
Letters

KART ⁵⁻⁷⁵ AND SUPERKART

ISSN
0956-411X

JANUARY 1991 £1.50



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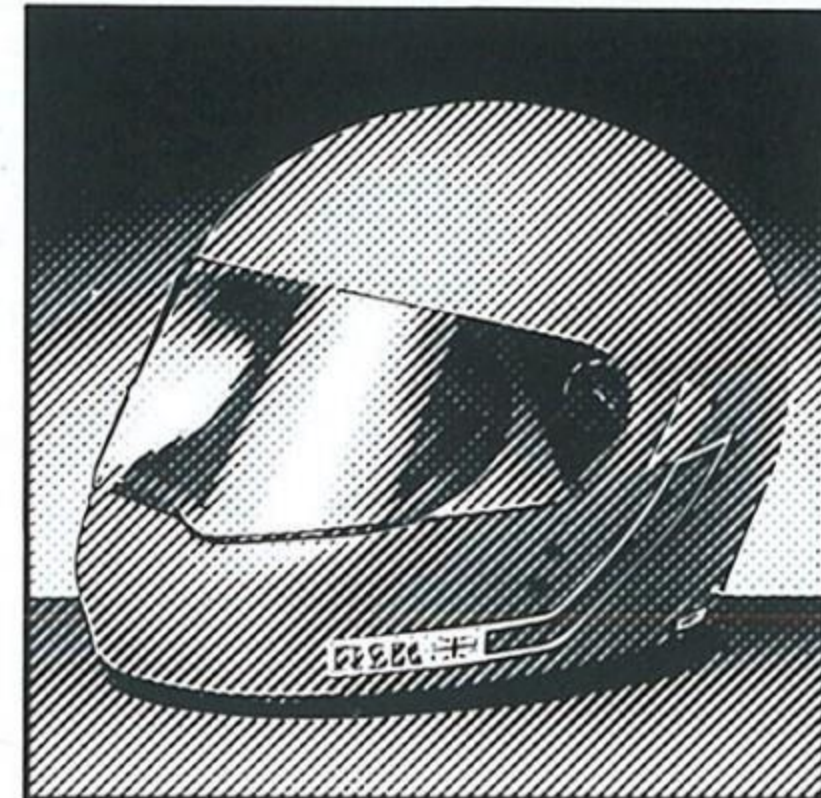
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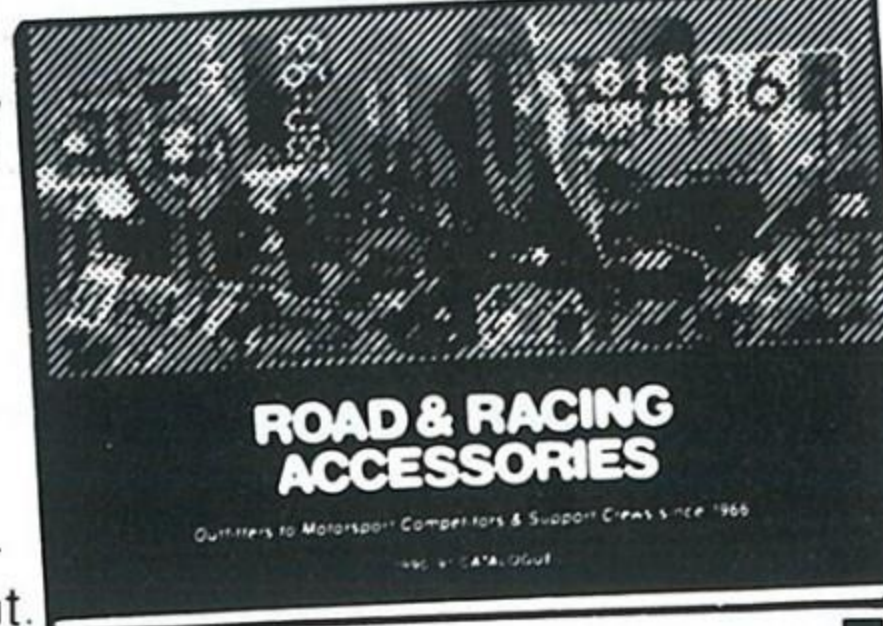
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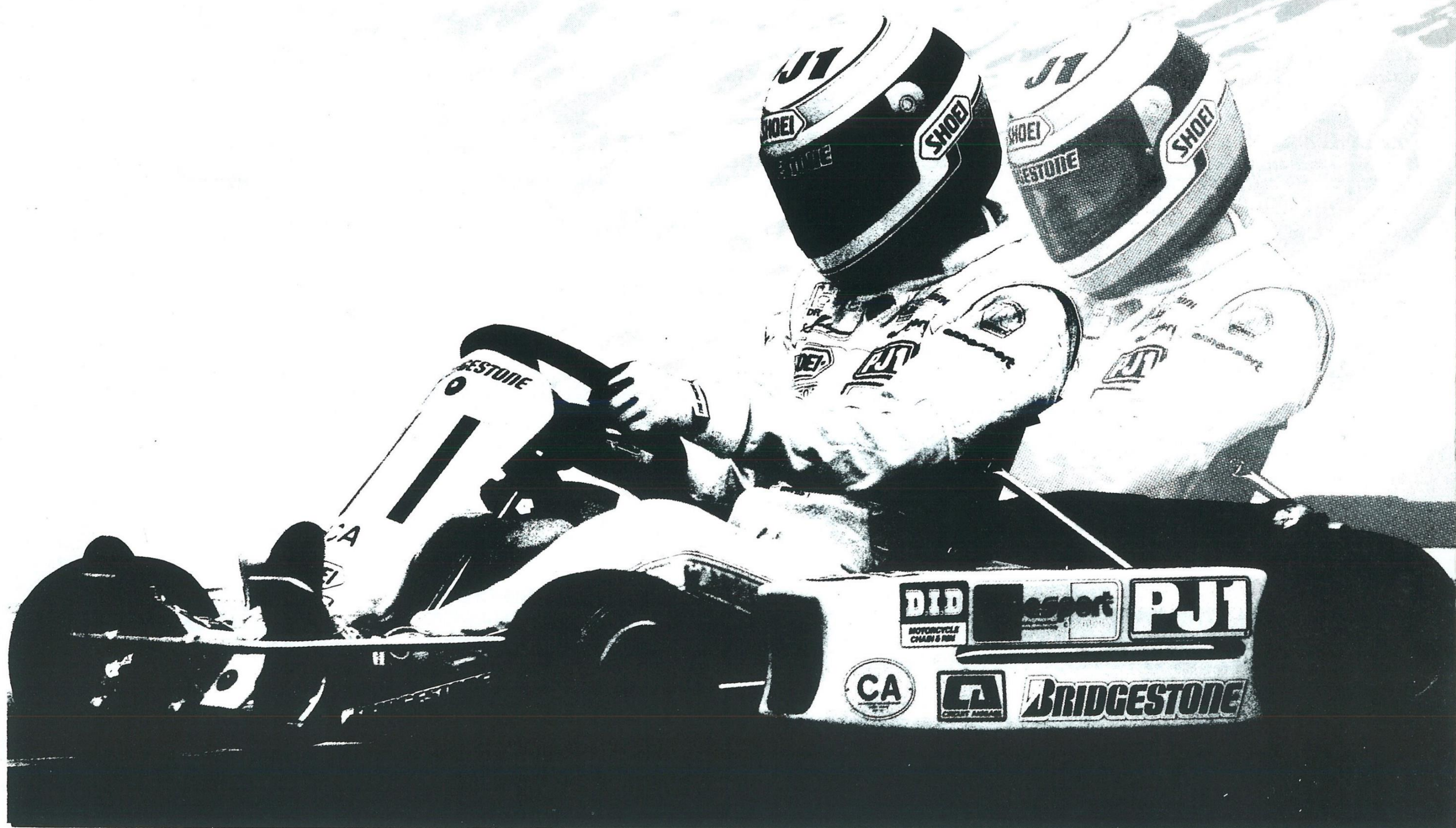


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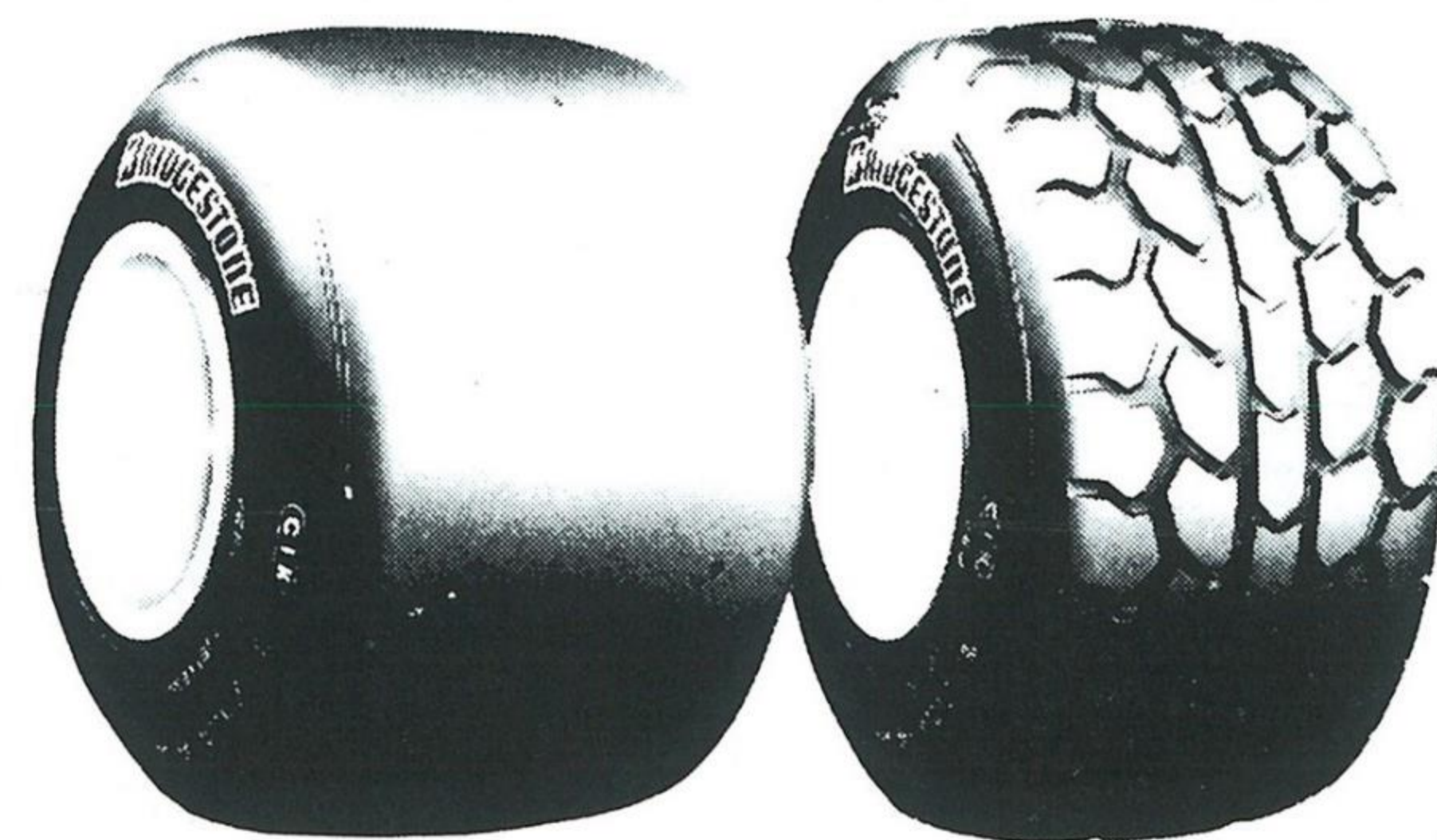
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125 P & R BARLOTTI chassis, Honda engine. Two sets of one piece wheel fixings, complete with wets and slicks. Full long circuit body, long and short circuit floor trays. Stand and leathers. Tuned by CJF Racing. £650 ono or will part exchange for 100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

PHOENIX 125 ROTAX, ready to race, recently tuned by Fastrak. Two sets of slicks, one set wets all on rims. Spare Rotax in need of re-building. £1,200 ono. Tel: 0706 831878 ext. 40, 0282 31910 (evenings or weekends).

ZIP GP fitted Villiers engine plates. Good condition. Tel: 061 678 9970.

ZIP BANDIT CSK a/c Rotax 125. Full body. Raced twice only. Condition as new. Priced to sell. £1,495. Tel: 0904 (York) 470942.

125 P & R CAGIVA L/C with radiator, pipe, Dellorto carb and Anderson engine plates, 4th British Championships, £895 ono. Tel: 051 722 6900 (day), 051 428 6812 evenings.

ZIP CHASSIS, Rotax air cooled, chassis, just re-finished in Anderson blue, new floor tray, engine run in 20 minutes since rebuild, two sets slicks, one set wets. Sponge air filter, high and low back seats, long and short bodywork. Any spares go with kart, £1,295 ono. Tel: 0778 36732.

2 1989 Stratos 125, complete rolling chassis, also 2 sets of wets on rims, maintained regardless of cost. 1st and 3rd in Shenington/Rissington Championships, £895 each. Tel: 0453 547835/545006.

MADCAP MINARELLI 125 with electrics, CSK exhaust, 36mm smooth bore, spare barrel, fast competitive engine, 3rd in two championships, £950 ono. Tel: 0453 547835/545006.

ZIP BANDIT CSK Rotax 125, fully rebuilt for 1991 with every available extra and spare tyres, 2nd and fastest lap Thruxton, driven by Nigel Wigg, £2,600 ono. Tel: 0473 741335.

SPYDA MINARELLI 125 a/c rebuilt and includes stand, spares, suit, boots, full body kit. Very fast, reliable kart, ready to race. Bargain at £1,000. Tel: 0634 401727 (Kent).

1990 fully tuned CSK Rotax 125 a/c, only six meetings old, just completely rebuilt with new rod, bearings and 20mm modified crank, complete with CSK exhaust. Tel: Simon 0223 413224 anytime.

125 ZIP ROTAX a/c (ex Malcolm Clark), GP chassis, Kelgates, full long and short circuit trim, slicks and wets on one-piece rims, Duplex sprockets, H/B seat. Fast, reliable and ready to race, £895 ono. Tel: 0482 631924 (evenings).

125 a/c Rotax engine, complete with carb, exhaust and sprockets. Tel: 0524 67986.

210cc

210 engine for sale, Longden tuned, regular race winner, 3rd Thruxton, good on both long and short circuits. Invader cases, new crank, high ratio gearbox, Duplex chain. All the right bits. Complete with 35mm carb, electric fuel pump, engine plates and Quantam exhaust, £400. Tel: Glyn Jones, 0582 451396 or 0860 562690 (evenings).

WANTED, 210 Villiers engine, (alloy barrel), any condition for parts. Also wanted, serviceable Vega wets on rims for 210. Tel: 081 391 0267 (after 6.30pm).

210 VILLIERS, Zip Shadow chassis, very clean, many new parts, lots of extras, £550. Unused wets on new rims, £100. Spare 11 E engine, £200. Midlands area. Tel: 0509 217283.

BARLOTTI 210 National, very good condition, special barrel, smooth bore Amal, spares, stand, push bar, rear wing, front cone, high back seat, £575. Tel: Ian on 0509 842771 (evenings).

250cc

256 ROTAX 1989, as used in GP by Peter Wall. Tuner tuned for long and short circuit, very quick, £1,950. Tel. 0625 874021.

FORMULA E, Ex-works Anderson mirage, digital power valve. This outfit competed in three events in 1990, completely overhauled, ready to race. New pipes, pads, tyres etc, spare set of bodywork and numerous spares. Further information contact Duncan White on 0387 65086 (24 Ansaphone).

ONE ZIP GP CHASSIS AND ONE DINO CHASSIS. Both with bodywork. Two sets of wheels and tyres, £600 each. One TZ 250 Yamaha, £400. Tel. 05436 74881.

ROTAX 256 ENGINES, 88/89, both digital, one cartridge, 89 barrels, flat sides, rebuilt, excellent history, £2,000 and £2,200, also two sets exhausts. Tel. 0425 73547.

ZIP EAGLE 88 Rolling chassis, ex Ellis-Hall, unused in 1990, spare wets, excellent condition, £1,295 ono. Also 88/89 Digital engines and exhausts available. Tel 0425 73547.

ROTAX 256 ENGINES, 88/89, both digital, one cartridge, 89 barrels, flat sides, rebuilt, excellent history, £2,000 and £2,200, also two sets exhausts. Tel. 0425 73547.

NATIONAL ZIP GKN chassis, immaculate, one year old, fairing, pods etc. Unused full body, new floor tray, magnesium wheels, regular long circuit top six finisher, £1,050 ono. Tel. Simon 0634 669015.

REGRETTABLY FOR SALE IAN SHAW'S, late 1990 Zip Eagle, 250E outfit as raced at Cadwell, September 1, 2nd, Le Mans, September 23, 2nd, Thruxton, October 21, 2nd and record lap. For sale as rolling chassis, £2,250 or with the factory Rotax, £5,500. Tel. 04024 41906.

1989 ZIP BANDIT KTM 250 National complete with long and short circuit bodywork. Spares too numerous to mention including trailer. Ring for details. Excellent condition. £2,500 ono. Tel: Morecambe (0524) 823075.

ROTAX MOTOR 256 PV, 1985. Rebuilt c/w carbs 36's and 38's, jets, sprockets, ignition. £850 ono. Tel: 0760 725092.

ZIP GPN CHASSIS, one year old, immaculate. Fairing, pods etc. Unused Bandit full body. New floor tray. Magnesium wheels. Regular top six finisher. £1,045 ono. Tel: Simon 0634 669015.

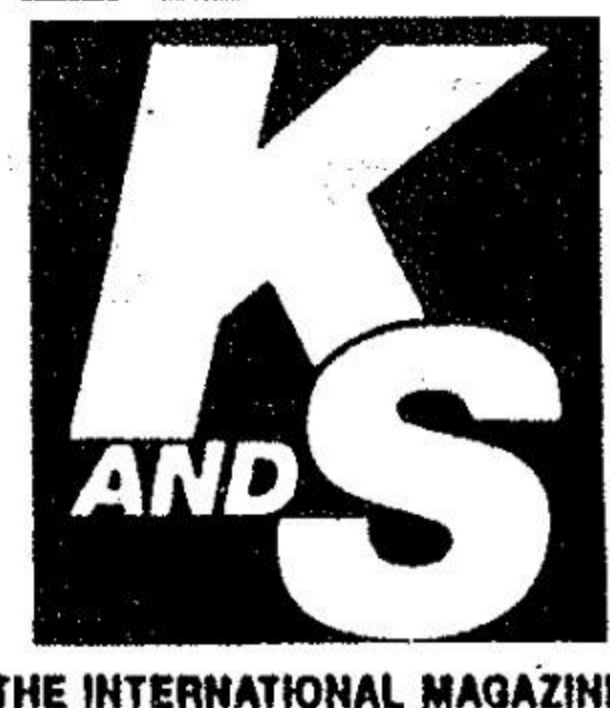
ZIP BANDIT rolling chassis, fitted Kelgates. Excellent condition. £950 ono. Tel: 061 678 9970.

250 NATIONAL DINO KTM, complete kit. Helmet, overalls, gloves, boots. All new. Too many spares to list along with new engine. Tel: 0926 512936 for more information. £1,500 ono.

MISC

JAWS AEC Coach, 15mpg, 60mph cruising, fully fitted out. Sleeps six, car licenced, tested, very reliable. Retirement reason for sale. Tel: 0724 865840.

I have a genuine Mercedes-Benz 'Lock-on' estate roof rack (used only twice). Current M-B price is approx £300 ... I ask just £100. Tel: 0793 872852 (Brian Clark).



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K AND S

FRONT COVER:

Graham Barker
125 Open Driver
Pic by Steve Nelson
Inset:

Inset Picture:
Earlydrive at Brands
Hatch, is supporting
Britain's top junior kartists
Daniel Wheldon (from
Emberton, Bucks) and
Tom Sisley (from Ashford,
Kent) during 1991.

MONTHLY

No. 141

Mike Says . . .

As we go into 1991 I would to wish all our readers a **Happy Prosperous & Successful New Year**. Our thoughts are with **Martin Hines** during the period of his illness and our best wishes go to him for a full and speedy recovery.

I look forward to seeing you around the circuits during the coming season.

Mike Smith

Next Publication Date –

Thursday February 7th

Published by Kart & superkart Ltd., 32, Higher Market Street, Farnworth, Bolton, BL 4 9 AJ. Telephone: 0204 795594 Fax: 0204 795633

EDITOR: MIKE SMITH

Distributed by Seymour, Windsor House, 1270 London Road, Norbury, London, SW16.

Typeset and printed by: Hamilton Press Ltd, Quayside House, Pedders Way, Preston Riversway, Ashton, Preston. PR2 2XS.
Tel: (0772) 733333. Fax: (0772) 721044/723100/736117.

Contributions, including pictures, are welcome. Although every care will be taken, the magazine assumes no responsibility for safety of contributions. Opinions expressed in this magazine are not necessarily those of the Editor or staff.

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JANUARY 1991

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CLASSIFIED

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JUST HEARD




NEIL HANN has made a move towards holding a Kart Show at the Bristol Exhibition Centre on February 9 and 10 with February 8 being planned as a setting up day.


The Exhibition area measures 21,000 sq ft and has restaurant, snack bar and bar facilities.

Minimum space bookable is 100 sq ft and up to 199 sq ft, it will cost you £1 per sq ft. Between 200 and 299 sq ft the cost drops to 87½p whilst for stand space over 300 sq ft the charge is just 80p per sq ft. Lighting is available at extra charge.

Any prospective exhibitors should contact Neil without delay on 074 782 3910.



The Bromsgrove Kart Club advise us that the Annual Dinner/Presentation evening will take place on January 26th at the Tewkesbury Hall Hotel. Tickets are priced at £15 for adults and £13 for children and can be obtained from Paul Ogden on 0905 429611.




Red Dragon Competitions have just released details of a new contender in the 100 cc stakes, the Swiss REFO engine. With the lifting of price restrictions Red Dragon have homologated the motor for 1991.


It is the creation of Swiss engineer, Folghera and has been developed with Nikasil bores. Small volume production means that the motor can be purchased in a fully tuned state and the cost quoted is £895 plus vat to include big bore exhaust bend and motoplat ignition.

Further details available from Red Dragon.


PAGE 2




If you fancy something just a little different how about trying Ice Kart Racing. Now available at Billingham, Sunderland and Durham in the North East further information can be obtained by phoning 0642 244417.



The Short Circuit 250 Challenge will again use Dunlops in 1991 and for the first time a control wet tyre is introduced ... being the KT4 in 10/4.00 by 5 and 11.0/6.50 by 5 with the oval shaped block pattern. Slick types are R2 and R3.



Did you spend a couple of hours glued to the box for the recent BBC Sports Personality of the Year Awards? Were you disappointed that, despite the remarkable success of Tim Parrott in retaining his world 250 Title, not a single word about karting was uttered? We had plugs for a record by Gazza...more plugs for the panto in which Frank Bruno is appearing...but a double World Karting Champion? You cannot be serious man! Tim tells me that on the night at least 15 World Champions were present ... representing what are commonly referred to as minority sports. I don't recall many of those getting a mention. As always it seemed to be more a case of going over all the failures ... the losers of British sport. When will we learn ... and give full credit to all those who HAVE achieved something on the World sporting stage?



A large gathering of members and friends attended Beccles and District's Annual Dinner/Dance and Trophy Presentation.


The event was held at the Hedley House Hotel, Carlton Colville, near Lowestoft. The Club were fortunate this year in that 'Gales of Beccles', the local Vauxhall dealers sponsored the evening and generously donated a huge quantity of trophies.

These were presented by Mr Kevin Reeve of Gales to the following Club Champions.

JUNIOR BRITAIN, James Beales
SENIOR BRITAIN, Stuart Sagers


100 NATIONAL, Frank Mott
100 NATIONAL, David Cleal
HEAVY

125 NATIONAL, Martyn Baker
210 NATIONAL, John Lyne
250 NATIONAL, Colin Breeze
250 INTERNATIONAL, Dave Durance
BEST NOVICE, Andrew Elsey,
PERSEVERANCE AWARD,
Steve Carter




Chris Stoney of CSK Castleford tells us he now has in stock a full range of hardened and lightened Duplex, Rotax sprockets.

They are also available to the Trade and anyone interested should contact CSK direct.




Former 210 and 250 National hot-shoe, Richard Boston will be back on the circuits in 1991. He will campaign a Lazer chassis from Stuart Ziemelis with KTM power and the whole operation will be overseen by former British Champion and Grand Prix winner, Steve Styryn. Steve may give the outfit a shake down at the opening Cadwell in February.



250 Formula E driver John Denton suffered a break-in at his Quarry Garage, Huddersfield on 5th December. His Anderson Mirage chassis and four Rotax 250 engines were taken together with spares and tools.


