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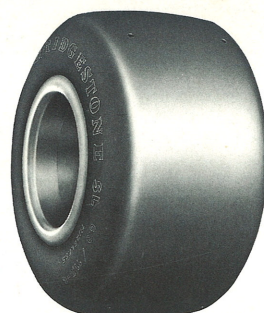


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

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As the season nears its close there is only one more long circuit meeting left to run — the Central Kart Club's Mallory Park event on 14th October. It will be a fitting end to quite an eventful season. All the 1984 titles have been decided and three out of the four on the long circuit were retained by last year's winners — Kurt Luby (125 National), Derek Rodgers (250 National) and Martin Hines (Formula E). George Bett (210 National) added the No. 1 plate to his Silverstone Grand Prix accolade. The World 135cc Championships saw a turnaround in fortunes which broke the Mike Wilson grip when Danish driver Jorn Hasse clinched the title. It was unfortunate for Wilson that his engine let him down a couple of laps from the end when he was leading. However, such is life and no one can discredit Hasse for his fine achievement. Again, as last year, Dunlops proved to be the master tyres, a factor that will undoubtedly be beneficial to the Dunlop people.

Observations made during the season bring into question circuit behaviour and by circuit behaviour reference is directed at Pits and Paddock and mainly concerns children, as opposed to drivers, though some drivers have been seen creating hazards by careering through Paddock and Pits lanes almost as quickly as they do on the circuit. Karting is still very much a family sport and is enjoyed as such. It means wives and families attend meetings to lend support to their racing husbands, many of whom without that support would not be competing at all. Unfortunately some children tend to run riot whilst parental attention is centred elsewhere. It is usually pedal bikes that create the greatest potential hazard to drivers and mechanics working in the Paddock areas. Instances have been observed where bikes have been abandoned in the middle of pathways, thus presenting dangerous obstacles to competitors manually transporting karts or other valuable items of equipment. Most circuits, long and short, have areas adjacent to the Paddock where children can play to their hearts content and not pose any threat to those engaged in racing activities. It is regrettable to have to report that the situation has, in some instances, soured relations between race officials and competitors, something which hardly bodes well for the sport as a whole, nor helps to enhance its professionalism. It is time to regenerate camaraderie. One side of the coin there is the dedication of organisers and officials and on the other the enjoyment of competition, which certainly leaves no room for aggravation.

Ed McCormick

FRONT COVER:

LUCKY 13!
Dane Jorn Hasse, racing under the Italian colours at this year's 135cc World Championships, held for the first time at Liedolsheim Circuit in Germany, moved into the lead on his KALI/Komet when 3 times World 135cc Champion, Mike Wilson, dropped out with engine problems 1½ laps from the finish. Hasse took his first World Championship, for himself and KALI Karts. Here, Hasse (13) leads Wilson and Fabre during the heats on Saturday.

(Pic: Rodger Calvert)

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October 1984

KART AND SUPERKART
MONTHLY

No. 70

contents	
2	PIT TALK Latest news and views from around the karting world.
9	THE BASILDON FLYER! Ricky Grice runs away with the K&S Round 5, Kimbolton.
13	LTS...RESULTS...RESULTS... RESULTS...
15	STYRIN PULLS IT OFF! Coverage of Round 5 of the British Champs at Mallory Park.
21	100 SCENE A look at the two major National Series — K&S and Super One.
23	CLUB SCENE Latest news and views from the club racing circuits.
29	KART AND SUPERKART PRIZE LIST KALENDAR Where and when to see karting during the coming month.
NEXT MONTH:* LIEDOLSHEIM 135 WORLD CHAMPS SUPER ONE K&S FINALS SNETTERTON BRITISH CHAMPS LE MANS WORLD FORMULA E PUBLICATION DATE: 1st NOVEMBER 1984 *These Items were correct at time of going to press.	



HEARD FROM THE RAC

It looks very much as though the admission of water-cooled engines into the 250 National class will now be delayed from 1st January until 1st March 1985. Word has it that the RAC has run into availability problems with the engine manufacturers. The main problem would seem to be that most manufacturers who have already submitted details of models for homologation will only supply engine and bike as a complete unit. Understandably that created quite a setback to plans. However, after sifting through all the tenders the RAC has, *in theory*, arrived at the following models:

Maico

Gilera

KTM 250 MX

Yamaha YZ250 water-cooled

Provisional acceptance letters have already been despatched and the manufacturers/trading outlets are, by this time, well into the statutory six weeks period allocated which allows time for them to provide 10 engine units for RAC Technical inspection.

As most karters are aware the criteria governing engine homologation is very stringent — engines must be freely available from a minimum of four retail outlets nominated by the manufacturer or importer in the form originally homologated and that spares must also be readily available. The RAC has of course stipulated that a letter of guarantee be provided to this effect.

To fall into line with RAC regulations on engines, some manufacturers have informed the governing body that they can supply a works modification kit, but it should be noted that such a kit *must* be an official manufacturers kit and not a special one off affair and that the kit must be included in the new price of the engine and that the engine offered must contain the originally manufactured bottom end.

A very important point to be prudent over, for those who may feel like buying and experimenting with one of the models listed above before the beginning of next year is — don't get conned by a trader into buying an engine until you are assured of a continuing supply, both of engines and spares — otherwise it could prove to be a waste of time and money. It also seems that the price of new spares will be in the region of 50% up on the price of a complete model.

Other news on engines concerns the 125 National class. As we know the MAC-Minarelli rotary valve 125 becomes eligible for the class from 1st November this year. However, two other models have been put forward, again these are subject to the same conditions given above. The engines are:

TM 125 CR
DAP T125R

The second model is a new version of the DAP and incorporates a revised cylinder with reversed exhaust porting. Again, it is not confirmed that these engines will be homologated into the class and, if they are, whether the admission date will be 1st January or 1st March 1985. Assuming acceptance, the latter date does seem the most likely.

Lastly some other items of interest — from 1st January 1985 all classes will be permitted to use Junior Booster type panels. This would seem to have come in response to requests from drivers who have obtained sponsorship and, quite naturally, wish to promote the sponsor and his or her products to the greatest effect. Tyre sizes on List B (National) go up from 6.1 to 7.1.

