

SUPER SERIES

1990 BRITISH CHAMPS

After several months of negotiations the RAC have reached agreement with the Super One organisers that this year's British Championships for the two Britain classes, 100 National and 100 Super will be merged with the Super One Series to provide a multi-round championship for the No. 1 plates. The Championships will be over six rounds (best five to count) with the majority of the regulations similar to those used in the 1989 Super One.

There are qualifying rounds for those who are not 'seeded', except in 100 Super where as long as there are less than 44 entries no qualification is necessary. The manner, however, in which everyone else qualifies has changed from last year. Instead of the system where a competitor's best 2 scores from 3 rounds counted, this year it is the first 5 in the 'A' final from each of the four qualifying rounds who go through to the main series. To make sure that each class gets its full allocation of 20 qualified drivers (1st 5 x 4 rounds), drivers who qualify are not allowed to enter any of the remaining rounds.

The qualifying rounds are March 18th Sherington, April 1st Felton, April 8th Clay Pigeon and April 15th Fulbeck. The British Championship rounds are at Sherington on April 29th, Clay Pigeon May 20th, Little Rissington June 10th, Larkhill July 8th, Felton July 22nd and possibly a new circuit on September 9th.

Based on their performances in last year's British Championships and Super One Series the following drivers have been 'seeded'. A seeding only counts in the class in which it was gained.

Junior Britain — J. Davies, G. Smith, R. Westbrook, N. Fleming, S. Capstick, M. Blair, N.

Dudfield, G. Melville, M. Davies, J. Matthews, R. Firman, A. Mackay, G. Hession, N. Lamb, D. Manning, B. Lintern, N. Ferriday, S. Warburton, C. Horner, M. Simpson.

100 Britain — S. Redman, A. Clark, P. Walsh, M. Beddall, M. Mills, A. Cleal, J. McDonald, A. Cox, C. Royston, S. Cook-Martin, S. Hazlett, P. Ibbotson, M. Verity, S. Court, G. Pettit, R. Beroft, D. Gibbs, I. Turner, S. Quinn, J. Cullum.

100 National — G. Jones, G. Gannon, A. Edney, A. Jack, S. Horrobin, P. Ozanne, P. Evans, B. Game, D. Stilp, G. Powell, G. Duncan, M. Moore, D. Liddle, R. Schirle, N. Hann, M. Payne, J. Hunter, R. Yorke, P. Mace, D. Maple.

Obviously not all these seeded drivers will be taking up their places, perhaps because they are now too old for Junior Britain, have changed class or have retired from karting. By the time you read this all the seeds will have had to have made up their minds whether they are going to take part or not and any vacant places will have been offered to drivers who finished further down the points table in last year's Super One. Thus, come what may there will be 20 seeds for each of Junior Britain, 100 Britain and 100 National by the 10th January.

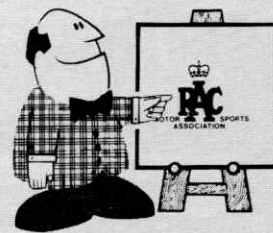
If you want to compete in this year's Championships, this is what you have to do.

1. If you are named above or have been phoned by Pat Connelly to tell you that you have been allocated a seeded place, you must register with the RAC by the 10th February enclosing your £10.50 fee. At a later date you will have to register with the series and pay £40.

2. If you have to qualify for the main series because you do not fall into category 1, you must register with the RAC enclosing your £10.50 AND send a note to Pat Connelly confirming that you have done this, both by the 10th Feb. If you then go on to finish in the top 5 of any of the qualifying events then you will have to register with the main series and pay £40.

3. If you want to compete in 100 Super and you haven't been in contact with Pat yet, do so immediately.

For further details of the registration process etc please refer to the full page advert elsewhere in this issue. Get your entries in now!



RAC HOMOLOGATED ENGINES & CARBS

ENGINE LISTS 1990

Engine List B: Junior Britain, Senior Britain, 100 National and 100 Super

Sirio — ST50(94).

DAP — T91(94), T92(94), T70TT(94), T50(97), T76(97).

Dino — 100R(97), 100 3K(97), 100TT(97), 50TT(97).

Arrow — KE3 TT(97), KE4 3P(97).

Komet — K78(94), K55TT(94).

Mac Minarelli — 100V(97).

Parilla — TT22(94), TT23(94), TT27(97), TT31(94), TT95(97).

PCR — TS50/3 old type (97), TS50/3 Nordica (97), TS54/3 old type (94), TS54/3 new type (97).

RKD — IT3/TT/L(97) IT3-C(97).