The RAC and all Kart Traders have been notified of Serial Numbers etc and John is offering a £5000 reward for information leading to the conviction of the thieves.



A video tape of the 1990 Gulf Oil/TVS Superprix is now available from ; The Community Unit, TVS Television, Northam, Southampton, SO9 5HZ.


The cost is £21.45 including postage and packing and cheques should be made payable to TVS Television.

Don't miss out, get yours now.



Following the recent RAC announcement regarding Cadet tyres for 1991 Dunlop tell us that the control tyre for the Class will be of the superior life SL3 compound ... fronts 10/3.6 by 5 and a brand new rear size of 11/5.0 by 5. Dunlop Motorsport developed the rear tyre in just three weeks and this is the first control class contract for the Company.

Dunlop Motorsport's UK Distributor, Anderson Karts, have undertaken to service Cadet events throughout the UK and will, jointly with Dunlop, contribute to the RAC Cadet Championship prize fund.



Former karter, Nigel Edwards has been confirmed as the 1990 Metro Challenge Champion. Nigel finished the year with a 15 point advantage over runner-up Peter Baldwin. However, an Appeal by Baldwin against exclusion from a July round held up confirmation of final positions. That Appeal was not successful so after two wins, four seconds and five third places from 14 rounds Nigel takes the Crown.

JANUARY 1991

Strictly Classified!

CADET

JETA Cadet kart, Comer 60cc engine, suit 8-12-year-old, spare engine, wets, stand, nearest to £650. Also Zapelli suit and leather boots. Tel: Robert or Tim King, 0484 865185 (day), 0484 606255 (home).

ALLKART CADET, Oliver Wood's immaculate kart for sale. Spares too numerous to list, with or without engine. Apply: Kart Equipe, Wellingborough. Tel: 0933 442690.

100cc

ALLKART BRITAIN 104 for sale, nine races old, seven wins, genuine reason for sale, with spares inclusive. Apply KartEquipe, Wellingborough. Tel. 0933 442690.

KART TRAILER, 8ft x 5ft, four wheel, 30cwt braked trailer, fitted with fibreglass top and lockable tailgate, will carry two karts, cost over £1,200 will accept £600 ono. Tel. 0782 641306.

BOXER JUNIOR BRITAIN, slicks and wets on mono rims, fully tuned quick dap 76 engine, not run since first rebuild, pods, trolley, spares, wet box, cover, £700 ono. Tel 0782 641306.

1990 JUNIOR & SENIOR BRITAINS

Both the above raced in the 1990 RAC MSA, Super One and offer very high specification of equipment. 1990 Wright 'A' Frame (one with extended front loop for long legs!)

Side pods and Nassau panel 25 & 30mm Axles with quick release bearings

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Both karts have TWO Paul Carr selected Tt 27's (48.2 or 3 and hi-fi). Giving reliability and top performance

Both outfits £1,175 each (ready to race)

Phone Brian Cullum 0285 75563

WANTED: 1989-90 DINO CHASSIS COMPLETE. Also 1989/90 Parilia TT 27, both required for Junior Britain. For sale, 1990 SOLO, recently BG turned after initial five hours running. Son wishes to remain in Clubman class, part exchange welcome. Tel. 0242 515016.

JUNIOR BRITAIN, BOXER CHASSIS, 5 months old, raced once only, fitted pods, monos, 30mm axle, Kelgate bearings, complete with stand and dap 76 fully tuned engine, £800 ono. Tel. 0782 641306.

JANUARY 1991

STEVE COOK-MARTIN RETIREMENT SALE. 1990 works Colt 100 rolling chassis. Finished third in 1990 British Champs/Super One, won many other races, £450. Also 1991 Sprint Kart complete with Monos, never used, £495. Tel. 0706 229921.

1987 JETA BRITAIN with Gillard tuned Parilla T 27, low mileage, £625. Spare Manx 100cc, good runner, £125. Multitude of spares including tyres, sprockets, seats, stands etc. New Zip race suit, £30. Also Gillard Senior with TKM FF 99. Good steady engine, kart completely rebuilt, £450. Tel. 0845 567537.

ZIP KART complete with nose cone and TKM racing engine (100cc), tuned and maintained by GARY PARKER. All equipment including stand, pusher and one set of all-weather tyres (hardly used). Also available one Zapelli racing suit (large size). All parts and equipment in good condition, £550. If interested contact Frankie on 0488 71033.

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CLUB RESULTS CONTINUED

Senior Britain Super

1. Martin Verity Wright/Solo
2. Alistair Weston Wright/TKM
3. Nick Watkins Wright/Parilla

100 National

1. Martim Moore Kali/Atomik
2. Andy Cox Wright/Atomik
3. Steve Merry ARC/Rotax

125 National

1. Julian Thomas Anderson/CSK Rotax
2. Kim Marks Stratos/Minarelli
3. Lorraine Wilson Stratos/Minarelli

125 Open

1. Terry Giffard Anderson/CSK Rotax

250 National

1. Mark Allen Zip Eagle/KMP KTM
2. Clive Gardiner Anderson/KTM
3. John Ottrey Barlotti/KTM

250 E

1. Robert Perkins Zip Eagle/KMP Rotax

BLACKBUSHE 25th November 1990.

Junior Britain

1. Matthew Bettley Gillard/Parilla;
2. Neil Moulton Wright/TKM;
3. Dean Panrucker Solo/Solo;

Senior Britain

1. Tim Murphy Wright/TKM;
2. Richard Wallington Wright/TKM;
3. John Saunders Wright/TKM;

Senior Britain Restricted

1. Simon Barker Wright/TKM;
2. Mario McMillan Wright/Parilla;
3. Jonathan Ostrowski PCR/PCR;

100 UK

1. Dene Mann Gillard/TKM;
2. James Heitzmann Gillard/TKM;

100 National

1. Bob Stansbury Hutless/Rotax;
2. Patrick Smith Gillard/Rotax;
3. Stuart Crawford Hutless/Rotax;

210 National

1. Lionel Sifleet Invader/Invader;
2. Gordon Ellinor Zip/Invader;
3. Roger Dade Zip/Upton;

125 National

1. Dennis Gale Anderson/Rotax;
2. Steve Bird Anderson/Rotax;
3. Michael Gover Anderson/Rotax;

125 Open

1. Dave Olive Anderson/Rotax;

250

1. Mark Ashe Zip/Yamaha;
2. John Ottrey Barlotti/KTM;

THREE SISTERS December 16th 1990

Junior Britain

1. Michael Simpson Wright/TKM
2. Neil Walker Boxer/TKM
3. Dean Haddon Dino/DMA TKM

Senior Britain

1. Mark Rose Fastrak/TKM
2. Rob Barff Ninja/TJ TKM
3. Ron Haywood Fastrak/Solo

100 UK

1. Darren Mairs Zip/TKM
2. Gerard Boxer/TKM O'Donoghue
3. Stuart McFarlane TKM/TKM

100 National

1. Graeme Melville Kartsport/Rotax
2. Michael Goodacre Fastrak/PCR
3. Gary Gough Sprint/Rotax

125 National

1. Rob Ainsworth Stratos/Minarelli
2. Dean Roskell Stratos/Minarelli
3. Phil Wilson Zip/Rotax

125 Open

1. Andy Fairless Allkart/TKM
2. Simon Cullen Anderson/Rotax
3. Chris Haworth Anderson/Rotax

125 P & R

1. Malcolm Hughes Allkart/TKM

250 National

1. Paul Burgess Anderson/KTM
2. Albert Roberts Anderson/KTM
3. Rob Dickinson Anderson/KTM

250 E

1. Ian Holt Anderson/Rotax
2. Roger Mayers Zip/Rotax
3. David Ayre Cobra/Rotax

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JANUARY 1991

JUST HEARD

The Motor Racing Show takes place at Donington from the 8th to the 10th of February with the Exhibition Hall being the focal point of the show.

Circuit rides will be available whilst in the paddock Class One Kart Racing will give visitors the

chance to take part in some racing.

RAC Competition Licence holders can enter the Show for FREE on production of their licence.

Further details from 081 892 9252.



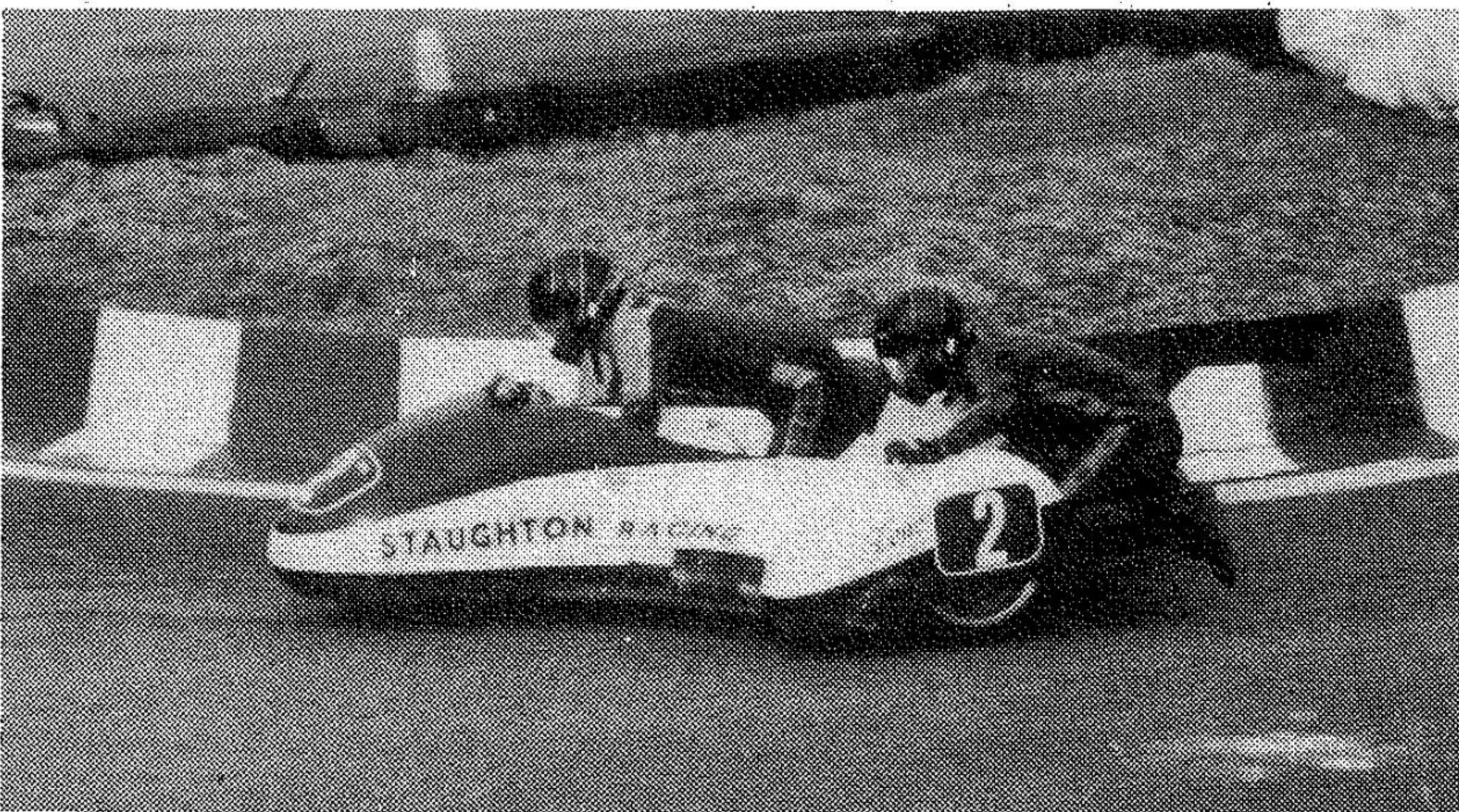
Craig Butterworth with his first time trophy.

Eleven year old Craig Butterworth made a victorious debut in Cadet racing when he recently won the restricted Trophy at Kimbolton.

He becomes the third generation of the Butterworth family to make a mark in motor racing. Dad, Graeme, has won numerous events and now runs Impact PR of Newport Pagnell being heavily involved

with sponsorship, promotion and management of all forms of the sport up to International level.

Meanwhile, in turn, his Dad had been one of the leading organisers of motor racing in the UK and played a key role in the development of the British Motor Racing Marshalls Club.



Former 125 driver Bruce Moore now in sidecar racing.

Former 125 driver, Bruce Moore, has turned his attention to sidecar racing during 1990 and with passenger Tony Balasz has won the New Era Club Formula 2 Championship. Bruce had a fair amount of success in karting, prior to his three wheel racing, finishing 6th at the 1988 Grand Prix and winning his class at the 1989 Isle of Man Grand Prix. He returned to the Island in 1990 after a ten month lay off to clinch fourth place.

Bruce and passenger Tony

started the year in sidecar racing as novices, intending to get the hang of things quietly. However they soon found themselves picking up points in the 16 round Championship and after a nail biting finale to the season took the overall honours by just one point. With Tony away on business Bruce had Guy Low in the chair at some meetings and in 1991 Bruce and Guy hope to compete on the Isle of Man . . . this time in the World famous TT races.

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CIK NEWS

INTERNATIONAL DATES FOR 1991

Formula A and Formula K European Championship

April 20/21, Valence, France. May 11/12, Jesolo, Italy. June 22/23, Mariembourg, Belgium, July 6/7, South Garda, Italy.

World Cup

June 1/2, Suzuka, Japan.

World Championship

September 13/15, Le Mans, France.

Junior European Championship
May 18/19, Goteborg, Sweden.

Junior World Cup

July 12/14, Laval, France.

European Championship Intercontinental A

August 23/25, Ugento, Italy.

European Championship Intercontinental B

August 21/22, Mariembourg, Belgium.

World Championship... Formula C, European Championship Intercontinental C

August 31/September 1, Parma, Italy.

CIK Trophy of Czechoslovakia, Form C and Intercontinental C
June 7/9, Ceska Lipa.

CIK Trophy of Italy, Form C and International C
July 6/7, South Garda, Italy.

European Championship Formula E

June 1/2, Croix-en-Ternois, France. July 27/28, Three Sisters, GB. August 31/September 1, Assen, Holland. October 12/13, Oesterreichring, Austria.

World Championship Formula E
June 27/30, Knockhill, Scotland. September 21/22, Le Mans, France.

European Championship Intercontinental E

June 1/2, Croix-en-Ternois, France. June 27/30, Knockhill, Scotland. July 27/28, Three Sisters, GB. August 31/September 1, Assen, Holland.

The Executive Committee of the CIK/FIA met in Paris on December 7, 1990 under the Presidency of Ernest C. Buser, the President of the CIK/FIA.

Several important decisions were taken, notably:

Imposing by the Committee of Penalties for Fighting

During the round of the CIK World Championship Formula-E at Le Mans, two karts touched during an over-taking manoeuvre. At the end of the race, a violent fight broke out and the incident has been reported to the CIK by the Stewards of the Event.

This matter was scheduled to be discussed by the Executive Committee at their meeting in Paris on December 7, 1990. The drivers concerned were invited to attend the meeting.

After examining the case, the Executive Committee, and based on Article 152 of the International Sporting Code, have taken the following decision:

"The Fine inflicted on the drivers Gassin and Glencross by the Stewards to be increased to SFr. 1000.-- (one thousand Swiss Francs) for both drivers. In the case of Gassin, the Executive Committee further imposes an International Suspension for twelve months, to run from 1.1.1991 to 31.12.1991. This

penalty to be suspended. During the period, the Suspension will become automatic for any misdemeanour what-so-ever.

With regard to the driver Glencross, the Committee feels that the Fine now imposed by the Committee to be sufficient and no further sanctions will be applied."

The drivers will be informed of their right to Appeal under Article 152.

This Judgement will be made public.

Fine of SFr. 100.-- imposed on drivers who failed to report to the Parc Ferme with their karts at Le Mans. The Executive Committee considered the situation and found it to be a case of 'force-majeure' and pardoned the 9 drivers concerned.

Tyres

In view of the possible recession and in order to prevent a great increase in the cost of racing, the Executive Committee has decided to forbid the use of Radial type tyres in all categories of Karting.

Engines for 1991

The situation whereby a Reed Valve engine can be made competitive with the Rotary Valve engine, leads to a considerable increase in costs because a driver now wishing to do well, needs to have double equipment, an impossible situation for a private driver. For 1991 only, the Executive Committee has taken the following decision regarding the use of engines in all CIK Championships, Trophies and Cups:

Group-1 Formula-K and Formula-A Rotary Valve engines only.

Group-2 Intercontinental-A Rotary Valve engines only. Intercontinental-A/Junior Reed Valve engines.

Chassis Homologation Extension Article 40c

From 1.1.1991, two Homologation extensions will be authorised during the Homologation period. One during the second year and one during the third year of the Homologation.

Late Homologation Inspection

The period allowed is changed from 40 to 60 days because of the holidays at the end of the year.

CIK World Championship Formula-E 1991

The Silverstone round of this Championship has been replaced by Knockhill/GB and the date is June 27/30, 1991.

Dates to be reserved early in 1991

Obligatory Seminars will be held in Paris as follows: CIK-Officials on 22.2.1991 and Organisers of CIK Championships on the 23.2.1991. Attendance at these Seminars will be by Invitation.

JANUARY 1991

SUPER ONE KARTING CHALLENGE NEC BIRMINGHAM 28th/29th DECEMBER 1990

CADETS

1. Jay Howard	Wright
2. Lars Sexton	Zip
3. Anthony Davidson	Zip

JUNIOR BRITAIN

1. Dillion Battistini	PCR
2. Martin Brackenbury	Boxer
3. Darren Manning	Gillard

SENIOR BRITAIN

1. Darron Gibbs	Wright
2. Steve Cook-Martin	
3. Andrew Clark	Anderson

100 NATIONAL

1. Andrew Cox	Kali
2. Richard Yorke	PCR
3. Richard Westbrook	Colt

100 SUPER

1. Richard Weatherley	Sprint
2. Jamie Davies	Tony
3. Paul Evans	PCR

PAGE 4

HONG KONG INTERNATIONAL 29th November-2nd December 1990

The 24th Hong Kong International Kart Grand Prix took place at Victoria Park between the 29th November and 2nd December 1990 and the results were as follows.

FORMULA K

1. Jan Magnussen (Denmark)	Kali/Rotax
2. Gianluca Beggio (Italy)	Kali/Rotax
3. Martin Koene (Holland)	S/H/Rotax
4. Jonai Masaki (Japan)	S/H/Rotax
5. Gert Munkholm (Denmark)	PCR/PCR

FORMULA A

1. Jarno Trulli (Italy)	All/Parilla
2. Fabiano Belletti (Italy)	All/Parilla
3. Giancarlo Fisichello (Italy)	PCR/PCR
4. GUY SMITH (GB)	CRG/Rotax
5. Donny Crevels (Holland)	Tecno/Rotax

INTERCONTINENTAL A

1. Darrell Smith (Australia)	PCR/PCR
2. Ryo Michigami (Japan)	DAP/Rotax
3. Mitshuiro Takeda (Japan)	CRG/Rotax
4. Tetsuya Yamamoto (Japan)	Tony/PCR
5. Mike Sully (Australia)	CRG/Rotax

JUNIORS

1. Yoao Barbosa (Portugal)	Birel/Atomik
2. Roy Haryanto (Singapore)	Merlin/Atomik
3. Go Shimizu (Japan)	CRG/Rotax
4. Jason Stania (Australia)	PCR/PCR
5. Ying Kim Lee (Hong Kong)	S/H/Rotax

Brit Michael Simpson sat alongside poleman Barbosa and held second place until he spun out of contention with five laps to go.

CLUB RESULTS AT A GLANCE

WOMBWELL November 11th 1990

- Junior Britain
1. M. Blair Gillard/Parilla
2. N. Walker Boxer/TKM
3. A. McDade Dino/TKM
- Senior Britain Novice
1. Nigel Hall Knight/Patron Parilla
2. A. Neal ?
3. G. Lumb Boxer/Parilla

- Senior Britain
1. G. Melville Boxer/TKM
2. J. Hunter Wright/TKM
3. M. Rose Fastrack/TKM

- 100 UK Novice
1. J. Gilbert Colt/TKM
2. J. Booth Knight/TKM
3. A. Thomas Boxer/TKM

- 100 UK Novice Heavy
1. A. Osborne Knight/TKM

- 100 UK
1. R. Hind Gillard/TKM

- 125 National
1. S. Beckett Zip/Rotax
Novice. P. Wilkinson Anderson/Rotax

- 125 Open
1. Mark Fletcher

- 125 P & R
1. J. Riley Aero/Honda

- 250 National
1. G. Williamson

BUCKMORE PARK 18th November 1990

- Heavyweight
1. Chris Wilson Wright/PCR
2. Trevor Jones Wright/TKM
3. Dave Ingram Wright/Parilla

- Heavyweight Restricted
1. J. Bowey Superdart/Solo
2. P. Walker Wright/TKM
3. M. Hall Wright/Sirio

- Junior Britain Restricted
1. S. Shartford Wright/Parilla
2. F. Smythe Wright/Parilla
3. S. Abbott Wright/Parilla

- Junior Britain
1. D. Battistini PCR/PCR
2. D. Griffiths Wright/DAP
3. A. Wilson Wright/Parilla

- Senior Britain Restricted
1. D. Pearce Whippet/DAP
2. M. Gray Whippet/TKM
3. J. Mills DAP/TKM

- Senior Britain
1. S. Relf Whippet/Parilla
2. P. Cunningham Colt/Samurai Parilla
3. I. Curley Wright/TKM

- 100 National Restricted
1. S. Ashby Sprint/Rotax
2. R. Sinclair Wright/Rotax
3. S. Crabtree ART/Parilla

- 100 National
1. S. Davidson Whippet/Rotax
2. T. McCarthy Whippet/Rotax
3. M. Potter Wright/Atomik

- 100 UK
1. J. Haycraft

SHENINGTON 18th November 1990

- Junior Britain Clubman
1. Dean Haddon Dino/DMA TKM
2. Andrew Davidson Allkart/GB-H TKM
3. Matthew Nettley Gillard/BG Parilla

- Novice. Andrew Kennington

- Junior Britain Super
1. Ralph Firman Dino/TKM
2. Doug Bell Zip/TKM
3. Neil Harrold Dino/TKM

- Senior Britain Clubman
1. Chris Chater Allkart/BG Parilla
2. Peter Smith Wright/TKM
3. Rob Norton Gillard/Parilla

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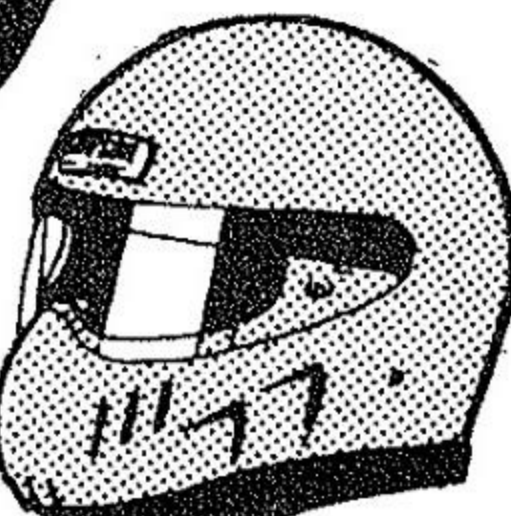
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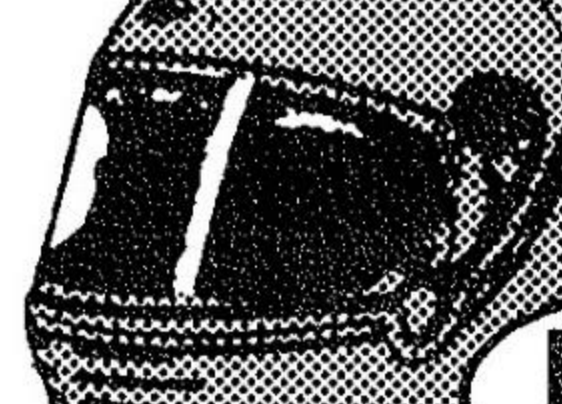
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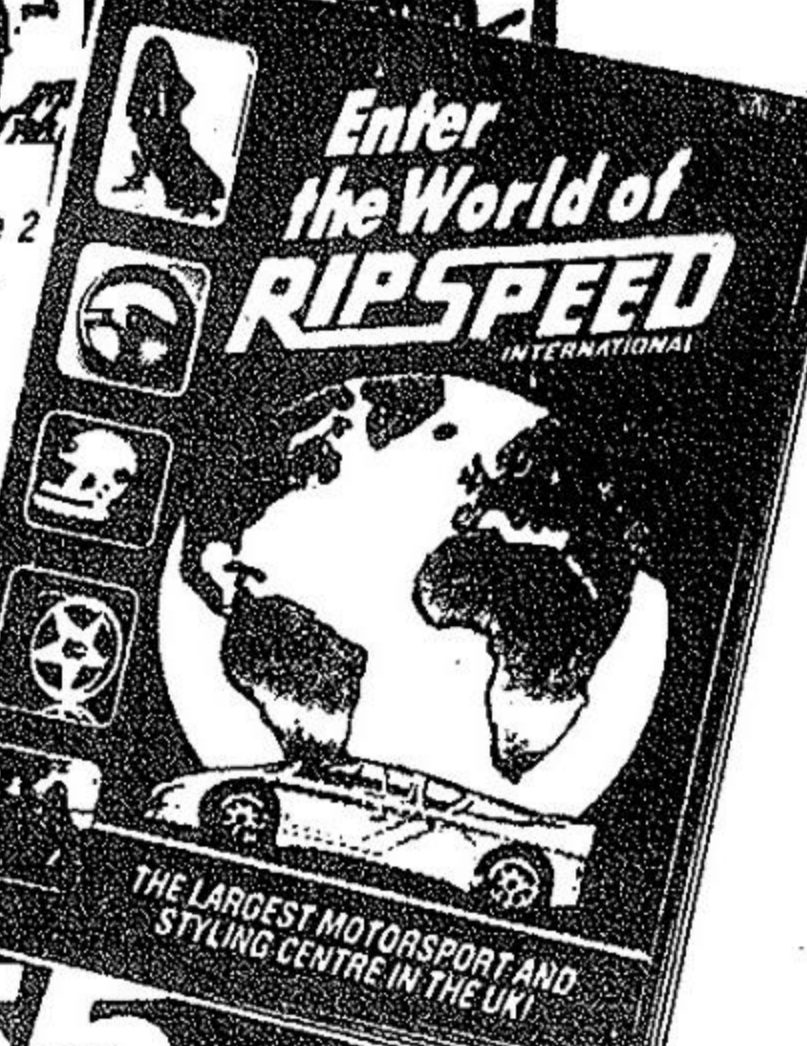
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CLUB SCENE

RESULTS

Junior Britain

1. Darren Manning, Gillard /TKM;
2. Nick Fleming, Colt /TKM;
3. Steven Crawford, Dino /TKM;

Senior Britain Novice

1. James Thompson, Wright /TKM;
2. Kevin Greenwood, DAP/Parilla;
3. Mark Whitaker, Sprint /TKM;

Senior Britain

1. Lee Jones, Zip /TKM;
2. Richard Blackburn, Wright /TKM;
3. Darren Hill, Knight /Parilla;

100 UK

1. Craig Fauch, Knight /TKM;
2. Eric Dews, TKM /TKM;

100 National

1. Paul Moss, Swiss Hutless /Rotax;
2. Paul Wilshere, Gillard /Rotax;
3. Dave Lawson, Gillard /Rotax;

210 National

1. Geoff Preston, Invader /Villiers;
2. Kevin Briggs, Barlotti /Villiers;
3. Philip Whymark, Lazer / Villiers;

125 P & R

1. Tony Vart, Minarelli;

125 National

1. Kevin Clark.
2. David Wilkinson.
3. Peter Candlosh.

250 National

1. Stephen Hughes, Anderson /KTM;
2. Paul Hunwick, Zip/McAdam TP Yamaha;

Report by Tim Urquhart.