A lot of Juniors will be pleased to hear, (especially those of diminutive stature), that the weight limit for Britain classes is to be reduced from 120Kg to 115Kg — so, as they say: Get the lead out! Additionally, Medical Certificates become compulsory for all drivers from 1st January 1985.

Finally, a few tentative dates to jot down on your '85 calendar. It is proposed to hold the RAC Championships at the following venues on the following dates:

Short Circuit Gearbox — Little Rissington
14th/15th June

100 Britain/National — Three Sisters
13th/14th July

Junior/100 International — Clay Pigeon
3rd/4th August

The appropriate clubs have been offered these championships, though acceptance has yet to be confirmed.

HASSE TAKES WORLD TITLE

During the weekend of 15th/16th September at Liedolsheim in Germany, the young Danish driver, Jørn Hasse, scored a fine victory by winning the 135cc World Championships and took the title from three times holder Mike Wilson. Hasse, driving under the Italian flag on a KALI/Komet, moved into the lead after Wilson retired with engine problems one and a half laps from the end. A world first for both Hasse and KALI Karts. There will be a full race report in next month's issue.

1st J. Hasse	(I)	KALI/Komet
2nd G. Bugatti	(I)	Birel/Komet
3rd L. Forsman	(S)	Birel/Komet
4th P. de Bruyn	(NL)	Tecno/Komet
5th R. Weatherley	(GB)	Sprint/Komet
6th P. Hantscher	(D)	Sw Hutless/Komet
7th P. Guedel	(CH)	Sw Hutless/Yamaha
8th J. Alcorn	(GB)	Zip/Komet
9th T. Neubert	(D)	KALI/Komet
10th M. Valera	(I)	Techno/Komet

SOMEBODY'S PEARLER!

Last month, in the report on the Kart and Superkart round at Little Rissington, it was quoted that Ricky Grice was racing on a Jeta/DAP outfit. Of course that was totally incorrect because Ricky was Lane/Parilla mounted as usual. Our apologies go to those concerned.

1984 YAMAHA CHALLENGE

Round seven of the Challenge saw the Series' winner emerge. Bob Kennings clinched the title with another fine drive, scoring maximum points for the third time. I am sure everyone will join with us in congratulations. Bob is not only a very good competitor, he is also a likeable guy who is willing to help others. The other positions are still to be decided but if John Collins maintains his consistency he could finish a worthy runner-up. Other drivers who look like finishing in the top five are Paul Taylor, David Miles and Paul Pedelty.

The results up to and including round seven are shown below. Many thanks again to Stuart Ziemelis, Chris Taylor and Ed Duckett for their sponsorship of the Challenge.

HAPPY DAYS

Kart and Superkart's advertising manageress Jayne Speirs of Ware, Herts, married John Mückschel of Bengoe at St Leonards Church Bengoe on Saturday 8th September. The weather held fine for the couple and the little church was packed with relatives, friends and well-wishers. It turned out to be a splendid day enjoyed by everyone, with an afternoon reception and evening disco held in Ware. Later, Jayne and John managed to escape from the festivities to honeymoon in Norfolk. They start married life on the right footing with a home of their own, an attractive two-bedroomed house on the outskirts of Ware. We are sure you will all join us in wishing Jayne and John every happiness for the future.



MERLIN EXHAUSTS

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125 NATIONAL
KEITH WHATS IT?

250 NATIONAL
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Canada: Super Kart Shop

U.S.A.: John Gibson

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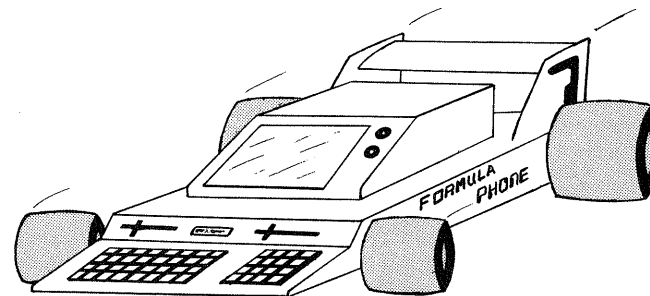
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All applications must be accompanied by your cheque or P.O. for £15, payable to 'Central Kart Club'. Send to Ian Rushforth, 9A Sunny Grove, New Costessey, Norwich.

I race in class _____

Kart _____ Engine _____

Race Number _____

If you race 125 or 250 Int, do you wish to race in Europe YES/NO.

DOUBTFUL? NO

It may look, on the face of it, that insinuations were being made in last month's '100 Scene' that Nicky Hart's fine victory in the 100cc Junior British Championships had something to do with him running 'special' tyres, thereby giving him an unfair advantage over his contemporaries. Those who harbour such suspicions could not be farther from the truth. Nicky's Dart/Arrow was impounded after the race, along with several others, by the RAC Officials present. The Officials satisfied themselves that Nicky's victory was fair and just and that no attempts had been made to gain an advantage by using anything other than RAC approved equipment.



125 P&R NEWS

The Cheshire Kart Club's 'Champions of Three Sisters' meeting on October 21st will be used to establish a league table amongst the fast growing 125 P&R drivers. Instead of an RAC type British Championship with only one prestigious plate, Bob Clowes proposes to award up to 50 numbers in order of finish in the A & B finals in this class. This means that anyone who races in P&R can earn himself/herself a number, according to their ability, that they can keep for a year.

This represents a great chance to put P&R on the map as a National class, and of course because this is a 'National' meeting drivers from further afield, particularly those who have not entered in any previous P&R events, will be very welcome. Entries to Cheshire Kart Club Ltd.

Prizes for the 1984 MOTIV 125 P&R Championship will be presented at this meeting.