TKM — FF99 3P(91), FF99TT(91), L90TT(91), S893P(94), L92TT(97), L95TT(97), S89TT(94), RL66TT(94), RS98TT(94), RL80TT(97).

Yamaha — KT100AX(91).

Zip — 48(91).

'British'

EME — Mosquito BPS 50(91), Mosquito BPL 48(91).

Subject to Homologation completion by 28/2 1990: **TKM KA100B(2000), Solo TT42(2000).**

Engine List C: 100 National — 100 Super

DAP — T75(94), T77(97), T78(2000).

Dino — 545TT(97), 500-8K(2000).

Arrow — KE5(94).

Parilla — TT65(97), 28M(97), TT36(2000).

PCR — TS50/3 new type (97), TSV80(2000), Atomikart AKV90(2000).

Rotax — R100(94), R100DS(97), R100DSB(2000)

Sirio — 50(97).

'British'

EME — Hornet TTL48(2000), Hornet TTS50(91)

Subject to Homologation completion by 28/2 1990: **TKM KA100, Solo TT44.**

125 National

Minarelli — K125V, K125L/A.

Bombardier-Rotax — R125.

125 Open

All engines on the 125 National list plus the following:

Minarelli — XX1/4, K125L/W.

Moto TM — D125.

Bombardier-Rotax — R124L/C.

TKM — KW125.

250 National

Invader — 250A/C.

Suzuki — RM250 Types Z,D,E,F,G,H & I.

Yamaha — YZ250J.

Cagiva/Husqvarna — WMX250/250GR.

Honda — CR250 Types RA, RB, RC, RD, RE, RG, RH, RJ, RK & RZ.

Maico — GM250, GM250/1.

KTM — KTM250-85, 87 & 89.

SLIDE CARBURETTORS

Add **Solo Racing** 100/2, 100/3 and 100/135.



CIK TYRE LIST

The CIK have issued a list of tyres which have been put forward for homologation for the 'Intercontinental' classes for the period 1990 to 1992. The classes involved are Int.-A (100cc), Int.-A Junior (100cc), Int.-B (135cc), Int.-C (125cc) and Int.-E (250cc monocylinder). Those tyres listed with the designation CIK/ICE are for Int.-E only.

As at the 13th December, when this bulletin was issued, the Bridgestone and Dunlop homologations had been granted, but the Cheng Shin and Vega tyres although inspected had not at that time gained full approval.

BRIDGESTONE CORPORATION

DR5 T YEF 4.5 x 10.0-5

DR5 T YEE 7.1 x 11.0-5

DR5 T YEE 4.5 x 10.0-5

DR5 T YEF 7.1 x 11.0-5

DR1 T YBH 5.5 x 11.0-5 CIK/ICE

DR1 T YEF 5.0 x 11.0-6 CIK/ICE

DR1 T YEF 7.0 x 12.0-6 CIK/ICE

DR1 T YBH 7.5 x 11.5-5 CIK/ICE

WEC T YDJ 7.5 x 11.5-5 CIK/ICE

WEC T YDJ 4.5 x 11.0-5 CIK/ICE

WEFT YEJ 4.0 x 10.0-5

WEFT YEJ 6.0 x 11.0-5

DUNLOP JAPAN LTD

Dunlop Racing Slick:

10 x 4.50-5 R3-CIK

10 x 7.10-5 R3-CIK

10 x 4.50-5 R4-CIK

11 x 7.10-5 R4-CIK

Dunlop Racing KT5:

10 x 4.00-5 W2-CIK

11 x 6.50-5 W2-CIK

Dunlop Racing Slick:

11 x 5.50-6 R3-CIK/ICE

11 x 5.50-6 R4-CIK/ICE

11.5 x 8.00-6 R3-CIK/ICE

11.5 x 8.00-6 R4-CIK/ICE

Dunlop Racing KT5:

11.0 x 5.00-6 W2-CIK/ICE

11.5 x 7.10-6 W2-CIK/ICE

CHENG SHIN HOLLAND BV

"EXPERT" 10 x 4.50-5

"EXPERT" 11 x 7.10-5

"SL-RAIN TIRE" 10 x 4.50-5

"SL-RAIN TIRE" 11 x 6.00-5

VEGA S.P.A.

SLICK RH 10 x 4.60-5

SLICK RH 11 x 7.10-5

SLICK RK 10 x 4.60-5

SLICK RK 11 x 7.10-5

WET WK 10 x 4.20-5

WET WK 11 x 6.00-5

SLICK NA 145/40HS6 CIK/ICE

SLICK NA 210/30HS6 CIK/ICE