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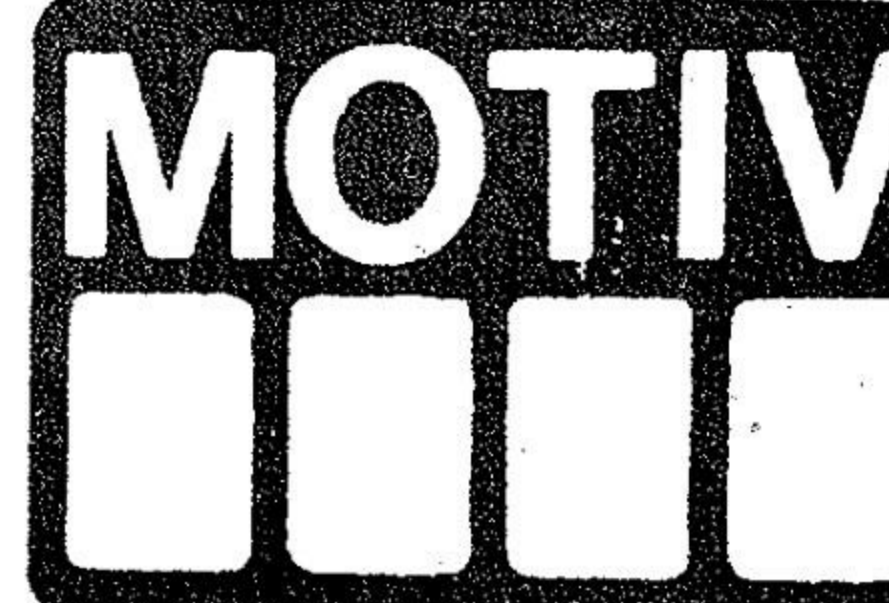
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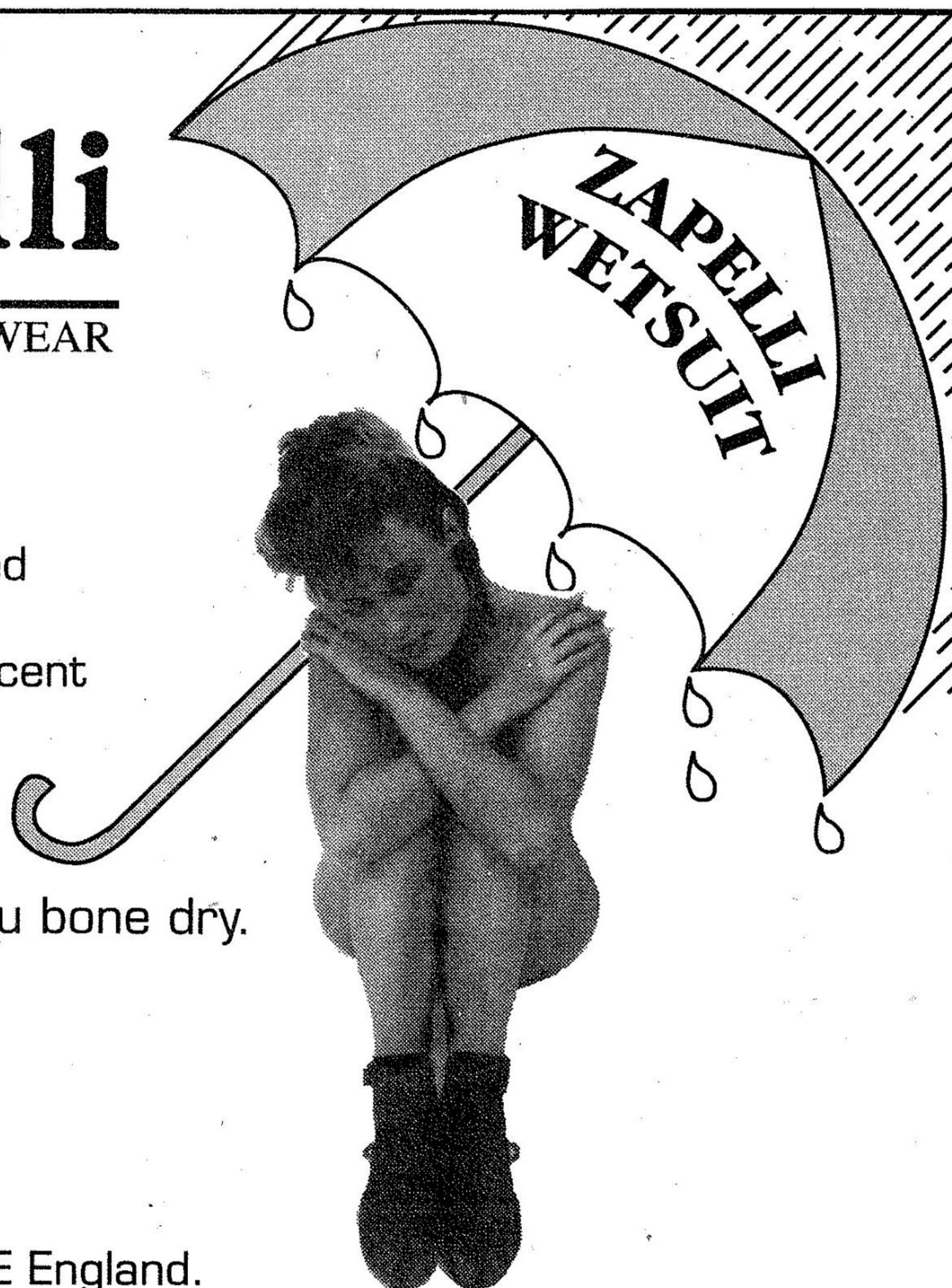
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LETTERS TO THE EDITOR

**K
AND
S**

Dear Ed,
I am now retiring and would like to thank, through your magazine, my mechanic (Dad), Dave Cook-Martin for all his hard work which got me to the top. My Mum for being there and also thanks to Ricky Grice.
Yours faithfully,
Steve Cook-Martin,
Rawtenstall,
Lancs.

**K
AND
S**

Dear Sir
I would like, through your magazine, to thank Steve Hurst racing and Frank Williams at Quantum, for supplying me with both engines and exhaust systems, which have enabled me win both the 210 Challenge and the Little Rissington Club Championships for 1990.
Graham Payne

**K
AND
S**

Dear Sir
I would like, through your magazine, to thank both Kate and Simon Bateman for their support in running the 210 Challenge for 1990 and helping organise such a memorable presentation evening. I would also like to thank the following sponsors of the 210 Challenge who without their support and kind donations, the series would not be possible.
Chris Flitney and Tim Walter from Britannia Blinds; Steve Warcroft from Trackwright Curtains; Steve Hurst from Steve Hurst Racing; Brian Holloway from Kartcraft Racing Hire; Martin Hines from Zip Kart; Dave and Pat Atkinson from DMA; Karting Magazine; Kart and Superkart; Stuart Ziemelis from SRS Racing; Ian Hunter from Ian Hunter Racing; David Robotham from DJR Engineering; John Morrish from Kart Promotions; Phil Davis.
Graham Payne

PAGE 6

**K
AND
S**

Dear Sir,
May we through your publication clarify the situation regarding the questionnaire recently issued by the ABkC. Within karting at any one time there are always a number of rumours circulating concerning the future of the sport.

During the last meeting of the Association each class was discussed in detail. Particular emphasis being placed upon those that were the subject of the current rumours. It was thought that the drivers should have the opportunity to comment on the rumours and that their comments should be presented to the RAC.

It was considered that this would be the most democratic method of making a point to the Governing Body. The ABkC questionnaire was formulated with this in mind.

Perhaps a little clarification on some of the points would assist those drivers who have not yet responded to our request for comment.

Point 2. 'Training/Observation for new Licences?' The Clubs expressed a concern over the fact that karting is the only form of motor sport governed by the RAC where a driver may enter a race meeting without having had any form of formal training.

Point 3. 'Mandatory limit on Cadet tyre pressures?' We were informed that some Cadets were inflating their tyres to very high pressures in order to stretch the tyre and provide more top end performance. This was considered very dangerous.

Point 4. 'Using a nominal 19mm standard carb to remove the need for a restrictor in 100 Britain?' This would help both drivers and officials in post race scrutineering.

Point 5. 'Split Britain classes where required by means of engine type?' With the Rotax and Rotax clones taking over the top end of the class it was felt that the true Clubman would be able to use the older engines if busy Clubs split the class in this fashion. (Returned questionnaires confirm this attitude and will receive the backing of the ABkC).

Points 7 & 8. 'Remove 100 National for 1992?' In order to give drivers and tuners a better

opportunity to compete in Europe the suggestion was to move 100 National towards the Intercontinental A class and 100 Super towards the Formula A class.

Points 9 to 12 relate to tyre choice for these classes.

Point 13. 'Phase out 210 National over two years?' With numbers dropping at meetings the Clubs were in great difficulty obtaining economical grid numbers, add to this the very strong rumours relating to the class and we felt that its problems should be brought into the open. (Returned questionnaires confirm the very strong group of drivers in this class will fight to keep it open and will receive the backing of ABkC).

Point 16. 'Enforce British noise limits on 250 E?' With noise high on the agenda the Clubs felt that it did not make sense to allow one class to be unlimited as this could limit the short circuits that they may use.

Thanks to all those who have written or telephoned Steve Chapman. Our object will be to place a summary of your comments to the RAC on January 9. Keep the comments coming in so that we can be sure that at last the drivers are going to be heard. If you have not seen the questionnaire please ask your Club officials as we have circulated all Clubs with details.

Yours faithfully,
The ABkC Steering Group.

The following questionnaire is aimed to all kart drivers regardless of which class they race and as many replies as possible would be appreciated.

Please complete and return to: Tom Thacker, 18 Old Henesford Road, Cannock, Staffs, WS11 2LD.

1. Should all classes on RAC controlled tracks be allowed expensive sticky tyres? Yes/No

2. Do you agree with Clubs who refuse drivers a race even with an entry of 12 in the class? Yes/No

Do you think that tracks which are licenced for gearbox and non-gearbox but refuse either group should have the track licence removed? Yes/No

3. Do you think that all 100cc economy class should be encouraged? Yes/No

As a gearbox economy class do you think that 210 National should be encouraged? Yes/No

4. Is it fair to have 15 non-gear-box members and only one gear-box member on the Association of British Kart Clubs? Yes/No

Do you think Kart Clubs should elect one member for non-gearbox and one member for gearbox to the Association of British Kart Clubs? Yes/No

Do you think Kart Clubs should elect one member for gearbox to the Association of British Kart Clubs? Yes/No

JANUARY 1991

CLUB SCENE

Langbaurgh 16th December 1990

This was the last meeting before the New Year and would give some the opportunity to try out the odd early Christmas present.

Despite the relaxed and informal atmosphere in the paddock a number of competitors were, as usual, taking it all rather seriously.

The skies were overcast as practice began with the track being rather slippery. Due to the lack of any wind the track remained in this greasy state all day making tyre choice very tricky.

The gearbox drivers kicked off the proceedings with the 210's out first. Some wierd and wonderful lines were taken as drivers struggled for grip.

210 National

Kevin Briggs took pole after a couple of good heat wins with some deft, if not brave, driving on slicks. Geoff Preston took the third heat.

The track was still damp as the final got underway and as they went into the first corner Briggs . . . on slicks . . . got into an enormous slide . . . allowing Preston

through into the lead. Briggs then had to be content with second as Preston went on to take victory. Philip Whymark had third from Mark Brooke with Clive Dickinson the best novice in seventh place.

Combined Gearbox

It is not often that a novice takes pole for a final but 250 National driver, Stephen Hughes did just that to head a very mixed combined final.

On the run up to the first corner the more experienced Wayne Orton passed both Hughes and Hunwick but thereafter the Cumbria Kart Club driver fell back as all and sundry went by. The overall race was between Clark and Wilkinson on their 125 National outfits with the 250 of Hughes catching them. Tony Vart, complete with open faced helmet, didn't lose much to the bigger capacity machines on his Minarelli, looking very relaxed.

With two laps to go Hughes caught Wilkinson and Clark and was looking for a way past. He managed to get through on the back straight only to slither wide round South Bank allowing both

125's through again. Clark finally took the overall honours from Wilkinson with Hughes third. Vart came home fourth . . . the first P & R.

Junior Britain

The swift Darren Manning was the man to beat in the 19 kart field taking pole for the final after two heat wins. He made an electric start with Crawford also getting away well. Nick Fleming came through on lap four to drop Crawford to third after a hard fought move at the infield section. That was how it stayed despite the spectacular efforts of Crawford to get back on terms with Fleming.

Senior Britain Novice

James Thompson conclusively won this one from Kevin Greenwood and Mark Whitaker.

Senior Britain/ 100 National

Together the Brits and Nats made up a huge grid of 27 karts. The

Nationals was always going to be won by David Robinson . . . if he finished . . . but sods law came into play and he failed to do that, the win going to novice Paul Moss.

On the green it was Richard Blackburn from Lee Jones as they swept into Paddock. It stayed that way for a number of laps with a number of scraps going on down the field.

As the leaders went through at the close of six laps Jones had closed up and through the Esses he went through . . . with a manoeuvre which most agreed required a lot of . . . well you know what I mean!

Jones held on to the end despite the best efforts of Blackburn. Darren Hill, Barry Armstrong and Malcolm Hill were next up.

100 UK

A small field was led by home by Craig Faunch and they didn't do too bad a job of keeping up with the Britain novices . . . surprising those cynics who maintained the class was too slow.

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CLUB SCENE

victories in both heats. Newcomer, Jay Frost had a good second place as did David Morris. Graham Butterworth took second overall.

100 Britain Super

An engine change after his second place in heat one ensured an easy win and first place overall for Gareth Hession. An excellent second place was taken by James Lethbridge, who started the year as Restricted and has just moved up to Super.

100 National

A good turnout of 17 had strong opposition in Ricky Flynn but he could only manage third behind Jan Herbert and Gary Powell.

125 Combined

The diminutive Stuart Ziemelis put his No 1 plate on show and some drivers did manage a view of his rear plate before he disappeared into the distance to win the Open class. Restricted driver David Tinn

produced good results to take the national trophy.

250 & 210

Darren Wenn had two seconds to take the 250 National honours whilst Steve Puddiphatt drove consistently, beating some of the 250's, to take the 210 prize.

RESULTS Junior British Club

1. Justin Coe DAP/TKM
2. Iain Remmers Colt/TKM
3. Cris Button Gillard/Parilla
4. James Goode Wright/TKM

Restricted

Vincent O'Brien Wright/TKM

Junior Britain Super

1. =Dillon Battistini
1. =Lee Hammond Techno/Carr TKM
2. Gavin McFayden Gillard/Parilla
3. Daniel Bailey Wright/TKM
4. Keiran Crawley Wright/TKM

100 Britain Clubman

1. Andrew Boss Boxer/TKM

2. Graham Butterworth Wright/Parilla
3. Ashley Wood Tonykart/TKM
4. David C. Morris Wright/TKM
5. Jay Frost
6. Steve Edge Wright/Kestral TKM

Restricted

1. Gary Barnard Gillard/TKM
2. Mike Oxley Wright/Parilla

100 Britain Super

1. Gareth Hession Wright/Parker TKM
2. Jame Dino/TKM Lethbridge
3. Stuart Petts Anderson/Goff TKM
4. Damien Tigwell Wright/TKM

250 National

1. Darren Wenn Bandit/WPY KTM
2. Steve Turvey Dino/KMP KTM

Restricted

David Hitchen

100 National

1. Jan Herbert ARC/Rotax
2. Gary Popwell PCR/Kesral Atomik

3. Ricky Flynn
4. Richard Westbrook Colt/Atomik
5. Paul Watts ARC/Rotax Restricted
- Tim Cox Sprint/PCR

125 Open

1. Stuart Ziemelis Lazer/SRS Rotax
2. Tim O'Brian

125 National

1. David Tinn (R) Zip/CSK Rotax
2. Michael Miels

125 P & R

1. Steve Pell Stratos/KPS Minarelli

210 National

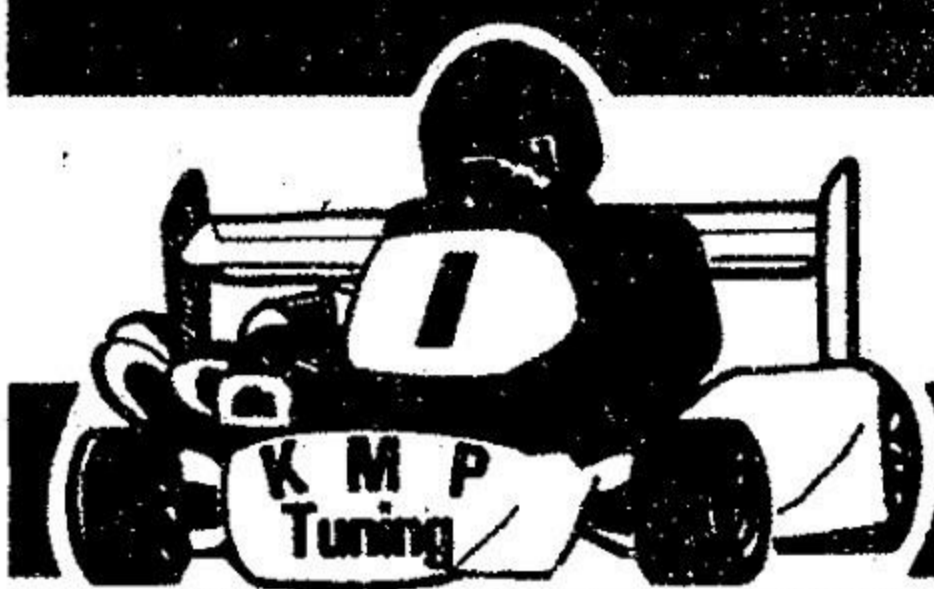
1. Steve Phuddiphatt Dino/SHR Villiers Restricted
- Gordon Milner Aero GPA/Ellison