1984 MOTIV 125 P&R CHAMPIONSHIP RESULTS

1st	Colin Kay	560 Points
2nd	Marek Piatkowski	417 Points
3rd	Mark Higgins	361 Points
4th	Neil McGovern	314 Points
5th	Steve Shirley	226 Points

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DMA Racing

210 CHALLENGE (1983)

After 8 rounds of the D.M.A 210 Challenge the top twenty point scorers are as follows:

		Pts			Pts
1st	Paul Woodward	106	11th	John Haigh	34
2nd	Tom Thacker	86	12th	John Tunstall	29
3rd	Ian Hunter	72	12th	Carl Atkinson	29
4th	Edward Mellor	65	14th	Mike Edwards	22
5th	Steve Hurst	64	15th	D. Davison	20
6th	Lionel Sifleet	56	16th	Steve Jones	18
7th	Steve Thornell	54	17th	D. Wishlade	16
8th	George Wright	50	18th	Paul Umney	14
9th	Colin Hoar	40	18th	D. Thomson	14
10th	Simon Bateman	38	18th	P. Robinson	14
			21st	A. Goodliffe	12

Special thanks are due to the following firms who have promised support for the end of season prize fund:-

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£10,000 WORTH!

125 National driver, Ian Pearson, of Station Road, Willingham recently scooped a £10,000 win as Britain's first in the Shell Mastermind Competition. For three weeks Ian had been collecting the cards when he purchased petrol at his local garage in Sawston and thought nothing more about it, until he received the news from Shell on 1st August. As can be imagined it came as quite a shock. Ian, a self-employed welder who works at Hoperole Ltd was stunned, but no so stunned that he hadn't worked out how the cash would be spent! He plans to use most of the money to buy a new house — and the balance? Karting, what else? Pictured here is the happy winner Ian with his girlfriend Julia Hunt and a replica of the Shell cheque.



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KART AND SUPERKART OLYMPEx

INTERNATIONAL ACTIVE SPORTS AND LEISURE SHOW

August 8th to 18th 1985 National Exhibition Centre Birmingham

THE LATEST

A new shop window for manufacturers of sports equipment and leisurewear will be unveiled to the public next year. Olympex, the International Active Sports and Leisure Show, is planning to make August 8-18 1985 one of the most important events in the British and international calendar of sporting fixtures and exhibitions.

Many of the big names in sports equipment and sportswear have already pledged their support for the 11 day exhibition — a “blockbuster” according to the organisers — which will feature over 40 different sports at the National Exhibition Centre, Birmingham, chosen because it is the only venue in the United Kingdom which can accommodate a thousand or more trade stands and the 800,000 — one million people expected to visit the event.

Olympex has already won the enthusiastic approval of the British Olympic Association which will receive a slice of the gate receipts to help finance the British Olympic movement. In addition it is working closely with the governing bodies or associations of all the sports involved and is planning to stage a number of international and national finals during the course of the 11 day show.

The Olympex concept is unique for as well as providing manufacturers with a marketing

platform to show off their products — heralded of course, by a massive advertising spend on press, radio and television — the exhibitor will enable the public to join in and pit their skills against the stars of tennis, golf, boxing, darts, snooker and dozens of other sports and games, of course including karting.

Mark Barounos, one of the Olympex organisers who has spent ten years in the exhibitions business is confidently predicting a sell-out of the NEC's 110,000 square metres of hall space and 100 acres of surrounding area including the arena with 8,000 seats.

“The response has been terrific and we are already looking forward to a bumper success,” he said.

“Each sport featured at the exhibition will have its own ‘action area’ with courts for tennis, squash and badminton and driving ranges and putting greens for golf, ice rinks for ice hockey, and so on. We are building a karting track and will be constructing an artificial ski slope. Infact, we aim to cater for everyone and everything and if your sport is sky-diving we will even arrange for you to drop in from 3,000 feet. It is this new concept in exhibitions which is capturing the imagination of everyone we have

talked to. Like us, they see the event as one which will have a tremendous impact and attraction for the thousands who are interested in sport because we plan to get the big stars into the NEC and anyone coming through the turnstiles will have a sporting chance of participating against them.”

The 16-acre lake situated in a parkland setting to the south of the exhibition building will be the focal point for a full programme of aquatic sports including canoeing, sub-aqua diving, water ski-ing, wind-surfing and sailing and plans are afoot to incorporate in-shore power boat racing into the event.

A special motor show feature will have a central display of formula racing cars which will be surrounded by a purpose designed kart track. True to the concept visitors will be able to take part in any sport they see, Olympex will put racing karts at their disposal so that budding kart drivers can get behind the wheel and test themselves against the sport's leading exponents.

The exhibition will be open to the public from August 10-18. The first two days of the fixture — August 8 and 9 — have been designated trade days when the event will be given over exclusively to the buyers and sellers of sporting equipment and leisurewear from all over the world.



Mark Barounos, Managing Director of Olympex (left), discusses with Charles Palmer, Chairman of the British Olympic Association, the concept of Olympex during the official launch in early May.



Aerial view of the National Exhibition Centre, Birmingham, which is to host the largest ever activities and leisure show seen in this country.

CLUB SCENE

Roger Barrington had a flag to flag win in the fifteen lap final, Darren Maryon was always there looking for a way through or a mistake but Roger does not make many mistakes so Darren had to settle for second place, Roy Gallant finished third and the Novices battle game fourth place to Paul Butler with Kevin Bridge fifth.

210 NATIONAL

Jon Sapey led heat one for a couple of laps with Ian Jackson close behind. Jackson took the lead on lap three and went on to win. Jon Sapey held on to second place for another four laps but then an on form Ken Austin got past to push Sapey back to third place, and on the last lap Sapey was demoted back to fourth place by Ralph Howard who had worked his way steadily up through the field.

Heat two was a flag to flag win for Jon Sapey with Ken Austin holding on to second place despite pressure from Chris Prue who dropped out on lap eight and the eventual third placed Ralph Howard, Mathew Barnes was next across the line in fourth place.

Ian Jackson led heat three from start to finish, Tim Ayres held second place for three laps then Ralph Howard got through under braking at the hairpin but could not catch Jackson and settled for second place. Ayres held on to third for the rest of the heat and Ken Austin was fourth.

Jon Sapey found some demon tweaks for the final and led from start to finish. Tim Ayres held second place for a couple of laps until Ralph Howard got through and went on to finish second, Ayres held off Ken Austin to finish third with Austin fourth, Chris Prue was next across the line in fifth place and Mathew Barnes was sixth.