100 UK

1. Neil Smith Wright/TKM

Driver of the Day

James Goode



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Mark Gellatly, Zip Bandit 125 Nat No 8 S/C
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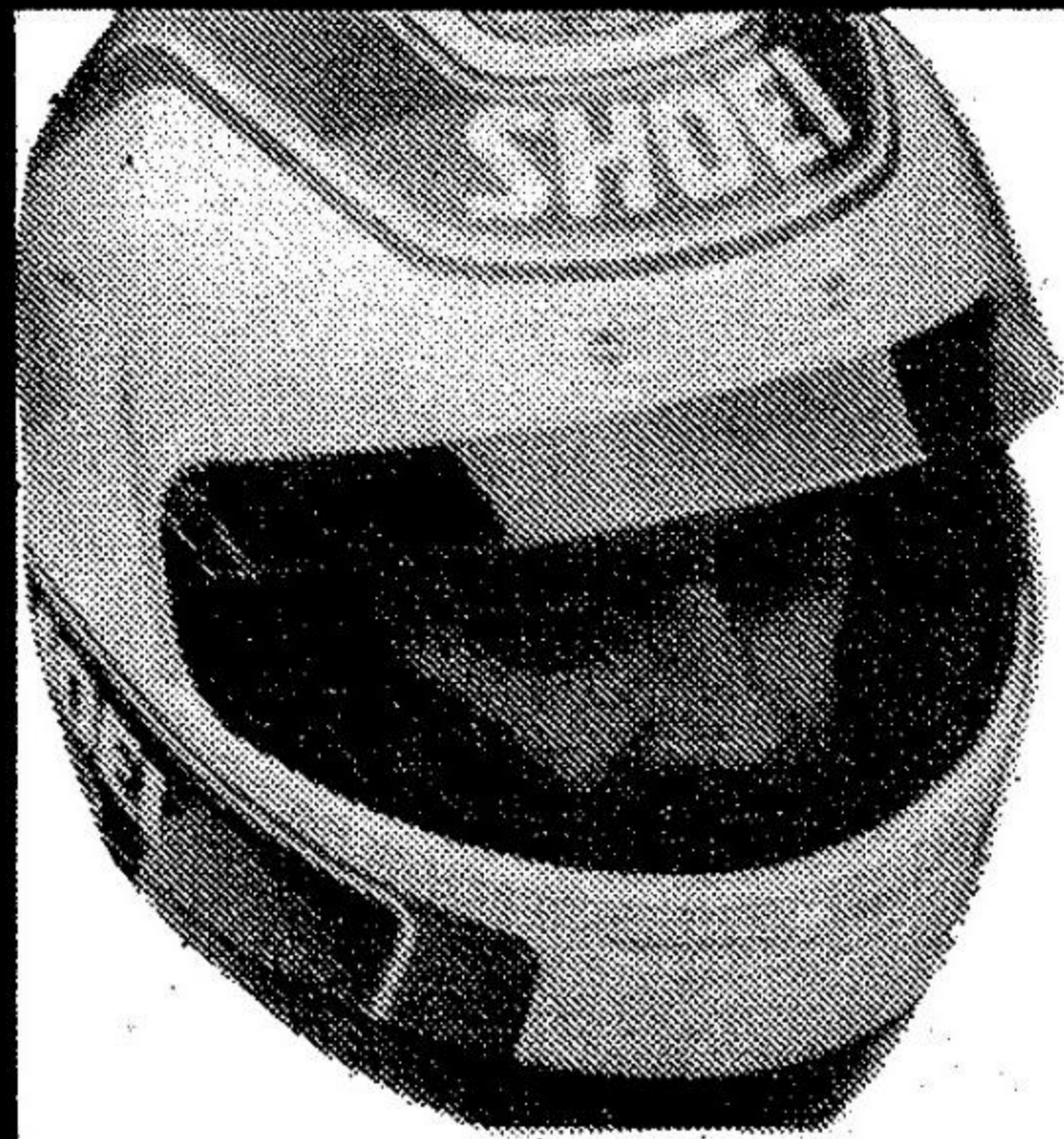
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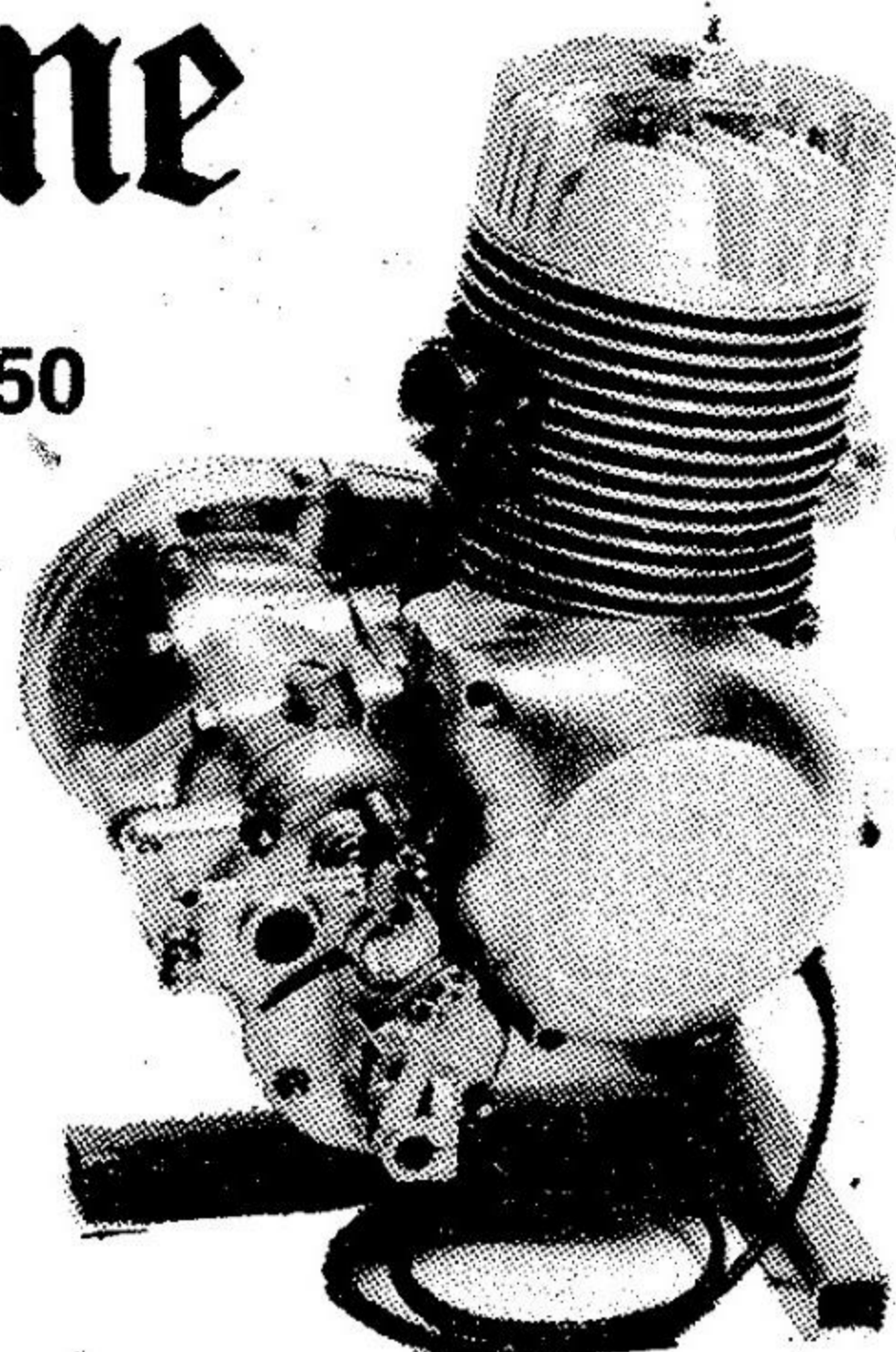
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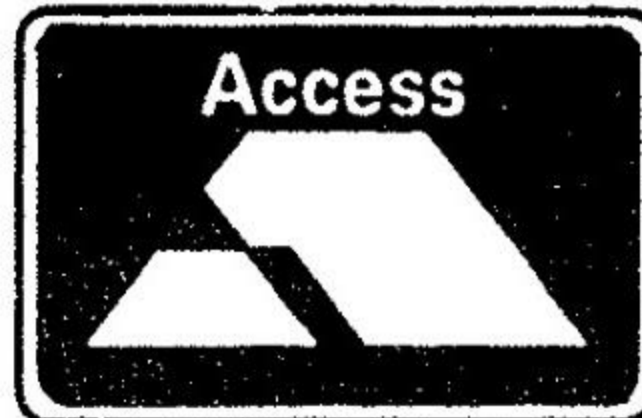
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HESKETH 250 CHALLENGE . . . ROUND 9

Three Sisters 28th November 1990

Unfortunately for this last round of the 1990 Challenge the most appalling conditions persisted at Three Sisters. To describe the meeting as wet would be a gross under-statement. The track and pits were flooded and it became increasingly difficult to race, spectate or try to write a report. However, the first heat had non Challenge driver, British and European Champion Ian Shaw on pole and it was he who took the flag in dreadful conditions. Martin Wall was next up with another non challenge driver, Ian Holt third. Kennings, Hems and Mayers followed with Grainger...also non challenge....next up. The second heat was not a lot better as far as weather was concerned, in fact the casualty list was worse than in the first heat. By lap three Shaw was in the lead opening up a gap to Fisher and the rest. Holt and Kennings got the better of Fisher with Hems well down in fifth place. Peters

was floundering at the rear and was the last of the survivors. Shaw went on to take his second win of the day with Holt in second spot. Kennings was the first challenge driver home ahead of Fisher, Hems and Pedelty. With further heavy rain and darkness coming in the final was not run...positions being decided on heat results. It was evident that a number of those present had no intention of venturing out again anyway. It was a shame that such an awful day brought to an end what had been a very enjoyable Challenge.

Positions after 9 Rounds

1. Bob Kennings	557 points
2. Paul Pedelty	447
3. Trevor Cryer	433
4. Neil Hems	430
5. Martin Wall	339
6. Ian Woodcock	327
7. Rob Peters	327
8. Paul Studley	321
9. Malcolm Green	307
10. Roger Mayers	263
11. Steve Smith (Yamaha)	196
12. Karl Fisher	188
13. Gary Millward	109
14. Andy Griffiths	98

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Earlydrive at Brands Hatch, where youngsters under the age of 17 can get behind the wheel of a car in complete safety, is to enter the karting arena in 1991 by supporting two of Britain's top junior drivers.

Nine year old Tom Sisley from Ashford in Kent and 12 year old Daniel Wheldon from Emberton, Buckinghamshire will carry the Earlydrive colours throughout '91.

Sisley will continue in the Cadet category with his Allkart whilst Wheldon will move up to

the Junior Britain class.

Top of the range AWS race suits will be provided and the Earlydrive advertising campaign will support the youngsters as they strive to add to their already impressive karting records.

Earlydrive is primarily aimed at the under 17's but with over 4000 participants in under two years it is about to expand to include more mature pupils who have previously not learned to drive.

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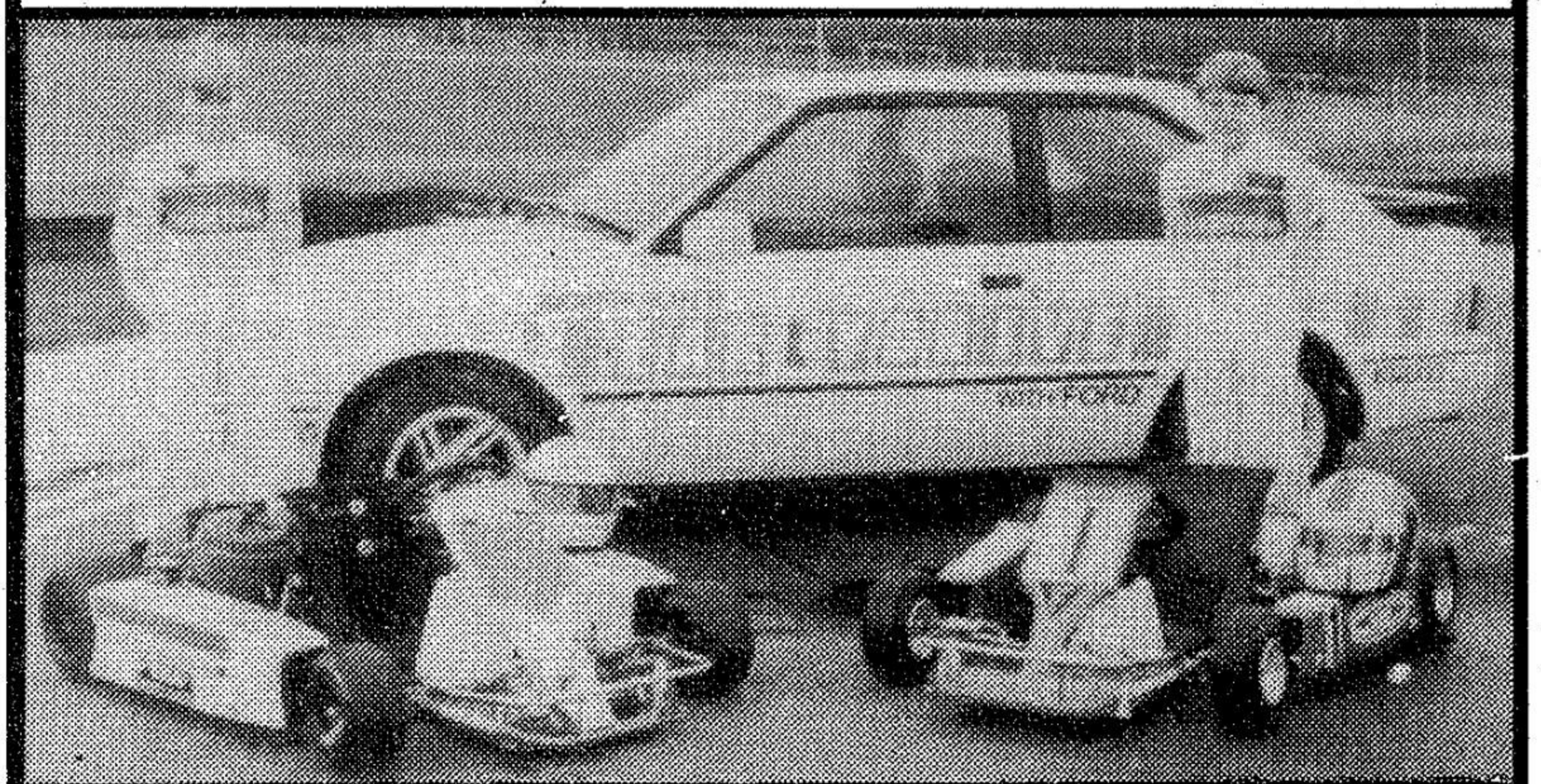
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successful and
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CLUB SCENE

British Champion Tom Thacker Jnr challenging and passing. Trying to get back on terms Sifleet spun at the Chicane before touring in to retire. Steve Hurst was promoted to third followed by Chris Flitney, novice Tim Gibson, Graham Payne, Martin James and a quick Simon Bateman. Tony Wilkins eventually got away last, but did manage a finish despite a few pit stops. As Bateman worked his way through. Tom Thacker had taken over at the front, only to miss a gear and let Hurst through into an unchallenged lead. Bateman was fourth behind Whitehouse, the latter having lost touch with Thacker. He took Whitehouse at Wilkins, set off after Thacker, catching him a couple of laps later. As Thacker succumbed to the inevitable at Stratford Hurst cruised to the win at the head of thirteen finishers ... a better percentage than the 250 Nats. Bateman, in second had won the Club Championship followed by Martin James and Gordon Maidment.

Incidentally the Shenington Committee, in completing the ABkC questionnaire the following evening, rejected totally the suggestion of phasing out the class.

Combined 250

The two Inters started at the back of the grid but Perkins soon carved his way through the field to fourth on the road. Mark Allen was well away at the front on his Zip Eagle, followed by Pat Tomkins, Clive Gardiner ... about to slip to 8th before retiring. Lenny Knox, Steve Thornell and a slow starting Club Champ, Chris Tomkinson ... in his last

race before retirement. Allen was already four seconds ahead whilst Chris Tomkinson pulled up to third, not quite reaching brother Pat, who was safe in second. Knox, Club Championship runner up, came home fourth ahead of Track 1 Racing's Mark Ashe on his Dino/KMP Yamaha.

Snippets

The next race meeting is on February 17th with a work party outing on March 3rd.

The Clubman Classes in Junior and Senior Britain will only be open to Novices (any engine) and the 1989 Blue Book engines e.g. Parilla TT 27/31 etc in 1991.

The Dinner/Dance and presentation evening is at Kenilworth on 1st February and will be followed by the AGM and election of Committee at the Bowling Green Inn, Southam on Wednesday 20th February.

Thanks to all hard working officials, Clerks of Course, Scrutineers, starters, marshalls and last but not least the lap scoring and results team.

RESULTS

Junior Britain Clubman

1. Dean Haddon, Dino/DMA TKM
2. Adam Wilcox, TKM/TKM
3. Gavin Jones, Gillard /TKM

Junior Britain Super

1. Ralph Firman, Dino/TKM
2. Darren Malkin, Tonykart/TKM
3. Chas Butler-Henderson, Wright/TKM

Senior Britain Clubman

1. Dave Ashe, Colt/TKM
2. Lee Seffron, Anderson/SKS Parilla
3. Chris Chater, Allkart/BG Parilla

Senior Britain Super

1. Martin Verity, Wright/Sirio/TKM
2. David Hodkin, Boxer/Parilla
3. Lee Brooks, Colt/TKM

100 National

1. Paul Wilkes, Wright/Rotax
2. Nick Dudfield, Wright/Rotax
3. Christian Horner, Tonykart/Kart Equipe Rotax

125 National

1. Julian Thomas, Anderson/CSK Rotax
2. Mark Gellatly, Zip Bandit/KMP Rotax
3. Kim Marks, Stratos/Minarelli

210 National

1. Steve Hurst, Zip/HRE
2. Simon Bateman, Dino/Villiers
3. Tom Thacker Jnr, Invader/Invader

250 National

1. Mark Allen, Zip Eagle/KMP KTM
2. Pat Tomkinson, Dino/KTM
3. Chris Tomkinson, Dino/KTM

250 E

1. Robert Perkins, Zip Eagle/KMP Rotax

SHENINGTON 1990 CLUB CHAMPIONS

Junior Britain Clubman Matthew Bettley

Senior Britain Clubman .. Jamie Bond

Junior Britain Super Nick Smith

Senior Britain Super Guy Wood

100 National ... Christian Horner

125 National Kim Marks

210 National Simon Bateman

250 National ... Chris Tomkinson

Report by Graham Smith

KIMBOLTON 9TH DECEMBER

In spite of heavy snow gripping the country the amount of white stuff at Kim was minimal and the good turnout for Saturday practice had a good, if slightly damp day. Some didn't even make it back on Sunday due to the weather, or did they do the sensible thing? ... and stay in bed.

125 drivers raced on Sunday but due to delays in getting the track thawed out after early frost it was only possible to run two extended heats for each group. A decision was made that the meeting would count for Winter series points but a rule change means that drivers will only count their best two results from three.

Junior Britain Club

Iain Remmers led the first heat from start to finish and he went on to take second place overall. The best drive came from Justin Coe, who worked his way through the field to win the second heat and the overall trophy. James Goode took the Driver of the Day Award for his persistency. Knocked off by a backmarker whilst leading, he restarted and came home eighth.

Junior Britain Super

A newcomer to Kim, Dillon Battistini, took the honours with a first and second, just beating Lee Hammond who had a first and third.

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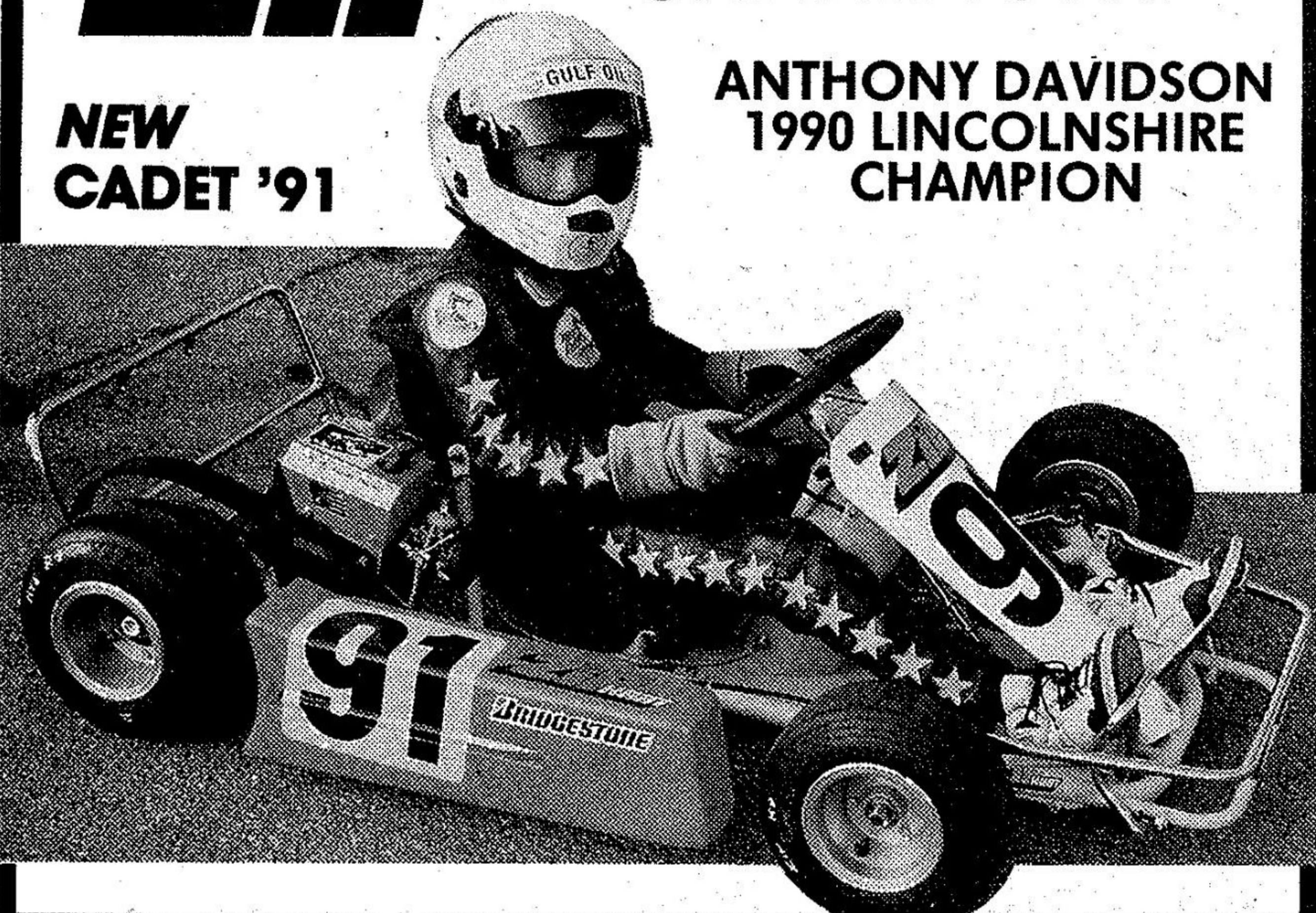
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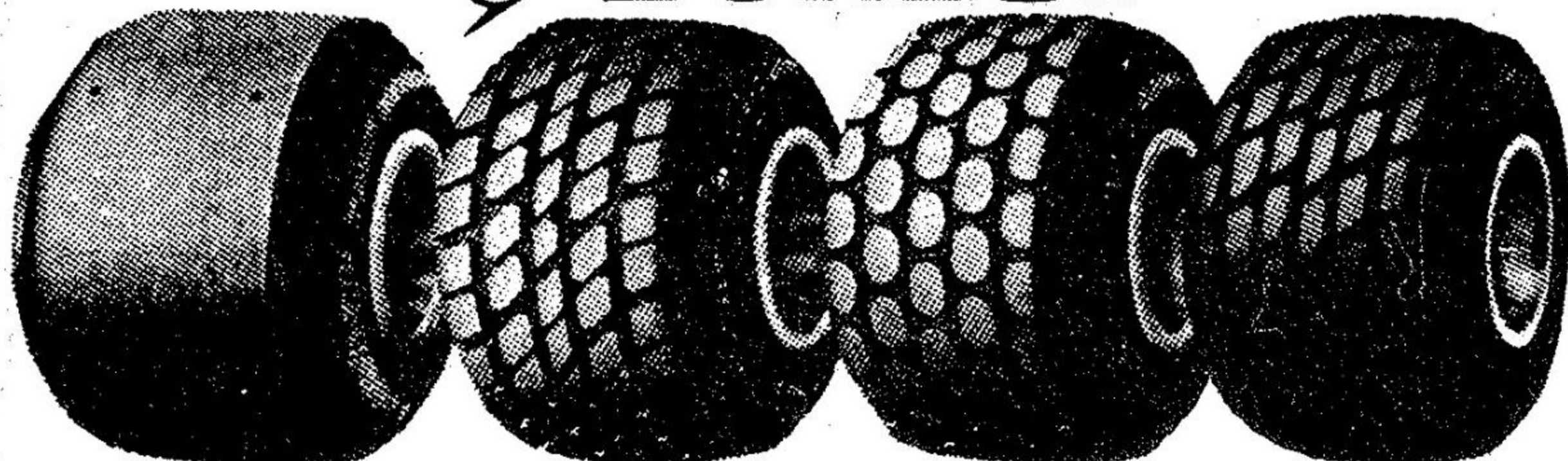
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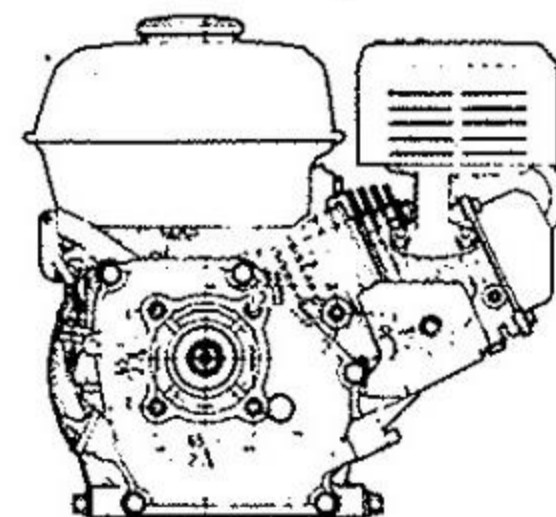
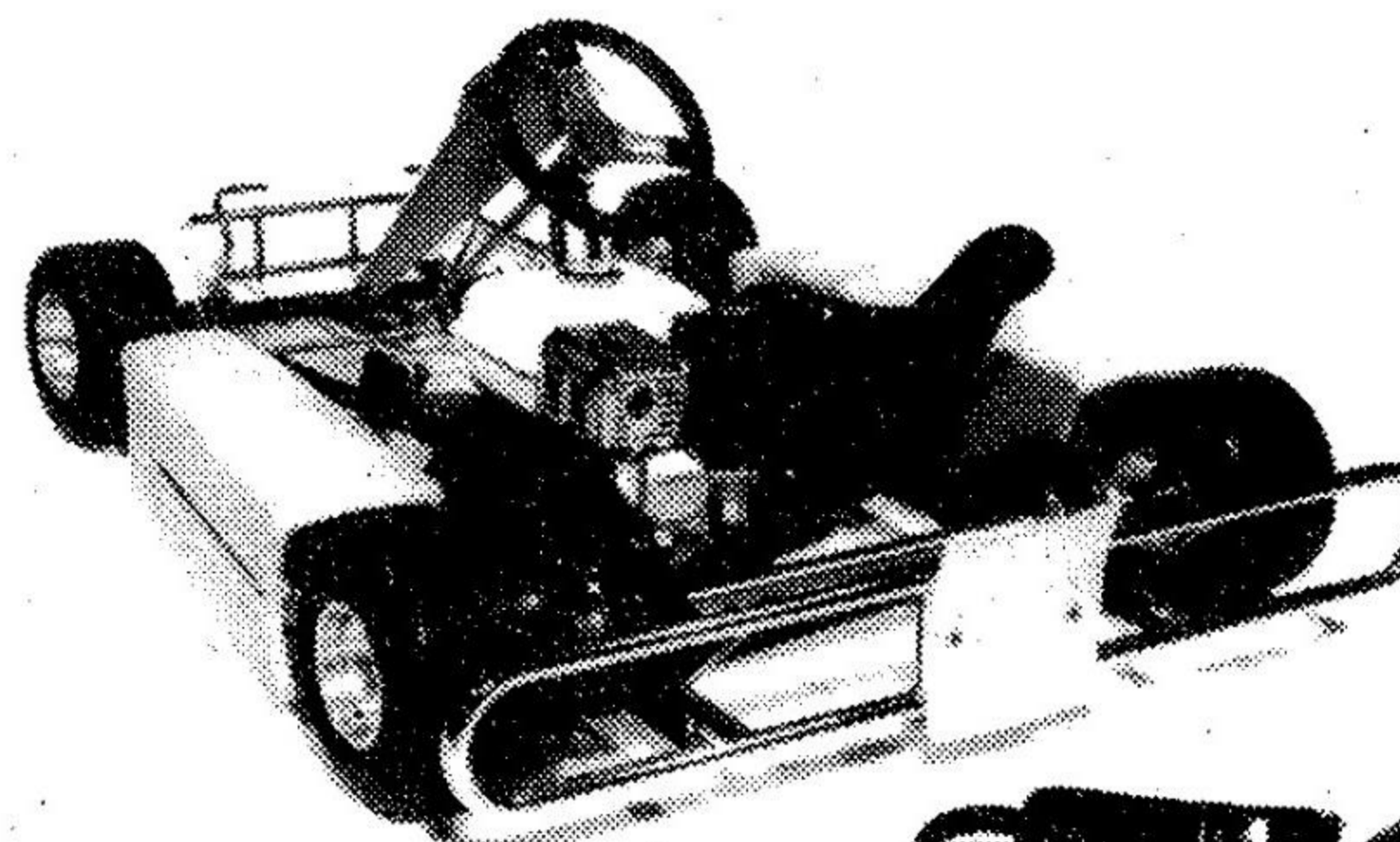
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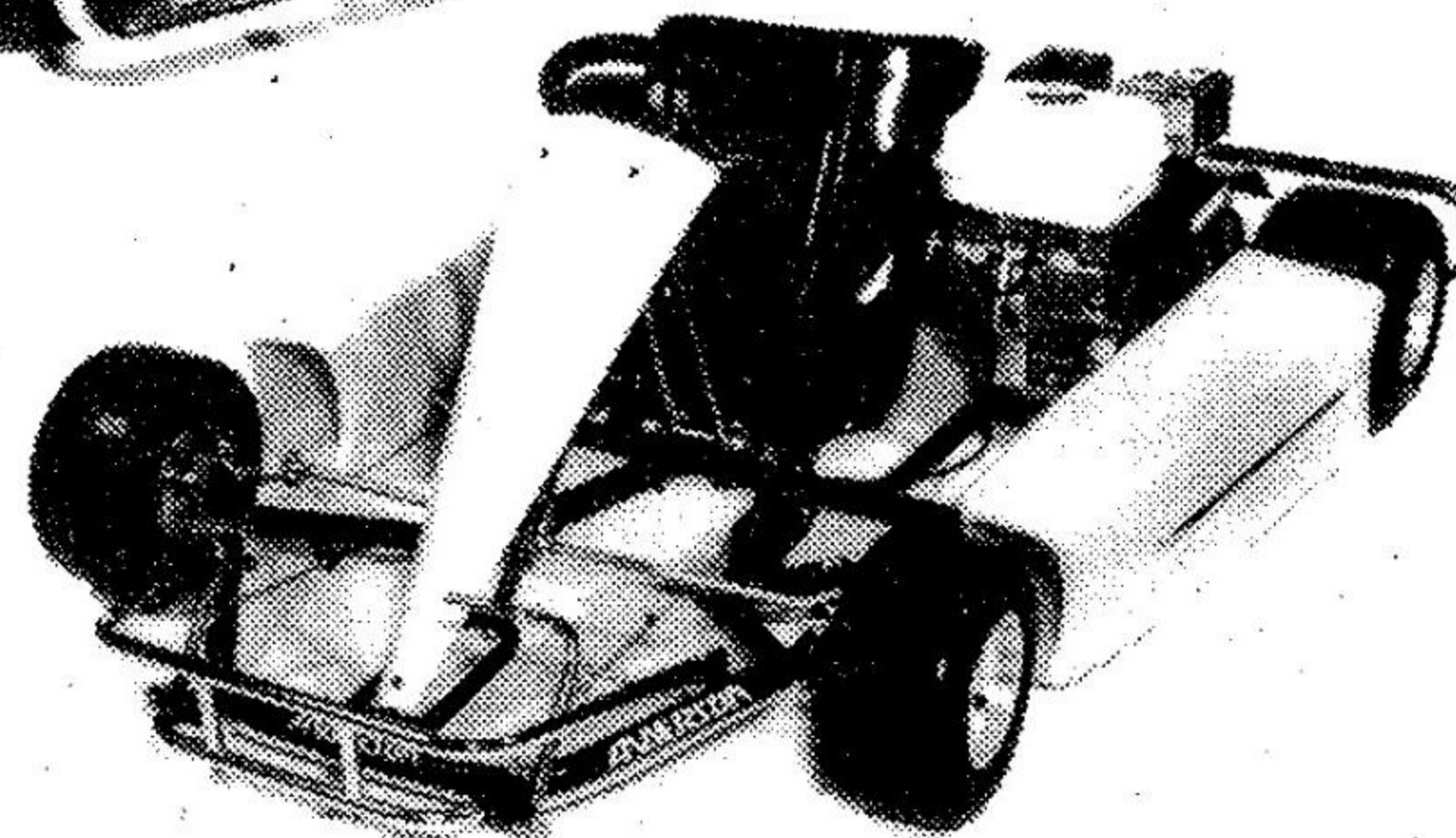
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BLAIR'S BABBLINGS