250 NATIONAL & INTERNATIONAL

Ron Harris led heat one for three laps when he pulled out with problems leaving Kevin Ramage to go on in the lead and to take the chequered flag. Dave Symonds held second place until on lap seven he too retired back into the pits leaving Aurthur Thompson to finish second.

Kevin Ramage had a flag to flag win in heat two and there was a terrific scrap for second place between Aurthur Thompson and Dave Symonds both on Nationals which eventually went to Thompson with Symonds third over the line.

Only two starters for heat three, Kevin Ramage and Aurthur Thompson. Ramage roared off into the distance on his water-cooled Yamaha only to lose a wheel on lap six leaving Thompson with the circuit to himself, so he was first and last at the same time.

Dave Symonds led the final for the first couple of laps but then Kevin Ramage got his act together, took the lead and went on to win by a fair margin leaving Symonds to hold off Aurthur Thompson which he done by about a karts length by the end of fifteen laps.

As usual a big thank you to all the Marshalls, Lap Scorers, etc who make our meetings run so smoothly, in fact to everyone from the Clerk of the Course to the guy who bring's the toilets (Me). See you soon!

JUNIORS

1st Paul Sommers	Dart/TKM
2nd Scott Law	Dino/Parilla
3rd John Lowther	BM/PCR

100 NATIONAL

1st Robbie Adams	Dart/Parilla
2nd Mike Bernie	Dart/TKM
3rd Richard Lock	Wright/Yamaha
4th Gordon Chenery	Spyda/Arrow

125 NATIONAL

1st Roger Barrington	Spyda/Rotax
2nd Darren Maryon	Lancer/Rotax
3rd Roy Gallant	Spyda/Rotax

210 NATIONAL

1st Jon Sapey	Bullitt/Villiers
2nd Ralph Howard	Aero/Upton
3rd Tim Ayres	Lancer/Upton

250 NATIONAL & INTERNATIONAL

1st Kevin Ramage	Dino/Yamaha
2nd Dave Symonds	Aero/TKM
3rd Aurthur Thompson	Star/Yamaha

Kimbolton

SUNDAY, AUGUST 9th

With twelve 250's entered on the programme it was disappointing to have only six turn up on the day. After an emergency Committee Meeting it was decided not to race 250's at Kimbolton for the rest of the season. With yours truly being upended by a Junior Britain, necessitating an inspection of bruises in the ambulance, and a heavy downpour for the Finals, it was quite an eventful day.

JUNIOR BOOSTER/NATIONAL

With five entries each, these two classes were run together. Two heat wins for British Booster Champion, Bobby Game, gave him pole for the final, with the other heat going to Oliver Gavin. Stuart Sampson won two in the National and Martin Powell took the third. The final was delayed due to heavy rain and when the field set off it was still raining steadily and the track was very wet. With Sampson having problems, his engine no doubt prefers petrol to water, the way was clear for Powell to win the National from Steve Keech. Bobby Game had a flag to flag win in the Booster class, with Russell Whitehead second.

JUNIOR BRITAIN

Two wins and a second gave Mark Hawkes pole position with a consistent Jamie Rhodes next up. Glenn Taylor took the other heat and was in third spot with Simon Harrison fourth. The field set forth in a cloud of spray as the lights changed to green. Rhodes took the initiative at the first bend and trailed Harrison with him; third was Hawkes then Taylor while Walton came quickly from the rear into fifth. Harrison got the line at 'The Willows' and took the lead. With a clear track ahead he pulled away from the rest of the field while Rhodes ran a lonely second. Hawkes held off Taylor who had Walton trying hard to take fourth but unable to get enough traction when it mattered.

100 NATIONAL 'C'

Three straight wins gave Stuart Baker pole and made him a clear favourite for the final. Dennis Flynn showed well in the heats, along with Peter Wilson and David Midgely. For some of the drivers probably on wets for the first time it was day for finishing rather than bravado and the majority felt their way gently round the track. Baker was a clear winner from Flynn and Wilson, with Midgely out of the trophies in fourth

spot.

100 BRITAIN

With Nigel Goff back from America but racing National, the class continues to be dominated by Victoria Phillip-Bates. She claimed two firsts while Simon Richardson took the other and a couple of seconds. Others to show were Robin Gibbs, Tony Geraty and Andy Waters. Victoria got the drop on Richardsn and these two raced clear of Geraty and Gladman. After five laps Richardson got by Victoria and held the lead to the flag, with Geraty and Gladman third and fourth.

125 and 210 NATIONAL

Two heat wins for Geoff Hodge and one for Graham Stephen in 125 and three different winners in 210 — John Howard, Mark Smith and Paul Umney — sorted out the heats. The 125's were dogged by problems in the final, including Hodge, leaving only Maggie Dell and Pete Sale as finishers in that order. The 210's had more success, the rear-facing carbs obviously improve the petrol/water ratio. Paul Umney was the winner from Martin James, Mark Freestone and John Mobbs.

100 NATIONAL 'B'

Three heat wins for Martin Gilbert and three seconds for Andy Routledge didn't make it difficult to arrange the front row of the final. Others to show in the heats were Phil Cartwright, Graham Rowe, Stephen Timperly, Reg Adams and Nick Byles. The final, with the rain beginning to ease, was won by Routledge from Gilbert, while Martin Davies came third ahead of Timperly.

250 NATIONAL and INTERNATIONAL

Fran Rowthorne won the heats for the twins and Chris Whitby showed up well for the singles with a second and two thirds. Novice, Roy Hubbard, took two good seconds while another novice, de la Rue, this time in National, came in with two fourth places. With the rain stopping, the final came out to a very wet track and, with all that power, the problem was keeping all four wheels on the track and pointing in the right direction. The only two drivers who managed to do this to the flag were Fran Rowthorne (International) and Richard de la Rue (National Novice).

100 NATIONAL 'A'

The rain had stopped at last and we hoped for a close final, albeit on a wet track. Heat winners were Mark Woolford, Bob Moon and Clive Wheldon with Nigel Goff taking two seconds. Wheldon was the first away closely followed by Goff and by lap two Samy Hunt had come up from a low grid position to third. These three were followed by Moon, Ian Hunt and Benoy. Hunt passed Goff on lap four and chased after Wheldon with Goff, Moon and the rest trailing. The two leaders pulled away and on lap eight at Kimbolton Corner, Hunt gained the advantage. Day was up to fourth, followed by Moon, Ian Hunt, Benoy and Spinelli. At the flag Hunt won from Wheldon, Goff, Day and Moon, with a strung out field not giving us the race we normally expect, due to the conditions.

Duncan Taylor



Graham Rowe (81) showed well in the 100 National heats.

(Pic: Jonsport)

CLUB SCENE

Steve Plain has made this class his own down here in the South West, and so it proved again with a maximum of four wins — two of them from the back.

Heat two saw a nasty spill on the first corner involving popular Alan Timson who went up, paused for a moment, then crashed down heavily upside down. He was lucky to be able to walk away with nothing more painful than a broken collar-bone. The restart then provided this classes best race of the day; Clive Bisp led but was strongly challenged by Roger Jessep who fought for every inch, then battled just as strongly for 2nd and 3rd. Only his tired chassis and a spot of brake trouble at Pit Bend prevented him from scoring his first really worthwhile result.

The wet Final was a procession led by Plain, from Bisp with the canny Fred Tarr in 3rd.

125 NATIONAL

Wins here for Malcom Williams (2), and one each for Andy Bundy and Alan Pearse. The second heat was a cracker with these three running oh so closely together for all eight laps and trying all sorts of weird movements. Williams took it by inches, and the officials and spectators sagged back exhausted just from watching!

The Final was wide open — until Pearse did the impossible in the wet and went round the outside of Bundy and Williams at Pit Bend! From there on Pearse and Bundy pulled away from a wet sparks Williams to finish a close 1-2.

250 NATIONAL/INTERNATIONAL

Eighteen assorted 250's was the largest grid of this class seen at Dunkeswell for donkeys years — let's hope the trend continues. Interestingly a third of these drivers come from Cornwall which boasts no kart tracks.

Two wins each here for Malcom Williams and John Gosling, while others to show strongly were Max Faulkner, Dave Slowman, Derek Bull and Andy Reeves.

A wet Final allowed Gosling to spray into the lead while assorted spins and wet electrics decimated the field. This allowed Reeves to sneak right up onto Goslings tail and almost catch him unawares on the line. Entertaining!

Spectator

JUNIORS

1st	A. Coles	Jeta/Tabor DAP
2nd	S. Baker	BM/MM Arrow
3rd	D. Titherly	Jeta/DAP

100 BRITAIN

1st	A. Cottrell	Zip/Cleveland Arrow
2nd	D. Hawes	Jeta/Tabor DAP
3rd	J. Pitocco	Jeta/DAP

100 NATIONAL

1st	M. Liddard	Zip/Parilla
2nd	D. Jones	Jeta/DAP
3rd	D. Maple	BM/TKM

210 NATIONAL

1st	S. Plain	Zip/PPM
2nd	S. Thornell	Barlotti/?
3rd	F. Tarr	Dale/Upton

125 NATIONAL

1st	A. Pearse	Zip/Rotax
2nd	A. Bundy	Zip/Rotax
3rd	M. Williams	Zip/Rotax

250 NATIONAL/INTERNATIONAL

1st	J. Gosling	Barlotti/Yamaha
2nd	A. Reeves	Zip/Yamaha
3rd	G. Seymour	Zip/Yamaha

'KARTMASTER '84' 2nd Round

The gods really turned the tables on the racers taking

part in the second round of the Western Trust & Savings 'Kartmaster '84' series over the weekend, for after an afternoon of glorious sunny weather the skies turned from blue to grey in just 30 minutes in a manner that can only happen at Dunkeswell Airfield!

As the twenty racers assembled on the grid for this prestigious event, heavy drops began to fall and there was organised chaos as drivers and mechanics scamped around changing slicks for wet weather tyres. Thunder rumbled in the distance but luckily the track was not visited by a cloudburst of the type that washed out the 1983 British Championships.

With girl racer Joanne Jacobs on pole position, and Round One winner Adrian Cottrell down in a mid-field placing, there was plenty of potential interest.

And so it proved as Joanne roared away from the flag, trailing a long rooster-tail of spray and trying not to make any mistakes so early in the race. As she did, Cottrell was slotting through gaps, jinxing from one 'lane' to another until after only four corners he was up to 5th place.

Meanwhile Joanne was fending off strong pressure from Julian Pitocco (Plymouth KC), Don Thacker (Liss) and Alan Smith (Blanfod), and such was the pace of these leaders that they drew away from the pursuing pack. All except for Cottrell (Weyhill) who was proving to be the 'rainmaster' in this race, he was up to 5th on lap 1, 3rd on lap 3, and 1st by lap 5! None of the leaders had an answer to the flying Cottrell who simply powered past in a ball of spray.

Trying to emulate Cottrell — and almost succeeding — came Andrew Clarke (Plymouth KC), working his way steadily through the slipping, sliding field, shadowed all the way by Gavin Wills (Plymouth KC). Clarke reached 5th spot, then found himself 4th when Alan Smith slithered off-course, then up to 3rd when Don Thacker had a spin. Clarke tried to close in on Joanne but was really on form and always had an answer to him. Wills eventually climbed from dead last to 7th, but the elusive Clarke was always a couple or so drivers ahead.

The closing laps saw spins by Julian Pitocco, Mike Perkin (Plymouth KC) and Chris Taylor (Plymouth KC) which dropped them off the leader board and out of the points.

So the race splashed to a soggy end with Adrian Cottrell backing up his round won win at a dry Clay Pigeon by a wet one at Dunkeswell. Joanne was 2nd with Clarke 3rd and Dave Hawes 4th, these last two keeping their title hopes alive by consistent finishes.

Anyone of three drivers can now take the 'Kartmaster' title at the Final round in Plymouth on Sunday, September 23rd. Adrian Cottrell must start as favourite, although he has drawn a last row grid position. Should be action galore!