TOP TEN TIME!!

Recently I was asked if I was planning to do another 100 cc top ten along the same lines as the one last year. I haven't really been to enough Super One meetings to make an accurate assessment but, nevertheless, I have been persuaded to do one based on results achieved and my overall impressions at the meetings I did attend. Great credence is also given to style, commitment and the 'what if' factor which can affect results so badly. The usual disclaimer applies, opinions expressed are my ownif you disagree by all means write and tell mediscussion is a great way of communication.

JUNIOR BRITAIN

1. GUY SMITH

Although number two in the final RAC standings, I felt that Guy was my number one due to his approach to his racing, VERY professional. He's been in Juniors for ages and has recently graduated to the Super ranks, finishing well up at the Open Champs at Langbaugh. His leaving the class creates a gap which will be eagerly filled by a number of those listed below.

2. RALPH FIRMAN

Crowned Champion after the protest-laden last round at Langbaugh, meaning he out scored Smith over the season. However, he gets my number two as I think his performances are not quite as convincing as his speed suggests they could be. I believe that the guiding hand of a certain Mr. Fullerton has played a part this year. He only deals with winners so expect an even better showing in 1991.

3. JAMIE DAVIES

The 1989 British Champ did well to defend his title so well against better budgeted drivers and campaigned the Atomik engine with aplomb, even winning the RAC Open Championship at Rye House. Rye is a notoriously difficult circuit to get right so his performance was all the better. He will be up there shooting it out with the rest next year.

4. MICHAEL SIMPSON

His World exploits have certainly put the polish on a very good driver. Perhaps the best indication of a drivers progress is at Club level. After a year of Super One and the Junior World Champs he returned to a familiar haunt and completely destroyed a very good Junior field. With continued progress there is no reason why further improvement cannot be achieved.

5. JAMES MATTHEWS

The 1989 'O' plate holder had a rather more difficult time in 1990 but his commitment was undiminished which is why he is placed so high. His continuing involvement with the Kartsport equipe will, no doubt, help him regain the form we know he is capable of.

6. HENRY STANTON

This driver improved beyond recognition in 1990. A poor 1989 had meant he would need to qualify which he did at Felton in grand fashion. Thereafter, he proved that he was worthy of being in such exalted company by stringing together a series of very good results.

7. JOSH COBB

Not perhaps the best of seasons for Josh but there was enough

there to justify his inclusion in the top ten. As Works driver for Ricky Grice's Colt marque, he will always be certain of the proper back-up necessary for the modern racing campaign.

8. NICK SMITH

The revelation of the year, without any doubt. Another to qualify at the start of the campaign, he has gone on to some very good results, culminating in him now appearing in the ranks of the front runners. Continued progress along these lines will ensure that Nick stays near the front.

9. JAMIE PATTEN

Deceptively quick driver who suddenly appears on the leaderboard. Another of the South West clan, Jamie does well at tracks outside the region as his fourth overall in the Championships attests. However, the style and commitment are very restrained and he does not appear quick at all. This has weighed against him in this assessment.

10. GLENN CHAMBERLAIN

A new driver to the series who only gained 16th overall in the points table. However, he always gives of his best, is staggeringly fast on occasions and can, with luck, do very much better in 1991.

SENIOR BRITAIN

1. DARRON GIBBS

Well, you didn't really expect anything different did you? Darron dominated the Series, only failing to win at Langbaugh where assistance from Paul Carr was somewhat diluted and his chassis set-up suffered. He also came good at the Rowrah 'O' plate, once the track began to dry, his wet performance not as good as others on the day. Very approachable, Darron is a good ambassador for the sport with a sense of humour good enough to endure the odd leg-pull from others.

2. STEVE HAZLETT

So nearly came away from Rowrah with the 'O' plate but a slight error in chassis set-up cost him time and he had to give best to Gibbs. Fiercely competitive, Steve stands by the unique Knight chassis which he has campaigned with great aplomb over the years. It seems that we may have seen the last of Steve as his dad feels he is too heavy for the current Britain regs. His retirement would be sad news indeed.

3. ANDREW CLARK

Quiet and unassuming, Andrew is also very quick and needs con-

stant watching otherwise his progress is missed. 1990 will be a season to forget8th overall and his best result a win in the Hull road race. Another to get the best out of the Solo motor, its continuing development will assist him in his 1991 campaign.

4. STEVE COOK-MARTIN

Only fourth in my chart despite 3rd overall in Super One and 6th on the road at the 'O' plate. This is due to the pressure I think he was under as the reigning 'O' plate holder. I feel it led to him over driving at times in order to gain heat places so vital at those events. Perhaps a more relaxed attitude will reap rewards as may an official tie-up with the Grice racing team for whom he raced the last few meetings of 1990. Sorry to sound like a school report but he "can do better".
Ed. Since I. B submitted his top ten Steve has written to the mag announcing his retirement. See letters page.

5. MARK BEDDALL

Another driver who gets the results without really looking very quick. Loyal as ever to the TKM marque, he enjoyed early on the benefits of the new KA 100 motor which swept all before it in 1990 and rendered the majority of Parilla and PCR utterly useless. His 'O' plate meeting at Rowrah was brilliant to watch as he carved through from the 'B' to 3rd overall. That was a great performance and indicative of his spirit.

6. PHILLIPE GUIJARRO

Not a name well known at present, but on the strength of some drives this year, it won't be long before he attracts more attention. Phillipe so nearly won the last Super One round at Langbaugh but a lack of experience showed and he was defeated with two laps to go.

7. MARTIN VERITY

Also strung together some very good results, rewarded with 6th in the Championship. Martin is very good on most circuits as his consistent point tally testifies. A good bet for future success.

8. GARETH HESSION

7th in the Champs for Gareth coupled with a good result at the 'O' plate meeting capped what I think was his first year out of Juniors. Scored consistently in the 80's during the series with a couple of three figure scores too. If he can get the hundreds more often, better single figure plates will become a regular occurrence.

9. ANTHONY CLEAL

Anthony's laid back style scored against him here, although he wound up 5th in the RAC Championships. Tends to operate bet-

CLUB SCENE

been seen since the Super One when the sticky Vega rubber was down and were half a second quicker than the (colder) meeting a couple of weeks earlier. As the leaders lapped a backmarker, Malkin lost the tow and Firman pulled clear. On the last lap Doug Bell, on a PCR chassis, made a move on CB-H, tapped his back bumper provoking a spin down to eighth on the road. Charlie finished third and third in the Club Championship by a single point ahead of Malkin. Nick Smith had already sewn up the Championship with brother Malcolm in runner-up spot albeit eighth on the day. In Clubman Haddon made an amazing recovery from the B Final to come through and take the class, fifth on the road. The Clubman Championship had similarly been earlier won by Matthew Bettley from Eddie Mendel.

Senior Britain Clubman

Dave Ashe had swapped places with his Colt mounted compatriot Lee Brooks and despite a

challenge from Lee Seffron's Anderson held clear for a win. Colin Peacock followed some way behind Seffron, pulling four seconds clear of a crocodile consisting of Donald Fowler, Andre Clare (until he spun at Wilkins), Pete Johnson (about to slip to 12th) Matthew Green, David Williamson and fast climbing Chris Chater. As they rounded Pits in neat pairs Chater made his move up to fifth, then fourth at Wilkins, to set off after Peacock, catching him and diving past at Stratford a few laps later. Brett Upperton was also moving up fast, finishing 5th but excluded for a wrong engine number, handing the place to Piers Guest. The Club Championship was taken by Jamie Bond ...9th on the day ... by only three points from runner up Lee Seffron.

Senior Britain Super

As Martin Verity pulled clear on his Wright/TKM the similarly mounted David Clarke held station at the head of a queue with Chris Cox, David Hodkin,

Lee Brooks, Nick Smith ...soon to make up another place only to be excluded at the finishthen came Steve Boreham ...losing touch to fall behind Andy Waterman in the next bunch. Ex Juniors Cox and Smith were in their first Senior race with the latter struggling with faulty carbs in the heats. As Verity put in a lap of 46.18 Cox made his move but it all went wrong as his kart flipped violently at Wilkins. In the ensuing chaos Lee Brooks took the opportunity to slip into third and David Hodkin took second. That was how it finished as the red flag came out. Guy Wood in ninth had done enough to hold off Steve Boreham's challenge and claim the Club Championship by just one point ...the absent Peter Burden back in third.

100 National

Another splendid race in Nationals as the two 100 Super drivers led away on their Vega rubber. Gary Moynihan, trying a Tecno, pulled clear of Bobby Game on his regular Allkart leaving a huge fight behind. Nick Dudfield had

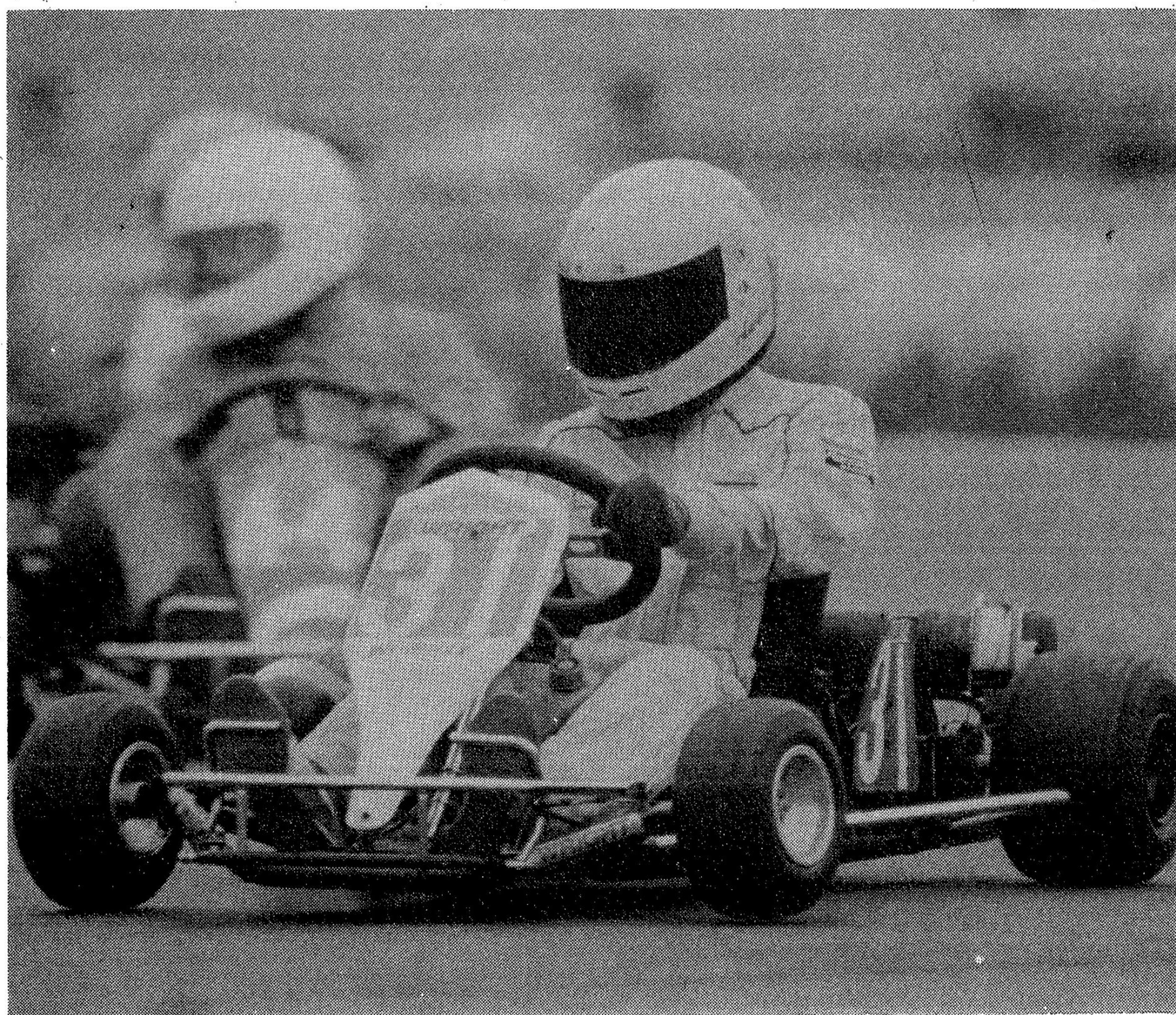
made a super start from the second row to squeeze into the lead at Cafe but a couple of laps later was demoted by Paul Wilkes at Stratford. Dudfield could not relax for a moment because the slightest move off line would let the closely following Andy Cox through. Chris Horner caught up with this bunch, followed by a lonely Parafango ...alias Stuart Freegard, then Kevin Ellis, Ian Cantwell, Simon Mauger and Nick Clark challenging for the Club points lead. Nick Dudfield tried hard to find a way round Paul Wilkes at Wilkins but unsuccessfully whilst Horner was on the tail of Cox and rather surprised him by barging through at Stratford. Chris was desperate to keep enough places between him and Nick Clark, but this move was enough to take the Club Championship by only two points. Dudfield had one last try, taking the lead again at Stratford only to lose out once more through the Chicane with the loss of momentum almost allowing Horner to close up.

125 National

Any chance Alan Dell had of challenging Kim Marks for the Club Championship came to nought when he collided with wife Maggie at the start, getting away last and leaving Maggie sidelined on the grass. Mark Gellatly, again on a Zip Bandit, had taken the lead and indeed pulled out a few lengths from young Julian Thomas on his Anderson. The pair pulled away from a lonely Kim Marks, well ahead of Chris Lord, who was soon to be overtaken by Dennis Gale. Lorraine Wilson followed some distance back in sixth with Steve Arnold making up places fast from the back to challenge, but not pass, Lorraine. At the front Thomas caught Gellatly and they circulated together with Julian looking for a way through, even drawing alongside on Pits Straight. Eventually he made a very brave manoeuvre ...round the outside into the Chicane, as Mark left the door open just too much, took the lead and went on to take victory.

110 National

A good entry of 19 turned out for the special TT Trophy meeting showing that 210 racing is alive and well. Jason Whitehouse eased away into the lead, followed by Mick Sifleet with new



Chas Butler-Henderson in Junior Britain Super, Sherington, December '90.

Pic: Doug Rees.

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ter on faster tracks but his scores were beyond reproach anywhere.

10. JIM RAINBIRD

Qualified for the Series at the last gasp at Fulbeck but thereafter acquitted himself very well in one of the few Zip chassis seen in Super One. Essentially a low budget outfit, he gets some remarkable results nonetheless.

100 NATIONAL

1. NEIL HANN

The Rockstar is still going and still showing the young 'uns who is best. Neil had a very good series and fully deserved his second 100 National Champs win, 12 years after the first. Consistency was the key to his success but he still had to be quick. He now moves up to Supers again where I can't see him being quite so successful against the young lions in that class.

2. ALAN MACKAY

Alan started the year as a qualifier but by the end of it was established as a front runner, winning the last round and nearly snatching the Felton win from Hann. But for a duff plug in the Pre-Final, the result of the Langbaugh 'O' plate might have been different. Tended still by Steve Ogden, Alan manages to overcome that handicap with a smile. (That's me in trouble again!).

3. GORDON DUNCAN

Disastrous RAC Series for Duncan but typically, he never stopped trying. This was rewarded in the end with the Title of British Open Champion, taken quite convincingly at Langbaugh in October. Having moved from Sprint to Hutless, he has also gone on to TJ prepared Atomik power with the best possible results.

4. RICHARD WESTBROOK

Started the year very convincingly but the challenge faded as the year wore on. This lack of consistency was probably what cost Westbrook and Yorke their title chances. There needs to be more of a sustained challenge if the Championship is to be a reality.

5. CHRISTIAN HORNER

Very consistent throughout the year and by the time the season drew to a close at the 'O' plate, he was ready for a win. Only a slight tardiness off the line robbed him with the loss in initial momentum. Look out in 1991, if he stays with the sport he will be one to beat.

6. MICHAEL MOORE

Always in with a shout, Michael usually spoiled it by getting in-

involved with other incidents, thus denying himself better finishing positions. Perhaps a more careful approach will cure that and get him to the front where he would thrive. (I should stress that such incidents as referred to are not caused by Michael, but he should try to avoid them).

7. RICHARD YORKE

Second overall in the Championship but his style worked against him in this table. Speed and commitment are not in doubt. The yellow PCR suit also gives a good impression of progress on the circuit.

8. STEVE MERRY

Some very good results for Steve, one of the highest placing for an ARC driver. With a very distinctive helmet, Steve's progress is easily monitored and as that is fairly rapid, it's just as well.

9. GRAEME MELVILLE

Robbed of some very good results by some bizarre occurrences including an exclusion for his noise box falling off. That was after a 4th place in the final...from the 'B' final too! His commitment is undiminished and he remains one of the best young drivers around at the moment.

10. LEE JOHNSON

Although not seen in Super One, Lee made a very real contribution to the K & S Series and should have been better rewarded than he was. His commitment was particularly impressive at the 'O' plate and if we do lose him to FF 1600 then the car world will get a real tryer. I wish him every success.

100 SUPER

1. DAVID CUFF

Showed real class by winning three out of the six Super One rounds but a brush with officialdom took him out of two meetings and ultimately robbed him of the British Crown by three points. Outstanding winner of the 'O' plate at Langbaugh, he looks set to graduate to the new Vauxhall Junior Formula in 1991. He was also in the final few selected for the McLaren/Autosport award. The results of that should show him well to the fore.

2. STEVE BROGAN

British Champion for 1990, rounding off a very successful first season with the Wright marque. Always quick in qualifying, he carries his attack through to the racing as well. Steve is very impressive both on and off the track and he, like Cuff, was a finalist in the Autosport scheme. I am not sure what his plans are but he will do well whatever they may be.

3. PAUL EVANS

Although only 8th in the RAC Champs, his committed performance in the 'O' plate has lifted him in the rankings. His overall attitude to the meeting was a joy to behold and he was right with the leader until a few laps from the end. His 1990 season continued at the wheel of a Formula Forward in the Brands series...doing well with little experience of the car.

4. JEANETTE PEEK

Jeanette had a great year in Nationals during 1989 and would have benefited from a further years experience. However the RAC ruled that she had to do Super and she had adapted well to a more professional and harder class. Fastest in Timed Practice for the 'O' plate was a well deserved accolade for this rapid young lady. She will be a front runner in 1991, and would have been even with Cuff, Brogan et al missing.

5. JAMIE SPENCE

Having completed his first full year in the class, Jamie has shown some good touches culminating in a win at Larkhall but is not yet consistent enough to mount a concerted effort on the British Title. With a years experience behind him, I expect him to do rather better than 5th in the Champs and significantly improve on that number.

6. BOBBY GAME

Rather an up and down season but the spirit of the driver was never diminished and that counted for a lot in my assessment. His equipment always seemed well sorted and his ability as a driver was never in any doubt. He maybe needs a little

more upper body strength to gain the advantage we all seek.

7. PAUL IBBOTSON

Perhaps a little low down in the list, but he ran consistently and without really catching the eye until the 'O' plate. A protege of Paul Fletcher, he has the backing to really go places. Using that backing to advantage is the major task facing him in 1991.

8. GARY MOYNIHAN

In terms of results Gary is perhaps fortunate to appear at all. 1990 was not the best year for Deavinsons and their chassis was definitely lacking something. Gary never gave up though and will no doubt be trying hard in '91 to eradicate memories of 1990.

9. BIFF HARRIS

One of the old school who date back to 100 International (before the CIK messed up the World Champs), Biff has had a comparatively good year, winning the Felton round only to be excluded because the noise box fell off. Still having fun, Biff should be the role model for the new age of karters. Very fast but enjoying life as well.

10. RICKY FLYNN

Ricky won at Felton as a result of the Harris exclusion although he would have preferred to win by other means. That was the highlight of the year without doubt and the same comments regarding driving ability etc made about Bobby Game also apply here.

So there you have it, my nominations for the Top Ten. If yours are any different....who really cares?.....it's all good fun anyway.

IAIN BLAIR

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

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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.

LONG CIRCUIT REVIEW . . .

1990

I am sure no one involved in Long Circuit racing will need reminding that the 1990 season was one of turmoil, with noise playing a leading role. Dissatisfaction over Championship information and the regulations etc brought about more moans.

Inevitably the Governing Body, the RAC, came in for a lot of flack with Kart Executive Ron Brassey bearing the brunt of it.

It all began really at the opening round of the Championship held at Snetterton in March. The drivers knew little, if anything, about the Series Regulations etc . . . the Clubs didn't know much more and there was a general feeling amongst the drivers that no one really cared anyway!

That Snetterton meeting ended with further problems when virtually all those present were excluded for being over the noise limit. A protest was lodged and after a lengthy Stewards hearing it was upheld with all noise readings on the day being declared null and void! It didn't end there though, for at the next round . . . Cadwell in April . . . it got worse. Horrrendous queue built up as drivers waited for a noise test . . . and once again the inconsistencies were evident for all to see. Some drivers were in absolute despair as different readings were recorded throughout the day . . . from the same equipment!

Disqualifications added to the unrest with some competitors threatening to pull out . . . and go fishing . . . or something similar!

The Clubs were also taking a lot of the criticism . . . they were after all in the direct firing line . . . and it was John Shaw of Cadwell who made the first move in an effort to rectify the situation when he called for a meeting of all Long Circuit Clubs and the RAC.

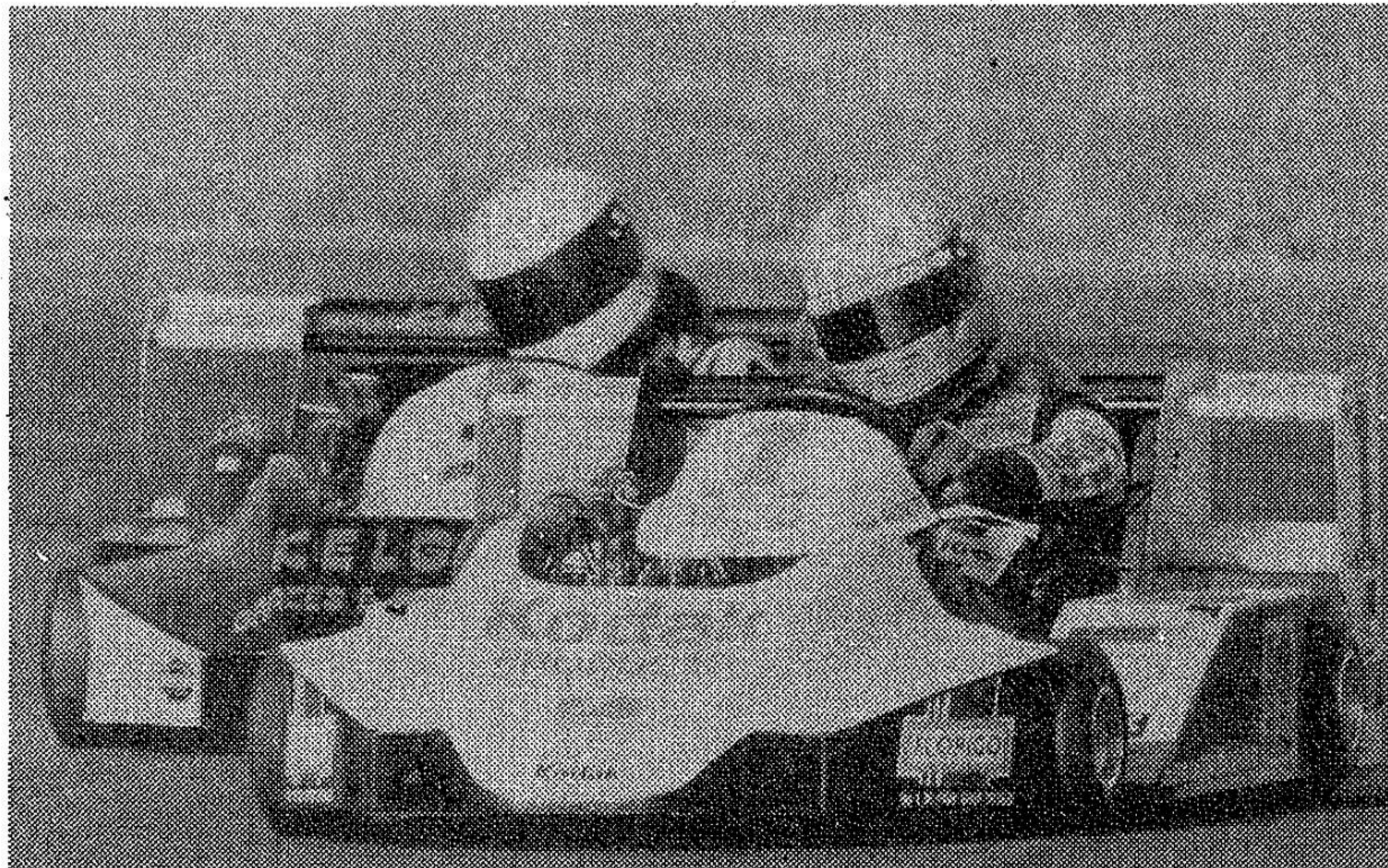
That meeting was duly arranged and after much discussion changes were made to the noise regs and the Championship format.

Those changes were circulated to all competitors . . . and the bullets flew once again! Pembrey was the next port of call and there was still a strong feeling that the situation was no better . . . if anything many felt it was worse.

Letters and phone calls had come in to yours truly . . . as Co-Ordinator of the Championship . . . and it was apparent that the situation demanded urgent action.

The Chief Executive at the RAC MSA was then brought into play and the whole thing turned turtle.

PAGE 12



Tim Parrott did what no one else has done . . . retained the 250 E World Championship.

Pic: Doug Rees.

The June issue of K & S carried a page headed "RAC ABOUT TURN" and it was all change yet again.

A decision was made that as from May 23rd noise tests would be conducted at what were effectively the 1989 regs . . . 13 metres per second rather than 15, thus giving a drop in RPM whilst retaining the 104 maximum limit. The manner in which that decision was reached did not go down too well in some areas but . . . from that point on things did begin to settle down a bit.

By the end of the year . . . in fact well before that . . . a large number of drivers were presenting themselves for testing and recording figures well below 100. A lot of hassle had been caused but at the end of the day the aim of reducing noise levels had been achieved.

Many drivers were seen with a smile back on their faces and long circuit karting returned to racing rather than devoting a whole meet-

ing to beating the dreaded noise meter.

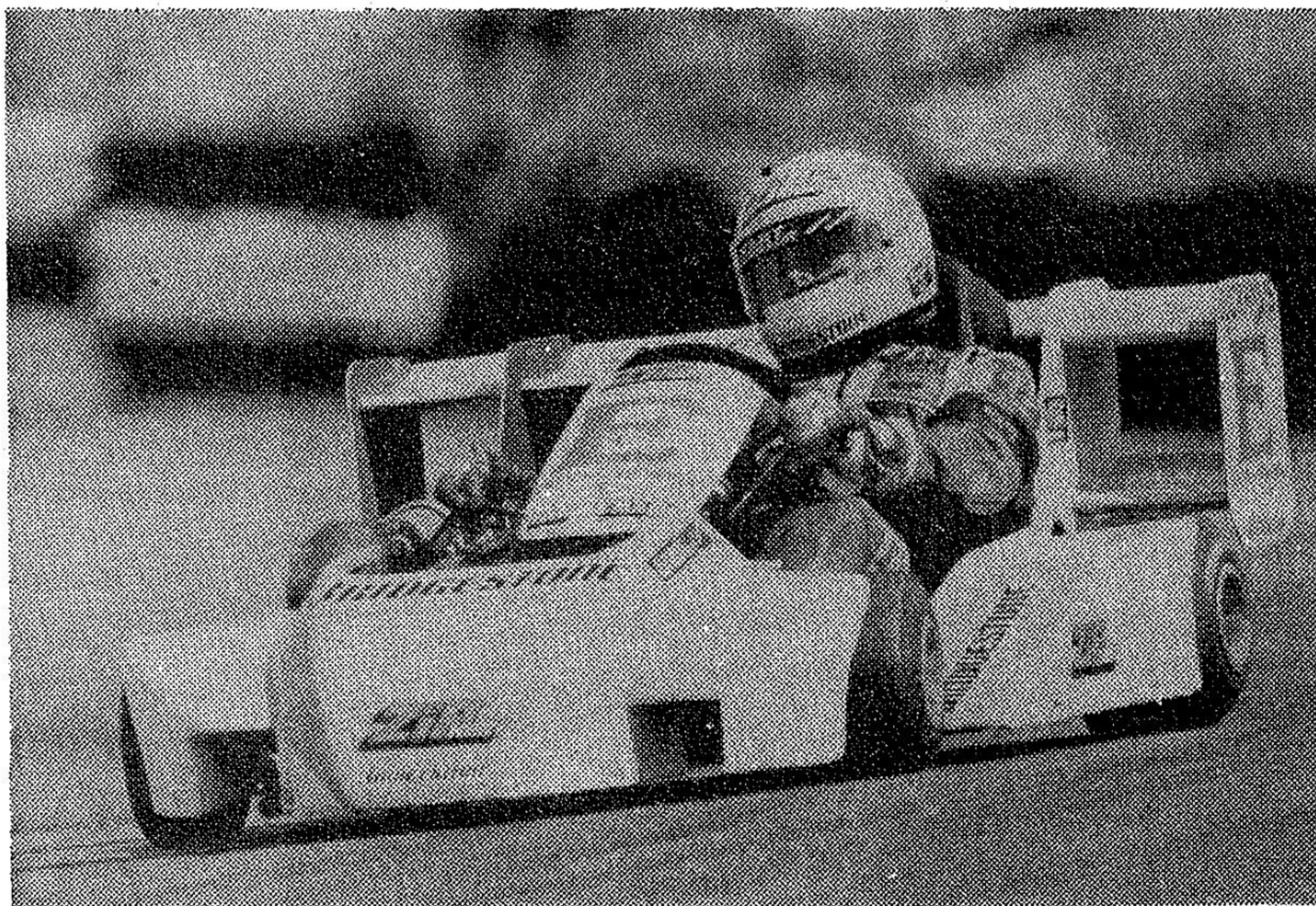
Perhaps the irony of it all was that almost without exception everyone agreed that a noise limit was necessary . . . the on going arguments chiefly centred around the methods used . . . the inconsistency of it all . . . and whether the limit in force at the time was achievable.

"Karting into the Nineties" proclaimed the publicity brochure . . . I don't think anyone could have forecast just how stormy that entrance would prove to be.

The British Championship was all over by July . . . another point which did not meet with much approval . . . and the following month it was the big one . . . the Silverstone Grand Prix.

Would you believe that was also surrounded by controversy?

Of course you would . . . by this time it was almost expected and the Northamptonshire venue did not let us down!



Ian Shaw took three titles in 1990 . . . British and European Championships and the Grand Prix.

Pic: Doug Rees.

Noise exclusions affected a number of drivers . . . mainly visitors from Scandinavia resulting in some rather angry scenes outside race control. Two of our top drivers . . . Ian Shaw and Roger Goff . . . were involved in fuel irregularities and out on the circuit there was an abundance of red flags!

The general feeling was that the on-track problems were mainly caused by the inexperience of the so called "once a year" drivers . . . having dusted down their equipment and thrown themselves into the Grand Prix melting pot. Their lack of experience was evident and a number of the long circuit regulars strongly voiced their opinions. Clerk of Course, Peter Carter was in the thick of it and it was his unenviable task to try and restore some order to proceedings.

The outcome of it all was that in 1991 there will be a form a qualifying necessary before entries are accepted for the Grand Prix. That is a move that most drivers have applauded.

Amidst all the high drama of 1990 moves were made on behalf of drivers and Clubs with the result that the Association of British Kart Clubs was formed together with a Drivers Association. The former was chiefly made up of Short Circuit Clubs whilst the Long Circuit fraternity had, as a result of that first meeting, continued to work closely together with further meetings being held during the year.

So, that is just a brief resume of what proved to be the main talking points of 1990 . . . the less acceptable face of karting . . . the racing went on as usual and that, on the whole was good.

World Title

The highlight of the year has to be the achievement of Tim Parrott in retaining his 250 E World Title. No one has done it before and whilst many went to the final round at Le Mans still trying to work out all the permutations, Tim knew what he had to do . . . and aboard his Kodak/Florigo Anderson . . . did just that. An outstanding achievement for sure.

Tim then immediately announced his retirement from karting and at the time of writing no one has stepped in with a "Williams" type offer to tempt him back!

The World Series was contested over three rounds as usual . . . Assen in Holland during July . . . Silverstone and Le Mans. British hopes were high going into the opener at Assen but after a number of mechanical gremlins had appeared affecting the performances of Roger Goff, Martin Hines and Ian Shaw, to name but three, it was down to Phil Glencross and Tim Parrott to fly the flag.

The Kelgate backed Roger Goff got it all together though at

JANUARY 1991

CLUB SCENE

FULBECK
25th November
1990

Junior Britain

Darren Manning had pole, his Gillard/TKM combination working well in the cold, mixed conditions. Jonathan Greensmith was also consistent and looked a fair outside bet for the final honours. No messing with this one, Manning saw the green and blitzed the opposition, leading each lap to the chequered and lapping half the field en route. The nearest contender was Brackenbury, who was holding off the attentions of Green. Beales was fourth from Davidson, Wandless and Wilson. Davidson was the first to suffer in the leading group, dropping two places to the benefit of Doug Bell, who was slowly working his way forward. Greensmith sat behind Wilson and was edging his way into the leading group, setting himself up for a top six place. With Manning clear at the front and Brackenbury and Green settled in the next two places, it was fourth place which was up for grabs in the closing laps. Bell had worked his way to a commendable fifth by the ninth lap with Beales just ahead, only for them both to drop out of contention on the final lap...to tenth and eleventh. Wilson came through to fourth at the flag, as Greensmith and Firman rounded off the top six. Firman had been back in eleventh place with just two laps to go. Well done Ralph.

Senior Britain

The top contenders for the final were Stephen Warburton, Jamie Hunter and Andrew Boss, there being little to choose between them. Championship leader, Hazlett needed a good finish to secure his title again, but a first heat DNF had done little to assist him. No 3, Paddy Walsh, was also now out of the running being absent with flu. Hunter was quick at the start, taking an early lead ahead of Warburton. Boss held third, chased by Percy and Hazlett, Sedgewick and Western. Boss came to grief a few laps later when he dropped to sixth place, with Percy up to third. The race was, however, something of a

lottery and was totally dependent on tyre choice. The meeting had been left open and Hazlett, now fourth and on slicks, was driving for a finish without heroics. A fourth would give him the Championship and he was not about to jeopardise it. By half distance the leaders were already lapping the novices, who made up nearly half of the twenty kart grid, with Hunter leading comfortably. Warburton stayed second, whilst Percy was able to keep the reserved Hazlett at bay in fourth. Boss and Western completed the top six, with Aspland and Tetlow the only others to go the full distance. Ninth and one lap down was novice Val Ager, ahead of novice rival Stuart Hellon.

100 National

A small grid of Nationals, eight in total, mostly Rotax with the odd Atomik for good measure. Jan Herbert led from the start, he led every lap and the one that really mattered...the last one. Ibbotson initially gave chase but he dropped to the rear on lap eight and retired two laps later. Richard Mack had trailed Ibbotson from the start and the runner-up spot became his at the flag. Peter Rainer could not hold Payne, who had slowly worked his way through the field from the back to clinch third. Last survivor, in fifth was Ian Cantwell.

100 UK

Yet another strong entry, including five novices. The surprise leader at the end of the opening lap was Ian Bell, who with two fifth places in the heats had shown consistency, but must clearly have been an outsider for victory laurels. David Mansell was set in second place from Richardson, Clarkson, Styryn and Vernon. The following lap and Styryn went missing, whilst on lap three, the new sixth place, Richard Guest, dropped two places to McHugh and Esberger. The latter pair swapped places over the next couple of laps before McHugh gained the advantage. By then, lap five, Guest was back, after his earlier indiscretion, passing both McHugh and Esberger on the same lap and taking Vernon one lap later to claim fifth. On lap seven he was also by Clarkson for fourth and looking good. One lap later though and McHugh was back again, when he went past Clarkson and then Guest to claim

fourth. This was hot stuff! With two laps to go Mansell fell down the order to seventh, letting Richardson take up pursuit of the leader, but Bell was not to be caught and took the honours. McHugh was third until scrutineering when he was excluded for an engine irregularity allowing Guest into the top three. Esberger came home fourth from Tagg and the unfortunate Mansell. First novice, in eighth, was Peter Wing.

125/210

Very easy for the 125 no 1 Stuart Ziemelis, who led from start to finish following his heats white-wash. Wood was second at the start, following a similar heats performance of his own, to finish comfortably in that position at the flag. Bratley had given chase in third, shadowed by Beckett, Oxbey and Powell, before the latter got into his stride and moved up two places into fourth by the end of four laps. At the flag, only Bratley and Powell, finished on the same lap as the leader as the unfortunate Beckett went missing on the last lap. First novice, fifth and one lap down, was Paul Wilkinson whilst the only 210 driver, regular Fulbeck competitor Roger Gregory, made it to ninth and final runner from 14 starters.

Combined 250

A strong entry from the 250's had Woodcock on pole with his F 1/90 Rotax and he led from Geeson, Booth, Keele, George and Kay. By lap two Booth was up to second with Geeson losing another place to George on lap three, the latter showing no desire to lose touch with Booth. Keele and Kay gave chase until lap nine when Kay retired. That allowed Hudson briefly into the top six, before being nailed by Honeyfield on the last lap. A good win for Woodcock, whilst George clinched the number two spot after two-thirds distance, when he moved ahead of Booth. Geeson brought his Zip into fourth from Keele and Honeygold.

RESULTS

Junior Britain

1. Darren Manning, Gillard/TKM
2. Martin Brackenbury, Boxer/TKM
3. Chris Green, Knight/TKM

Senior Britain

1. Jamie Hunter, Wright/TKM
2. Stephen Warburton, Boxer/TKM
3. Mark Percy, Tonykart/TKM

100 National

1. Jan Herbert, ARC/Atomik
2. Richard Mack, ARC/Rotax
3. Matt Payne, PCR/Rotax

100 UK

1. Ian Bell, Wright/TKM
2. Neil Richardson, Knight/TKM
3. Richard Guest, Knight/TKM

125

1. Stuart Ziemelis, Lazer/Rotax
2. Verney Wood, Anderson/Rotax
3. Andy Bratley, Lazer/Rotax

250

1. Ian Woodcock, F 1 90/Rotax
2. Glenn George, Zip/Rotax
3. Ernie Booth, Anderson/Rotax

SHENINGTON 2ND DECEMBER 1990

After the disappointment of not racing in November the 210's appeared in force for the special TT Trophy. At the end of the final round of the Club Championship only the narrowest of margins separated Champion from runner-up in no less than three of the classes. Surprisingly for the time of year the track was dry all day giving good racing conditions.

Junior Britain

The Clubman and Super categories raced together and when Ralph Firman and Charlie Butler-Henderson were called to race control it was not for any misdemeanour but to toss a coin to decide pole position! Ralph won! Darren Malkin made a good start from the second row to grab second behind Firman with CB-H pairing up ahead of Bell. Gareth Hunt, who had showed he can mix it with the Super One boys, held fifth ahead of top Clubman Adam Wilcox, until Edward Horner came past to challenge Hunt. Malkin had his Tony kart handling perfectly, going round Cafe as if it was glued to the track and challenged Firman hard in the opening laps. Those two pulled way from Butler-Henderson, times tumbling from 44.97 to 44.44 seconds. Times like those have not

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Silverstone and after a close fought battle he took maximum points.

The final round at Le Mans will perhaps be remembered, not only for the remarkable success of Tim Parrott, but also, unfortunately, for the fracas which followed a racing incident between Phil Glen-cross and Eric Gassin. Blows were exchanged and at the time of writing a decision was still awaited from the International Governing Body, the CIK.

The European Championship for 250 Formula E was just a single event . . . in Finland . . . that location meaning that a number of Brits opted out. Zip Team driver Ian Shaw did make the journey and was well rewarded, coming home with the European Crown after a somewhat fraught meeting.

National Racing

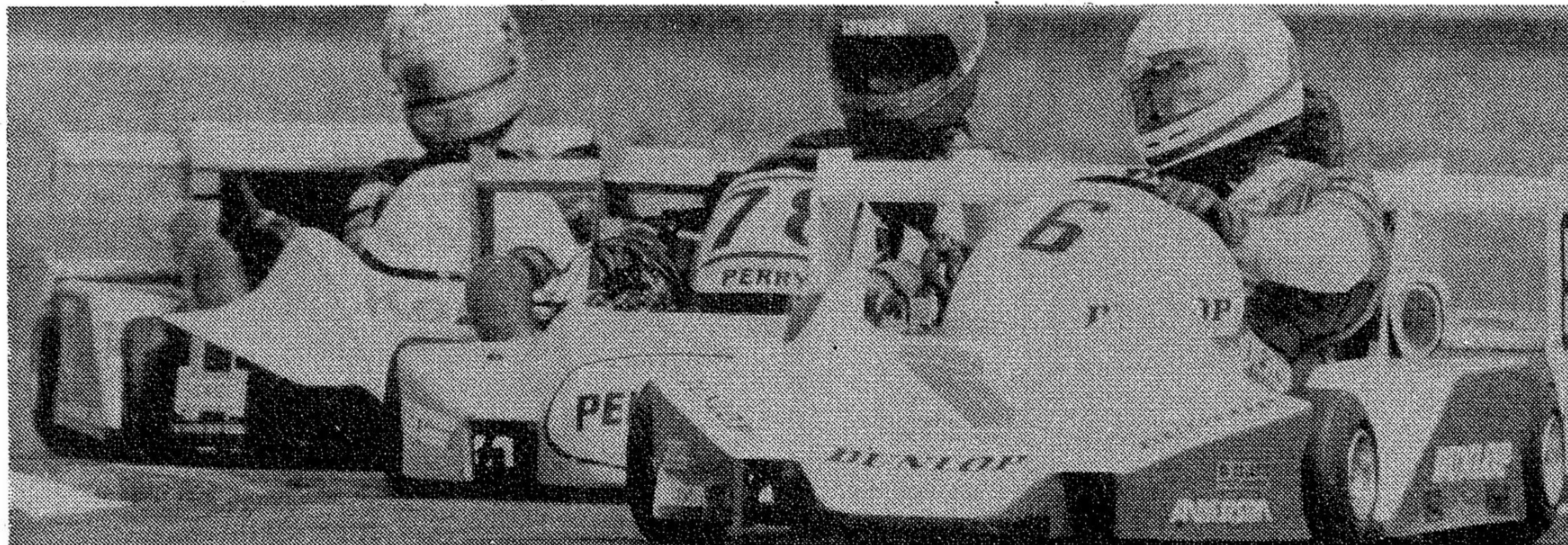
So, what of the National racing during 1990? well, there was plenty of that and most of it was good too, despite the off track problems.

The 125 P & R class at last got official recognition and whilst the numbers were not high the signs are that there will be a substantial increase in 1991. A total of thirteen drivers scored top six finishes . . . what a pity we couldn't have had all of those out at the same time. Had it not been for a . . . hush . . . noise disqualification, Bernie Stoney would have taken the British Title with maximum points.

As it was she recorded four wins, a second and a fourth, showing the men the way home in style.

Steve Pell was the one to take the British No 1 . . . his consistency giving him a top four finish on seven occasions. Gary Needham started the year with a win at Cadwell in February adding another four top six results as the year progressed. Keith Bisp took victory at Snetterton in March, had a second place at Pembrey and a fifth at Knockhill but wasn't seen in the top half dozen again.

Richard Rozhon had a good spell at the start of the year whilst Ryan Baptiste came into the hunt halfway through the campaign tak-



Phil Glen-cross, leading Perry Grondstra and Tim Parrott at Silverstone.

Pic: Doug Rees.

ing a win at Knockhill. He went on to take the July Cadwell, added a second place at Snetterton and ended the season on a high with a victory at Thruxton in October.

Jonathan Vamplew didn't feature in the top six until July but he went on to take another top three place at Cadwell and Thruxton. The only other winner during the year was Gary Ashurst, playing his ace at Snetterton in September . . . the UK Cup meeting. Aboard an Andy Martin F1-90 with Honda power Gary showed everyone a clean pair of heels on that occasion.

You could have been excused for thinking that Boyd Barrington had been granted exclusive rights to first place in the 125 National class. Had it not been for . . . dare I say it . . . a noise exclusion at Cadwell, Boyd would have reached the halfway stage of the season with a maximum of six wins! He missed out at the July Cadwell but then took the final round of the Championship at Snetterton in the same month adding a second place at the September UK Cup event.

It seems almost certain that Boyd will tackle the Open class in 1991 and his third place with water cooling at Cadwell in September indicated that once fully sorted he will continue to be a threat to all.