POINTS AFTER 2 ROUNDS

A. Cottrell	=	48
A. Clarke	=	35
D. Hawes	=	30
G. Wills	=	20
J. Jacobs	=	19
M. Swain	=	16
D. Watson	=	15
J. Pitocco	=	14

JUNIORS

Gavin Kershaw led the first heat for a couple of laps then Steven Webb got through and went on to win. Kershaw managed to hold off Mark Thomas until the last lap when a slight mistake let Thomas through leaving Kershaw third and John Lowther fourth.

Steven Webb led the second heat from start to finish. Paul Somers had a race long dual with John Lowther and Mark Thomas, they finished in that order with Gavin Kershaw next across the line in fifth place.

In heat three it was John Lowther and Paul Somers having a dice for the lead until Steven Webb split them up on lap four, these three were still close together when Webb took the lead on lap nine, Somers dropped back down the field and left Lowther to take second place with Mark Thomas third and Scott Law fourth.

The final was a complete turnaround. Steven Webb took the lead on the first lap, but on the next lap he was out of the race at the chicane leaving John Lowther, Paul Somers, Scott Law and Mark Thomas all in a dice for the lead. Paul Somers took the win with Scott Law just taking second place from John Lowther on the last lap, Mark Thomas was fourth with Novice drive Mark Gooderham fifth and Stuart Bridges sixth.

100 NATIONAL

Lee Gage led the first heat for nine of the ten laps with a hard charging pack snapping at his rear bumper, Gordon Chenery had a go but retired on lap seven, Richard Lock was really on form and Robbie Adams was also on the pace, he came up through the pack to take the lead on the last lap and won by the smallest of margins from Richard Lock in second place, Martin Church was third and David Adams fourth.

Mike Bernie had a flag to flag win in heat two but it was not easy for him as Lee Gage was looking for a way past the whole race, Martin Church held third place for five laps then Richard Lock got past him with Gordon Chenery and Robbie Adams in hot pursuit and despite some close racing and hairy moments that was the order in which they took the flag.

Robbie Adams found his form again in heat three and took a flag to flag win. Gordon Chenery held on to second place despite pressure from Lee Gage and Mike Bernie until lap eight when he retired leaving Gage to go on and finish second with Bernie third and Richard Lock a little way back in fourth place.

The final was a convincing win for Robbie Adams who got a few yards out in front and kept himself out of trouble. Richard Lock held on to second place until lap nine when Mike Bernie got through and went on to finish second with Richard Lock third and Gordon Chenery fourth with Martin Church fifth.

125 NATIONAL

Darren Maryon took an early lead in heat one with Roger Barrington and John Davies close behind and Roy Gallant waiting to pounce if there were any mistakes. Davies came to a halt on lap five with a gearbox full of neutrals, Maryon held grimly on to the lead until lap eight when Barrington got past and went on to win with Maryon second and Gallant third, Novice Paul Butler finished fourth.

The positions were reversed in heat two, Roger Barrington took an early lead, but on lap five Darren Maryon had got through and went on to record his first win at Ellough by the smallest of margins with Barrington on his new motor second and Roy Gallant third.

Heat three saw Darren Maryon again taking the lead for the first few laps but the experience of Roger Barrington put him up into the lead by lap five, and he went on to win, with Maryon in second place and Roy Gallant taking third place, the Novices had a race of their own at the back of the field which was at times as close as the battle for the lead, Kevin Bridge came out on top to take fourth place this time with Paul Butler fifth.

Dear Sir,

It is hoped to run a Long Circuit, P & R 125 Championship in 1985. This year the organisers, (namely John Shaw at Cadwell and Ian Rushforth at Mallory Park), have gone out of their way to let P & R's run with 210 National and have even put trophies up for grabs. I am sure with a few more entries this could be marvellous class.

Final venues are yet to be decided but rounds will take place at most long circuit events. John Brookes of "Surespeed Engine Developments" has already agreed to lend his support, with a trophy for the winner, as have "Fortwill & Co" of Birmingham who will put up an award in memory of the late Paul Willington who used to race in this class. Would all interested parties please contact Alan Naul on Coventry (0203) 501287, after 4.30 pm, or Barry Fortnum during working hours on 021-784 0569.

Yours faithfully,
Alan Naul

Dear Ed,

The season, from a championship point of view, is drawing to a close and thoughts start turning towards next year. In this letter, which is open to comments from karters and the RAC, I intend to propose something which may provide food for thought. With the demise of Junior Nationals there will be a blue plate vacant next year. My suggestion is to give this plate to the class within a class — the 125 P & R. This class, which provides close and entertaining racing, is so often thwarted by the Rotax' superior power and can only be frustrating to the drivers who devote their time and efforts into their kart preparation. If the class gets its own number plate, then it can have its own British Championship, both Long and Short Circuit. Long Circuit P & R drivers already have their own races, so race admin should present no problems. Perhaps an extra race could be fitted in at the GP, after all there is a Non-Championship 250 International race.....

Come on lads, let your views be known and maybe the master of promotion, Martin Hines, could lend a hand to the cause.

Thanks, Ed, for the space and I hope your mailbag can stand the strain!

Yours sincerely,
Iain Blair
14 Findlay Place,
Workington,
Cumbria.

A very laudable suggestion and one that deserves serious consideration by the governing body. For some time now the P & R class has been steadily growing because it provides the guys with restricted budgets a chance to get into the gearbox league with the minimum of outlay. Already the grids are expanding, exemplified at both Rowrah and Three Sisters where the numbers earned the P & R drivers their own separate races. At a time when karting has begun to hit the doldrums something as prestigious as a separate number plate could well be one of the factors that might help lift it out again, especially once people realise that there is more at stake than just running off the back of a grid with another class. The efforts of the guys who strive to promote the class would then see that such efforts had not gone unsmiled upon.

Ed.

Dear Sir,

I have been a regular competitor in the 210 National Class for the last 18 years, I have taken in all the major competitions over this period and I have raced in the 'Golden Years' of Villiers when we had A,B,C, & D finals, with 50 to a grid, right through to the less well supported meetings of today. I am also a keen club member.