Wayne Bray had a tremendously successful season, very consistent in taking ten top six finishes from eleven starts. The highlight for the Blackpool driver being his UK Cup victory over Boyd Barrington at Snetterton in September. Timed to

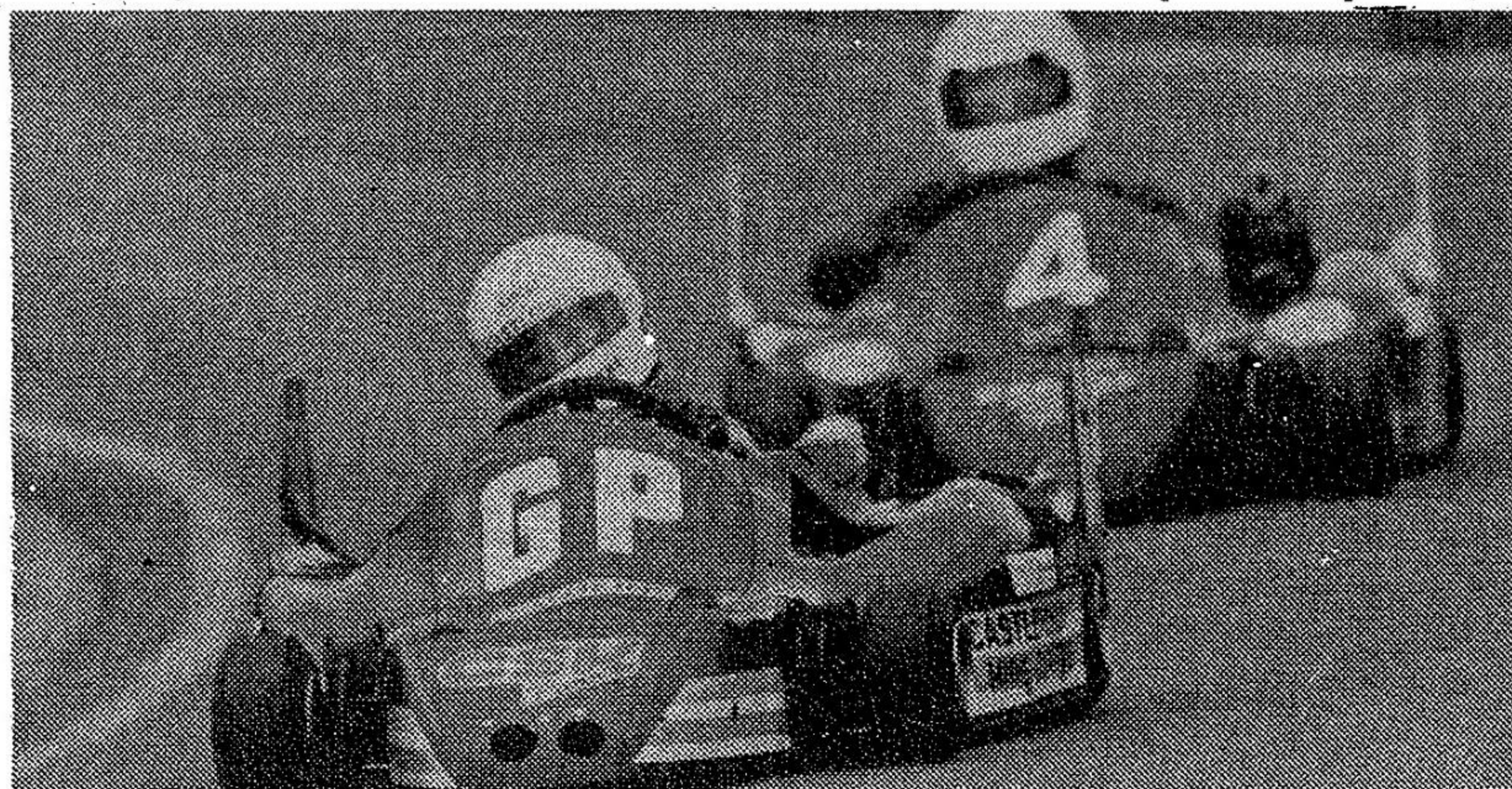
perfection, he just pipped Boyd to the line to take the Zero plates.

Colin Mason was always up there too and he scored eight top three finishes which included three wins . . . at Cadwell in July and September and the final event of the year at Thruxton in October.

The only other driver to take a win was Andrew Sowerby and that was gained after the exclusion of

Mark Allen started his winning ways at the March Snetterton and went on to take a further two victories and some top six placings to earn himself the British No 1 plates. Adrian Wilcox was always in the frame, taking a win at Cadwell in April and adding a further seven top six finishes, ending the year with a sixth spot at Thruxton.

Martin Pluck picked up his one



Bernie Stoney became the first lady to win a Grand Prix when she led home the P & R class at Silverstone.

Pic: Doug Rees.

Barrington at Cadwell. Just a fifth and a sixth were his only other top places.

Just on to long circuits . . . his first season in fact . . . Rob Rickards gave Barrington a run at the opening Cadwell . . . leading the British Champ in style before the No 1 used his experience to take victory. For a number of reasons Rob was not to feature in the top frame again . . . the potential to do so is there without doubt.

A total of 21 drivers featured in the top six during the year with Malcolm Clark, Eamon Talbot and Steve Pridmore collecting most in terms of high finishes.

The 250 National class was again very well supported . . . so much so that on at least one occasion split grids were necessary in order to accomodate the high entry. That is a far cry from the first ever meeting I attended in the role of reporter . . . Cadwell . . . August 1981 . . . when a handful of Nationals ran with the 210's!!

First place honours were fairly spread during the year . . . Andy Martin and his F 1 90 took the opener at Cadwell but he then had to wait until Snetterton in July before recording his second victory.

win at Knockhill in June having previously scored a second and a fourth at Snetterton and Pembrey. His year went a bit sour in the second half with just a second spot at Cadwell in July.

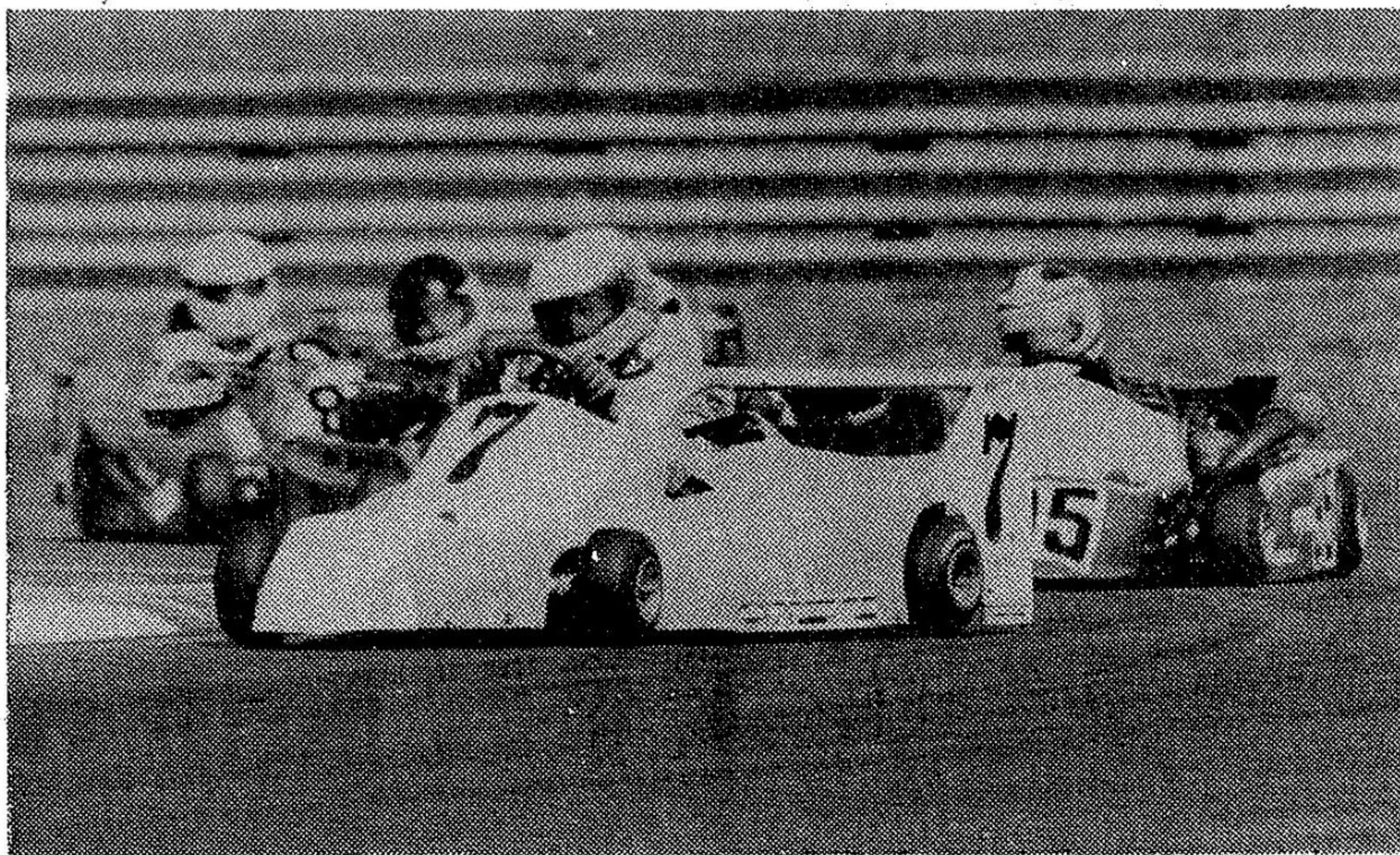
Colin Fletcher had a couple of good wins . . . both at Cadwell . . . in July and September together with a pair of second places and a third spot.

Former Champion, Derek Rodgers had what most would describe as a disastrous year and at one point . . . just before Knockhill in June . . . Del Boy was ready to call it a day. He didn't though . . . and was later rewarded with a second place at Cadwell in September before journeying to Snetterton and taking the UK Cup in style.

Del Boy was back!

The only other winner during the year was Steve Matthews and he did that at Thruxton in October . . . his only other top six finish being at Cadwell in April. Bolton based Kevin Maunder ran well all year but surprisingly only managed to take one top six finish . . . Snetterton in September. All manner of things seemed to go wrong yet when he was running he was usually up with the leaders.

Stephen McAdam made the trip



Mark Allen took the honours in 250 National adding the GP plates to his British No. 1.

Pic: Doug Rees.

from Ireland on a number of occasions and collected a number of top finishes. Certainly the class is on a high with entries good at all events and the competition is very keen with a number of drivers being more than capable of winning.

Funny Old Game

As is often said, "It's a funny old game" and I'm sure Graham Barker must have thought that many times during the year. He started with a win at his local Cadwell circuit in February but the result sheets didn't show his name in the top six again!

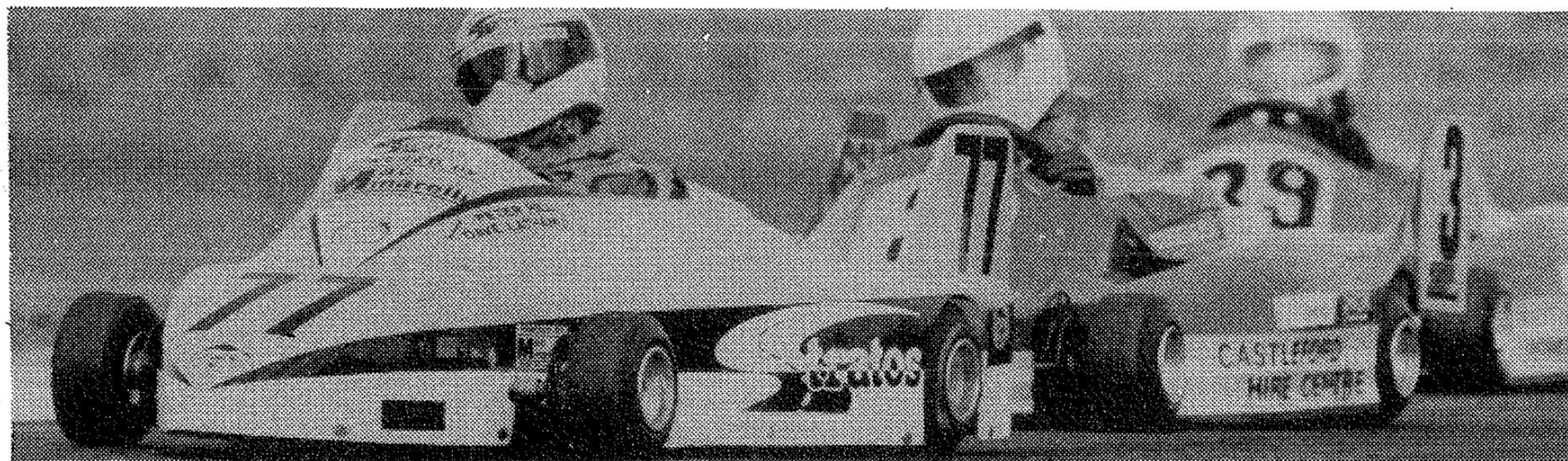
I've no doubt Graham will be looking for something better in 1991 from the 125 OPEN class.

Paul Molloy and his Stratos took the British Championship honours . . . opening his account with a win at Snetterton in March. He was in the top half dozen each time out from that point through to the July Snetterton including a win at Cadwell in June. Pacesetter of 1989, Simon Cullen had a somewhat unhappy first half of the year . . . just a fourth place with his Anderson at Cadwell. However, it all gelled for him later as he collected three wins in a row and a second place at Snetterton in September.

Nigel Wigg was usually on the pace and he collected a win at the April Cadwell and followed that with a further five top six finishes. Trevor Roberts frequently made the journey across the water from Ireland and he was rewarded with a couple of wins . . . at Pembrey and Knockhill together with three other finishes in the top half dozen.

Derek Price picked up a second to Molloy at Cadwell in June . . . did likewise behind Cullen in September and then ended the year on a high with a fine UK Cup success at Snetterton before taking the last event of the season at Thruxton.

Boyd Barrington had a run out in the class towards the end of the year . . . with a view to 1991 . . . and he was soon on the pace with three finishes in the top four.



Paul Molloy took his Stratos to victory in the British Championship and the Grand Prix. Pic: Doug Rees.

"Joker" Roy Patterson saved his best effort for the year end with a fourth and a sixth at Cadwell and Snetterton in September.

He still manages to smile regardless!

Twenty three drivers scored top six finishes from the eleven events and the entry was fairly stable throughout.

Now, you have heard it said that the 210 class should be phased out . . . try telling that to the 24 drivers who all scored top six finishes during 1990. Wouldn't it be great though if all those were seen together at all meetings. Talk of a dying breed would probably then recede. Certainly the 210 class is the subject of some debate but a widely held feeling amongst those who take part in Villiers racing is that they would not want to race anything else. O.K. it has its problems and the drivers themselves are probably more aware of that than most but they will also tell you that it is a relatively inexpensive class . . . in fact figures show that it is the fourth cheapest category available.

As one experienced scrutineer said to me "The Villiers class seems to attract the older driver". The response from the drivers being that they look upon themselves as being mature and more experienced!

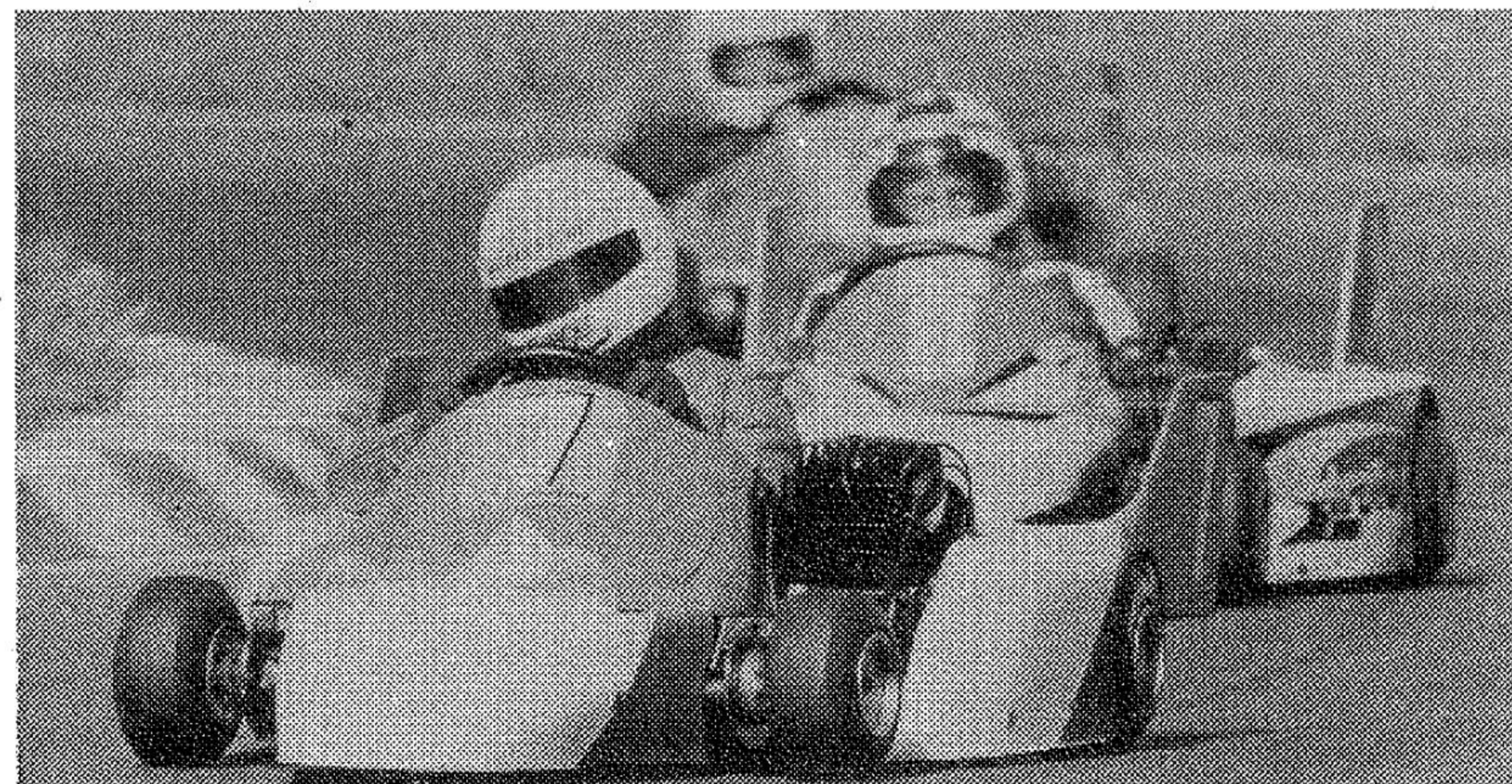
However, the fate of the class will no doubt be discussed for some time yet . . . I have it on good authority that there will be no immediate rush to get rid of it . . . so let's have a look back at 1990.

John Brennan from Kilkenny

started the year in style by taking the first Cadwell in February adding further wins at the same venue in June and at Snetterton in July.

Phil Featherstone took the British Championship honours . . . just . . . and he collected enough points from just four meetings to

month and then ran extremely well at the Norfolk venue in September when he collected the coveted Zero plates and the UK Cup. The only other winner was Andrew Mears and he collected first spot at Cadwell in September . . . it was his only top six result . . . but a nice



Colin Mason (7), ran strongly all year in the 125 National Class. Pic: Doug Rees.

get the No 1 plates. A couple of wins at Cadwell and Knockhill showed there is still life in him yet! He even had a go in a 250 E at Cadwell and proved he could pilot that fairly rapidly too.

Brian Borwell from Boston had half a dozen top six finishes including a win at Pembrey in May whilst Igor Ashwell picked up a couple of victories at Snetterton and Thruxton along with a pair of second places from Knockhill and Cadwell.

Simon Quance seems to have lost his amazing consistency of a couple of seasons back and he managed five top six finishes.

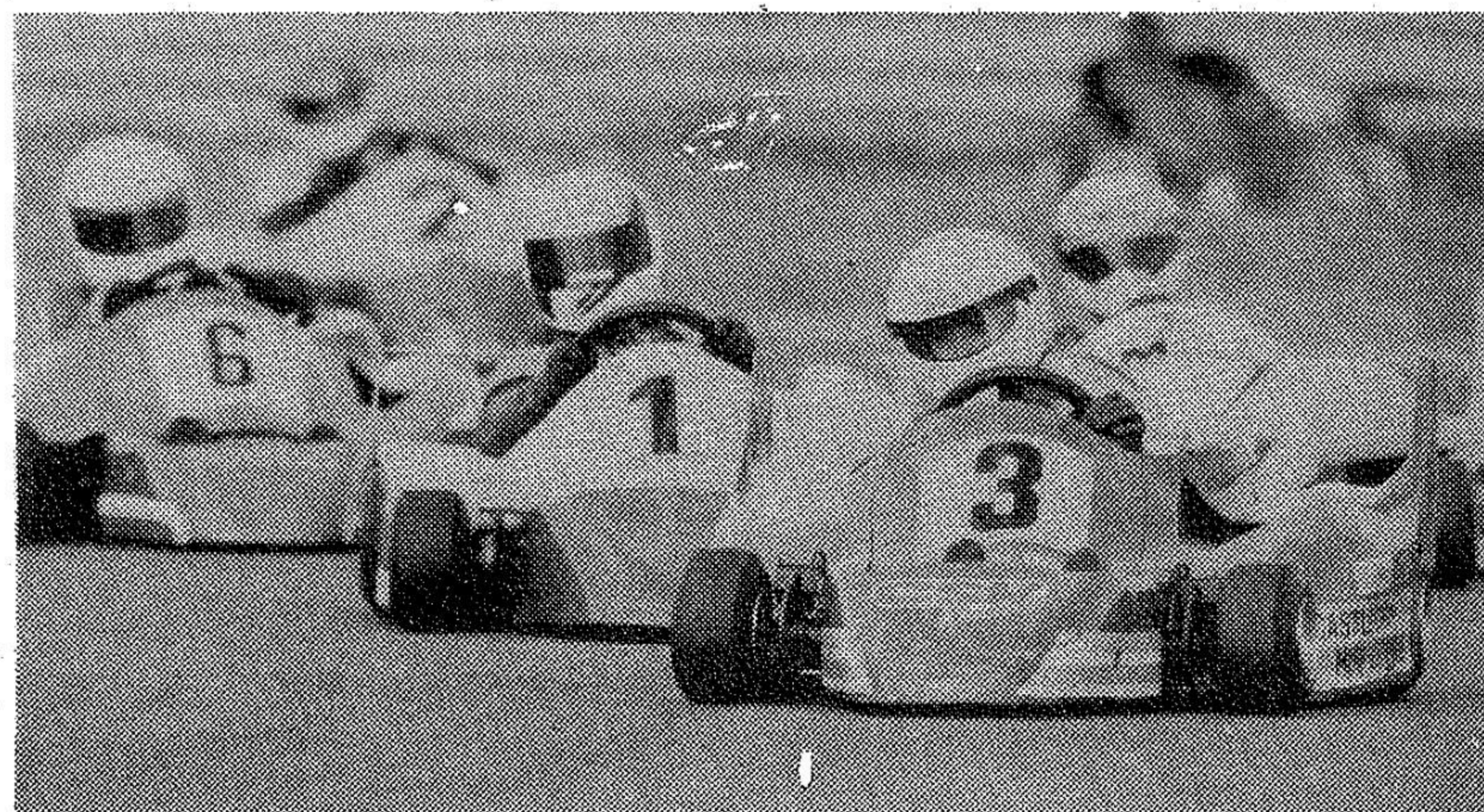
Kelvin Bonarski took a win at Cadwell in July . . . had a second place at Snetterton later the same

one nevertheless.

Gary Adnit, Tom Earl, Tom Thacker, Alan Duke, Peter Farr and George Bett were all in the top six at some stage during the year but didn't manage to string together any sort of sequence really.

George Bett . . . a former British Champ and GP winner was all set to call it a day after 1990 but it does seem that he will be around again in '91. With the changes taking place at Silverstone at least George will be in the record books as being the first Villiers driver to lap the then Grand Prix circuit at over 100mph. A feat he achieved a few seasons back.

Other names did appear in the top frame during the year but no one achieved the consistency to do so on a regular basis.



Alex Pettigrew (3) and Simon Cullen (1) . . . two of the leading runners in 125 Open. Pic: Doug Rees.

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CADET COLUMN

WOMBWELL NOVEMBER 11th 1990

- | | |
|--------------|---------|
| 1. D. Tucker | Gillard |
| 2. W. Barber | Allkart |
| 3. A. Simson | Gillard |

Novice ... J. Hunter DAP Jeta

BUCKMORE PARK NOVEMBER 18th 1990

- | | |
|--------------|---------|
| 1. T. Sisley | Allkart |
| 2. G. Howell | Allkart |
| 3. N. Alcock | DAP |

Restricted

- | | |
|--------------|---------|
| 1. S. Tabor | Wright |
| 2. G. Coake | Allkart |
| 3. W. Bailey | Allkart |

SHENNINGTON NOVEMBER 18th 1990

- | | |
|---------------------|---------|
| 1. Anthony Davidson | Zip |
| 2. Oliver Wood | Allkart |
| 3. Philip Charles | Allkart |

BLACKBUSHE NOVEMBER 25th 1990

Another full grid with the first heat going to Andrew Tinsley from Gumbley and Redfern. Lars Sexton took the second one from Greig and Gumbley.