I would like to reply to the comments made in last months magazine, re- our class and make the following points:



We welcome your letters on any topic related to karting and they should be posted to: Kart & Superkart (Letters), Pindar Road, Hoddesdon, Herts. They should have the name and address of sender, whether or not this is to be published. Opinions expressed are not necessarily those of the Editor or staff.

1) I feel that our class is very much a participant class and I race for the pure joy of racing, leaving the spectator appeal of the 'glamour classes'. Although it would be most sad if your excellent magazine were to stop reporting the Villiers class, I suspect it would have little or no effect on the enthusiasts who compete in it.

2) I do not believe that the Villiers engine is overstressed to a point where it is no longer useable. If you look at the lists of finishers at the major events, the same names appear over and over again. John Newton and George Bett have won the British Championship with a combination of speed and consistency, coupled with a reliability factor which would be the envy of many competitors in other classes.

3) Re the Cadwell Park meeting, although it is true that only 7 Villiers finished out of 29 starters, this was a particularly poor finishing percentage when compared to other meetings, but why did you not point out that only two 125 P & Rs finished or that only nine 250 Nationals finished? I didn't keep a note of the other classes but no doubt they had their problems as well.

4) You say the Villiers are making a comeback at club level, if this is true, then it must be a good sign and is probably due to the number of very cheap secondhand outfits for sale recently. If a newcomer to our sport is short circuit racing and chooses a Class One machine, he may later fancy trying his hand at long circuit racing, but is faced with the difficult decision of selling all his equipment and going into something he may not like. It is clear therefore that we must preserve short circuit gearbox racing if we are to keep up numbers at long circuits. The performance, price and availability of the Villiers would seem to lend itself to this cause.

5) Many of today's long circuit karts with their beautiful bodywork are totally unsuitable for short circuit racing and therefore restrict their owners to 10 or 12 meetings a year, given that they will have to miss the odd meeting for holidays, family or business commitments etc. With the simple removal of the nose cone on my Villiers outfit, I can go club racing and expect to get in about 25 meetings a year.

6) The Villiers long circuit brigade seem to fall into two groups, group A the older lads who like myself

have raced Villiers for years and group B the younger ones who are working to a tight budget, but who gradually are working their way into long circuits and may later move into bigger classes when funds permit. If Villiers racing should come to an end, I believe we would lose group A from racing altogether, (I asked four people in the group who said that they would call it a day), I think that we would also lose group B as they are already on limited funds and would suddenly find that their existing equipment was worthless. So I feel that we are not talking about moving these drivers to another class but getting rid of them altogether. Surely this cannot be good. Can race organisers do without their support when entries in general are falling?

7) The camaraderie in Kart Racing is something we all enjoy and that which exists in the Villiers class is particularly strong.

New is filtering down from the higher echelons, that there is a group in higher places that wish to see the end of our class. I find this difficult to believe, but if this is so, I call upon all you Drivers of ALL classes, Manufacturers, Traders, Officials and Spectators to support the continuation of this class, a class to which we all owe so much.

Yours faithfully
Dudley Martin

Dear Dudley,

Thank you for your letter. It goes a fair way to clarify some of the issues raised in last month's magazine and if your views are representative of the majority of 210 National drivers, then they are all the more gratifying. The failure rate at the last Cadwell among the Villiers was probably more noticeable because it was the greatest and in fairness, the other classes did suffer substantial casualties as well. Probably the most important factors which have helped promote the class are the DMA Challenge and the establishment of the 210 National Drivers' Series, both of which have attracted good, consistent entries. Let's hope that similar plans are afoot for next season. Finally and just as confirmation, there is certainly no intention to suspend reporting on 210 National in *Kart and Superkart*, be it long or short circuit.

Regards,

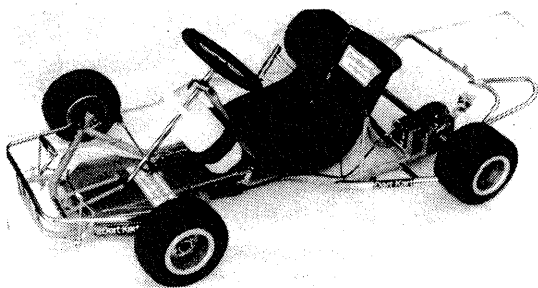
Ed



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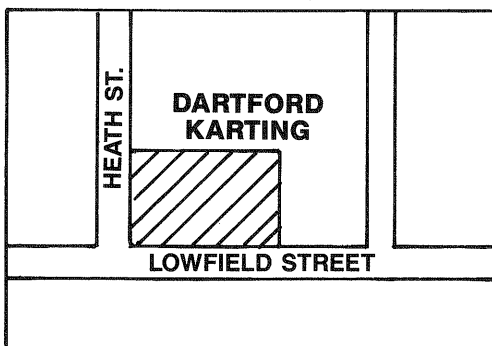
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Crankcase complete.....	£47.25
Oil Seal (ROLF high RPM).....	55p
Valve cover (sloping).....	£3.50
Crank complete.....	£65.60
Crank pin.....	£2.75
Cage & rollers (steel/silver plated).....	£3.75
Connecting rod, bare.....	£18.00
Big end spacer washer.....	60p
Small end rollers, 2mm x 13.8mm.....	90p
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Valve locator.....	£4.50
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Connecting rod TKM.....	£18.00
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Kart cover, 100cc.....	£9.00
Seat cover, universal.....	£6.50
Kart stand, unsprayed.....	£9.50
3mm, 4mm, 6mm, 8mm, T-bar Allen-Key.....	£1.40
10mm T-bar socket.....	£3.50
13mm T-bar socket.....	£5.25

'Blood, sweat and tears' as drivers and mechanics toiled endlessly in search of additional power to match the opposition they will encounter at the Scottish Championship in September at Summerlee.

Twelve juniors led off the first heat of the day, enthusiasm showing among the Booster drivers. At the off a close knit bunch made for the first bend snapping up openings when possible. Nationals I. McLeish and McLeod pulled away but Starkey for Britain soon latched on to the leading pair.