Sexton had pole for the final and it was he who led from start to finish, never being threatened. Jason Gardner chased hard, picking up places and by half distance he had come through to second ahead of Gumbley. Unfortunately towards the end he caught some backmarkers at the Chicane, drove straight through resulting in him being docked a lap. Redfern was also forging ahead and closing on Gumbley but couldn't quite make it.

RESULT

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

JANUARY 1991

FULBECK NOVEMBER 25th 1990

Twelve hard laps awaited the young hotshoes, with Anthony Davidson very convincing in the heats, taking a well deserved pole for the final. No 2 Jenson Button was also driving well and with Master Wheldon now removed from the fray, I feel it will be these two who will fly the Cadet flag in 1991. An excellent start from Davidson, with David Tucker edging out Button to claim second place. Judd Coupland, improving each time out, was charging along in fourth spot ahead of Alistair Simpson, Chris Eaton and Wesley Barber with Hall and Mills next along. The first to slip was Eaton, losing touch with the top six on lap four and falling back to an eventual tenth place after a promising start. Button then swept by Tucker and quickly launched an attack on the leader....Davidson resisting for two laps before the former took over. Surely poor Anthony was not destined for yet another second place? By lap eight the leaders were with the backmarkers, Simpson losing out to both Barber and Hall when he caught the first of the novices. The following lap he re-took Hall but was unable to demote Barber, who hung on to claim fifth at the flag. The top four, however, were led home by Button, who had an advantage over Davidson on the final lap as the latter had to find his way through the slower lads. Tucker finished a fighting third from Coupland who should come more to the fore in 1991.

RESULT

- | | |
|---------------------|---------|
| 1. Jenson Button | Wright |
| 2. Anthony Davidson | Zip |
| 3. David Tucker | Gillard |

LANGBAURGH DECEMBER 16th 1990

John Broadhead took the first two heats in convincing style but in the third heat Thomas Ford redressed the balance after Broadhead was shown the black board due to an incident involving Danny Gibson and two other innocent drivers. That put Broadhead fourth on the final grid behind Ford, Tindale and Hollings.

Somehow Broadhead managed to lead part of the first lap but before the end of it Ford was back in front and that was how it stayed for the first four tours. On lap five Broadhead got past Ford at the back chicane only to stop almost immediately with mechanical problems. After that the race lost its sparkle with Ford leading home a charging Gaynor Crossman... up from tenth... with Hollings and Waller next.

SHENNINGTON DECEMBER 2nd 1990

Twenty nine Cadets raced with no B Final due to the daylight limitation. It was a fantastic sight to see five karts in a 2.2.1 formation and sometimes 3.2. Nelson Rowe was ahead on his Allkart, by a whisker from the Zip of Lars Sexton with Jeremy Gumbley, Philip Charles and Simon Rodgers next. Gary Parfitt and David Hinds followed a short distance back with a similar gap to Steven Pratt, Scott Cooper and the rest. The battle raged at the front, splitting into pairs with Rodgers slipping back a little.

After two or three attempts Sexton nudged his way safely past Rowe at Cafe to take the lead. Gumbley suddenly disappeared, rejoining a lap down but behind Charles, the latter hauling himself up to the rear bumper of Rowe. Sexton's move had claimed the win and the Club Championship from the unfortunate Gumbley... badly hit by an exclusion at the previous meeting. Parfitt drove well to fourth place with Hinds and Rodgers next.

Result

- | | |
|-------------------|---------|
| 1. Lars Sexton | Zip |
| 2. Nelson Rowe | Allkart |
| 3. Philip Charles | Allkart |

SHENNINGTON CLUB CHAMPIONSHIP 1990

- | | |
|-------------------|-----|
| 1. Lars Sexton | 317 |
| 2. Jeremy Gumbley | 296 |
| 3. David Hinds | 280 |
| 4. Simon Rodgers | 263 |
| ***** | |

THREE SISTERS December 16th 1990

- | | |
|---------------------|---------|
| 1. James Billington | Allkart |
| 2. Stacey Fell | Allkart |
| 3. Bobby Cannon | Allkart |

KIMBOLTON SUNDAY 9TH DECEMBER Cadet Club

The largest grid of the day with 20 entries and it was Carl Breeze who took the first heat before moving up to junior UK in January. Kevin Sale took heat two and second overall but the winning trophy went to Dean Hall after consistency in both races.

Cadet Super

In the first heat Judd Coupland worked his way through to take a fine win. He completed an excellent day in heats when he was credited with equal first, with Barrie Wilkin, after dropping to 4th place on lap five. Judd took first place trophy from Wilkin, Sisley and Button. Quite an achievement against such strong opposition.

RESULTS

Cadet Club

- | | |
|----------------|-----|
| 1. Dean Hall | ? |
| 2. Kevin Sale | Zip |
| 3. Carl Breeze | Zip |

Restricted

- | | |
|-------------------|---------|
| Craig Butterworth | Allkart |
|-------------------|---------|

Cadet Super

- | | |
|------------------|---------|
| 1. Judd Coupland | Wright |
| 2. Barrie Wilkin | DAP |
| 3. Tom Sisley | Allkart |



Overall Cadet Champion for 1990 at the Beccles Club was Lewis Richards. Seen here receiving the Club Shield and Trophy from Mr Kevin Reeve of Gales of Beccles.

Pic: Wally Cass.

100 UK NORTHERN CHALLENGE – GREAT INTEREST EVIDENT

The 100 UK Northern Challenge is progressing well.

Recent announcements both in the National press and in local race programmes have produced great interest and enthusiasm for the Challenge from all parts of the North. Competitors from Scotland to Yorkshire and beyond are already committing themselves to competing in the series in 1991.

The final calendar is yet to be confirmed but things are shaping up well. For the moment, Rowrah, Wombwell, Felton and Langbaugh (in that order) will be the venues with the clubs operating

out of these circuits showing strong interest in supporting and developing the UK classes. The events will take place between April and October and have managed to avoid date clashes with all other significant short circuit meetings. All 100 UK drivers taking part at the nominated events will automatically be registered for the Challenge and become eligible to score series points.

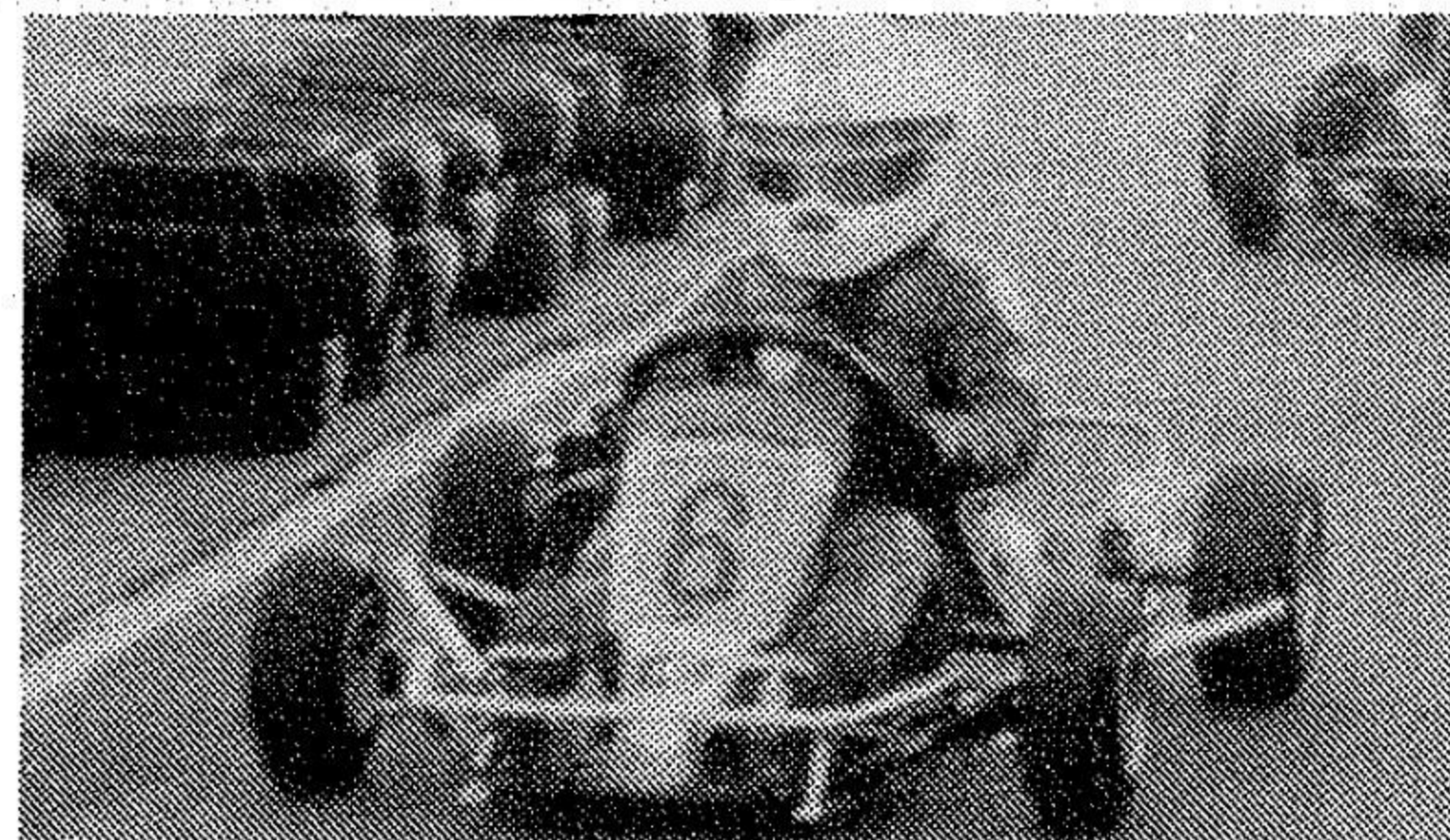
Information regarding the series can be obtained from: 100 UK Northern Challenge, 16 Edgewell Grange, Prudhoe, Northumberland NE42 6RH.

HAPPY JANUARY BIRTHDAYS TO THE FOLLOWING

3rd Bobo Westman
4th Igor Ashwell
10th Phil Glencross
12th Jeremy Pinney
15th Graham Marris

18th Keith Bisp
20th Graham Poultney
27th Barry Tomlinson
28th Simon Babington

CONGRATULATIONS TO ANTHONY DAVIDSON



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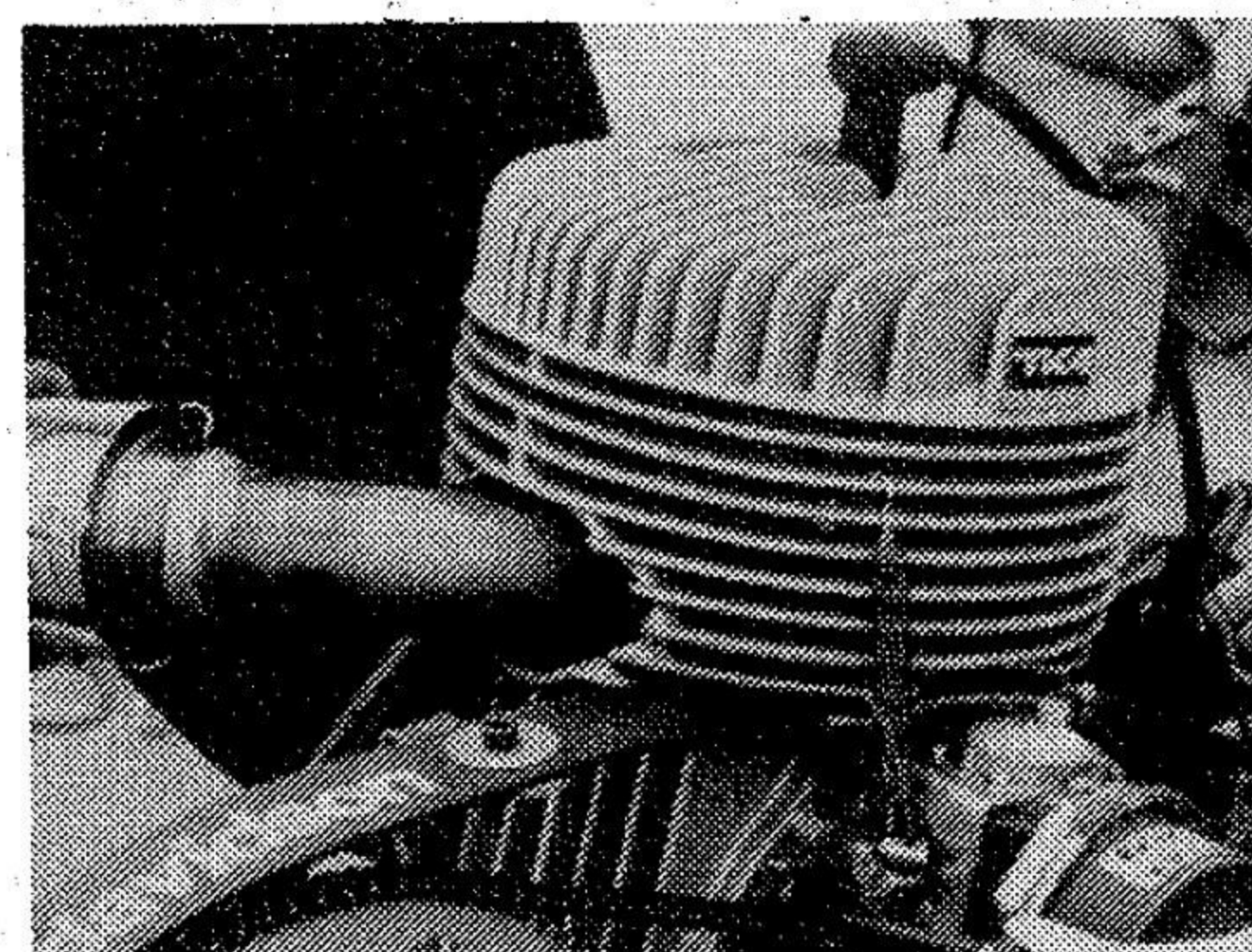
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Up to the Knockhill June event one name had dominated the 250 Formula E category and that was Ian Shaw. Aboard the Works Zip he took four wins from five starts with a third at Snetterton in March. A little matter of the European Championship in Finland meant he missed the June Cadwell, the wedding of his brother Andrew caused him to miss the UK Cup at Snetterton in July whilst the Le Mans World round meant he was absent from the Norfolk venue in September. He did pick up a second though at both Cadwell in September and Thruxton in October. Add to that little lot a win at Silverstone on Easter Monday and a victory at the Grand Prix in August and by any standards you have a pretty good season.

The only other driver to collect a win during the first half of the year was Roger Goff with his Kelgate backed Anderson. He did that at Snetterton in March and was in the top six through to the Cadwell event in June. Two more wins went to Roger . . . Snetterton in July when he took the UK Cup in style and the final of the year at Thruxton. He also of course stamped his mark on the World Series with a fine win at the Silverstone round.

Phil Glencross, also Anderson seated, was in the top half dozen at the first five meetings of the year and then got just rewards for his efforts as he swept to victory at Cadwell in June. He took second to Goff at the UK Cup, ran well at all World rounds and missed out on the Title on a tie break. I'm sure most will hope that the suggestion that Phil will call it a day is not so and that we will see him on the circuits in '91.

Mark Webster started the year well enough slotting into the top half dozen at the opening four meetings. A lean spell during the middle of the year ended with a fine win at Cadwell in September.

He ran very well with the best in the World at Silverstone but as the season came to a close the cost proved prohibitive and the enthusiasm waned. Certainly another driver the sport can ill afford to lose. Tim Parrott was seen in the top half dozen on only four occasions at National events but as already mentioned he more than made up for that with his tremendous World Championship success. Martin Hines continued to be

as competitive as ever and whilst he did not record a win on home ground he was in the top half dozen on at least six occasions. A number of others picked up top six placings but no one did so with any real consistency and it was, in all honesty, a case of perm any three from six . . . or seven . . . when looking for top three candidates. Keith Ellis-Hall, Alan Pritchard, John Denton, Steve Edwards and Andy Griffiths all had their moments, but only briefly.

The last long circuit outing of the year did raise a few eyebrows though when Dave Buttigieg hit the circuits again . . . on an Anderson.

A third place at the Hampshire venue opened a few peoples eyes and 1991 should provide "Butty" with his fair share of success.

So there you have it a summary of what 1990 was all about as far as the long circuit scene was concerned and that leaves me with just a few words on the Grand Prix at Silverstone for all classes.

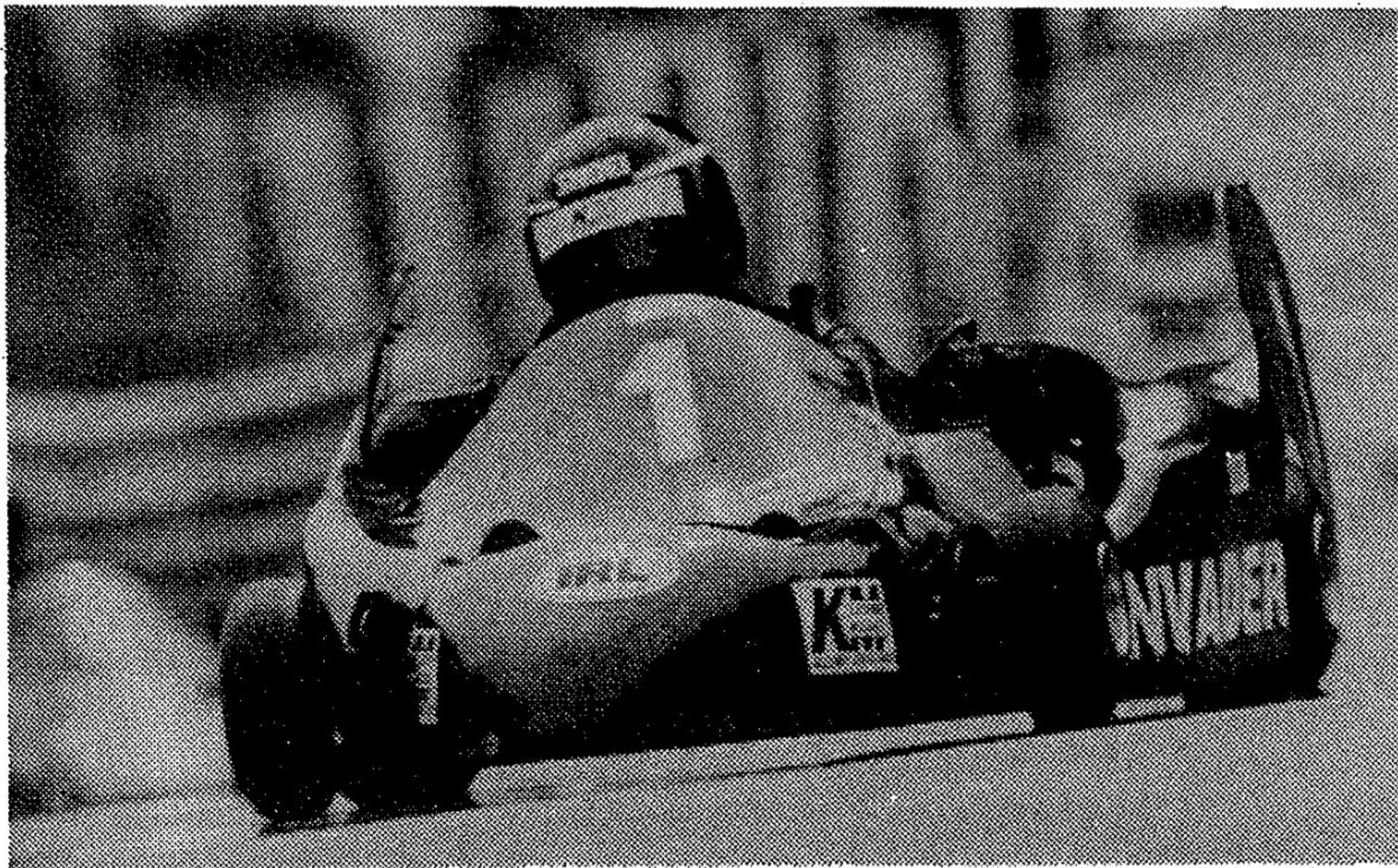
Now that was something else . . . the closeness of the racing, especially in the finals was really excellent stuff and it was a shame in some ways that anyone had to take second place.

Bernie Stoney entered the record books with her victory in the P & R class . . . being the first such win by a member of the fairer sex. Mark Allen and Martin Pluck had a ding dong battle in 250 National with the former just getting the verdict by a whisker.

Paul Molloy perhaps benefitted from the high flying attempt of Chris Stoney in 125 Open whilst Boyd Barrington held on to the GP plates in Nationals. Phil Featherstone and John Brennan had a real scrap in the 210 class and it was the Irishman who got the verdict. A popular win it was too.

Ian Shaw was delighted with his second Grand Prix title and this time he got it by being first on the road . . . his other success came about just after the rule change which meant the plates went to the first British driver.

Coca-Cola backed the Grand Prix for the first time and the message at the end of it all was that they would be back in 1991. How nice it would be to see the TV cameras there as well . . . one can but hope.



After 13 attempts John Brennan made the journey from Kilkenny worthwhile when he won at Silverstone. Pic: Doug Rees.

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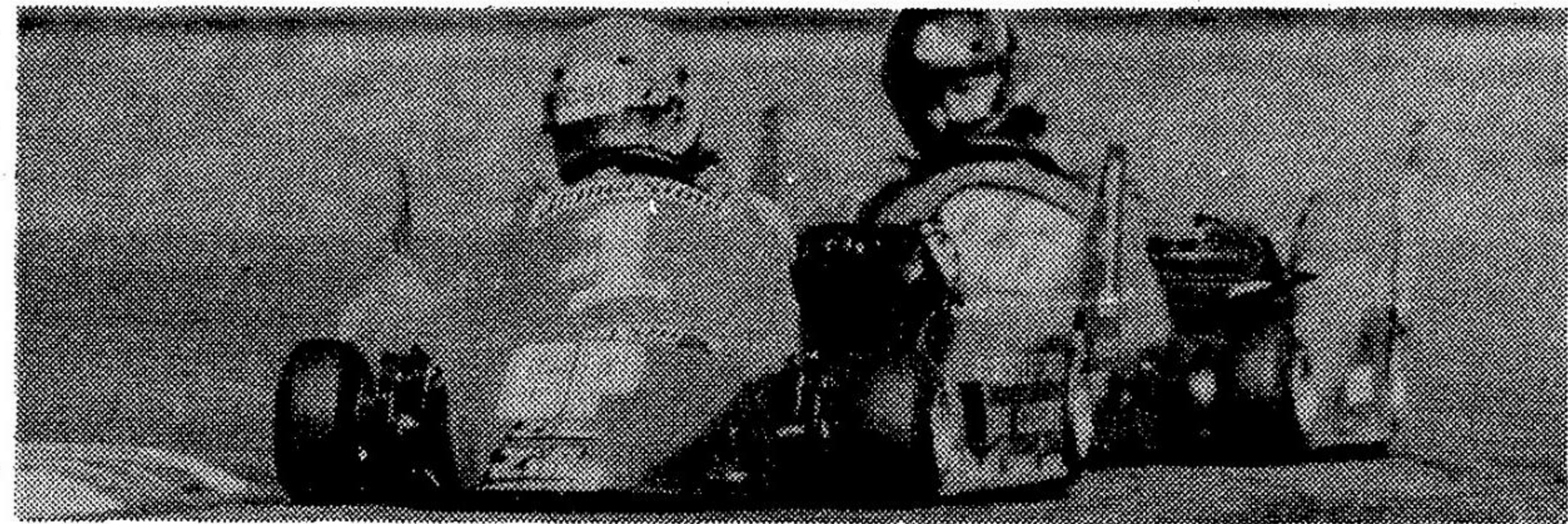
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Boyd Barrington also 'doubled up' in 1990 by taking the GP and British No. 1 plates in 125 National. Pic: Doug Rees.

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CLASS RACING NO

KART ENGINES

LICENCE NO CLUB

ADDRESS

.....

.....

TELEPHONE

SIGNATURE

(Drivers under 18 years)

Counter Signature

Relationship

Address (if different from above)

.....

.....

Cheque enclosed £ Date

KART & SUPERKART CLUBMAN CHAMPIONSHIP

REGISTRATION ACCEPTED

NAME

CLASS RACING NO

REGISTRATION FEE OF £ PAID

RECEIVED BY DATE

Please return completed registration form together with payment and an 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

BMAN CHAMPIONSHIP 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:

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Picture: Doug Rees.