Colin McCorquidale, although dropping back a little at midway stage, climbed his way back to snatch 2nd place from Christoffoson. Ryan Reeves took a delightful first place for Boosters.

The second heat format was very similar with McLeish (Nat), Starkey for Britains but second place going to McKnight. Reeves and Lawrence Keenan Booster.

Third heat and McLeish and Starkey come to the fore with Mark McMorris taking second and Gavin McCorquidale third. Reeves and Keenan for Boosters.

FINAL

McLeish, McLeod from Starkey and McMorris on the first lap. McMorris was first to make a mistake leaving Christoffoson and G. McCorquidale to take up the chase. McLeish was caught up in a group of backmarkers and on overtaking went off in the 7th lap. The field was now clear for McLeod but Starkey, Christoffoson and McCorquidale were still contesting the Britain placings. Boosters Reeves and Keenan had the edge on Melville and Clark and went on to take the placings.

McLeod for Nationals. Starkey, Christoffoson and McCorquidale for Britains.

100 NATIONAL NOVICE

Still ten novices and as they made the break for the first corner R. Hutton gained advantage taking and holding the lead from K. Gregg and Allan Rennie. Colin Bowse, handicapped by a rear of the grid start, drove well to come through in fourth place.

K. Greig took the second heat with Bowse and G. Greig in close contention. Hutton lost out this time when he disappeared on the first lap.

Hutton was a clear winner of the third heat and the final beating Bowse into second place each time. K. Greig was third in the heat but starting from the rear had to settle for a fourth in the final as Davis, driving brilliantly, held off the third place challenge.

All these novices gave a good performance and challenging racing was produced throughout, giving good grounding for their entry to the main grids.

100 NATIONALS

Tony Donoghue led off a field of twenty plus and after a furious opening lap was joined by L. Di Rista and Jim Forsyth. Lap four Forsyth squeezed past Donoghue to take the lead while G. Wilson, well back in the pack, was moving through steadily. Di Rista lost out to Grahame on the seventh lap and Wilson powered through to challenge lead man Forsyth. Alas Donoghue and Grahame came to grief and went off leaving Di Rista in third place. Placings remained the same and Forsyth took the flag from Wilson followed by Di Rista.

Heat 2

Wilson and Donoghue all the way with Forsyth and Di Rista having to battle from the rear of the grid. With apparent ease they overcame the opposition, forging on, taking one or two places each circuit of the track in a well paced race. By lap eight pressure increased as they caught and challenged the leading apir but time ran out and victory went to Wilson from Donoghue, Forsyth and Di Rista.

Heat 3

Ronnie Ross on pole was first away as the flag drooped to take what was to be a short lived lead as Forsyth and Di Rista, on the boil, powered by on the second

lap, followed closely by Grahame. Di Rista outbraked Forsyth and set the pace. Gordon Wilson and Gordon Murray were now making ground and moving up-field and Donoghue had now moved into fourth. Wilson came through overtaking Ross and eventually Donoghue but Grahame was successfully holding third spot. Di Rista took the third heat from Forsyth with Grahame in third. Wilson and Donoghue taking fourth and fifth respectively.

Final

Hot favourites Di Rista and Forsyth in pole positions with Donoghue and Wilson tucked in behind showed promise of a very interesting final. As anticipated the pair shot off at a fast pace closely followed by Wilson. Wilson dropped out on the fifth lap and Donoghue moved in, only to be ousted by Murray on the next lap. Ronnie Ross attempted to overtake Grahame on each lap but the everwatching Grahame balked every manoeuvre. McMoreland and Gardener, although moving well, were caught up in mid-field and saw their chance diminish with every lap.

Louis Di Rista carried on to take the flag after being hassled throughout by Jim Forsyth who had to settle for second place. Third place to G. Murray followed by Donoghue, Grahame and Ross. A fitting end to a well contested race meeting by the 100 National drivers.

125 NATIONAL

Mixed misfortune in this class as favourites lost out at various stages and back markers forged ahead to upset the appercart somewhat.

The brilliant driving of Duncan White saw him take all the heats, Kevin Park in close contention throughout gained two second heat placings but had to retire in the remaining heat. Billy Stoddart finished the first two heats gaining a 3rd and a second but disappeared in the third.

In the first race the usual consistency of Gilbert Keenan, went to the wall, as his engine seized, his kart broadsiding in front of Park who almost made an unprecedented exit as his kart defied the law of gravity.

The final grid was depleted somewhat with the non appearance of Keenan, Stoddart, Park, Whitefield and Cherry, but the remaining ten drivers set up a fast furious pace right from the start.

Duncan White on pole took immediate lead from Pettigrew and I. Paton. Novice driver James Barclay, from Cupar, now having the feel of the track, was powering through from way back and looking good. Disaster! Whyte came to grief on the seventh lap and Pettigrew took up the running. Dogged determination took Barclay into second place on the twelfth lap and although hampered whilst lapping tailenders held onto his second place till the end.

At the flag it was Pettigrew, Barclay and Paton leaving the others pondering over this new opposition that they will encounter in next months Scottish Championship at Larkhall 8th/9th September.

210 NATIONAL

A much improved field made for better racing as thirteen karts sped round the outer circuit in a bid to gain precedence.

Peter Baxter and Gordon Addie fought it out in the first heat with Baxter coming to the fore on overtaking Addie on the sixth lap. Mike Gilmartin going well dropped out on the fourth allowing J. Gordon through to take third place. Addie took the second heat. Gordon slipped past Baxter on the second lap but was retaken on the seventh, finishing in third. Gordon Donaldson, normally a force to contend with, was not having a good day but managed a fourth this time out.

Jimmy Gordon on pole this time, for the third heat, led from start to finish with Addie and Baxter taking 2nd and 3rd respectively and Gilmartin in fourth. Oil spillage stopped the final on the first lap, much to the annoyance of Gordon who had taken a good lead. However after another good start Gordon was in the

CLUB SCENE

lead once more. Brian Swankie showed face this time and came through to join Baxter and Addie, and take up the chase.

Many manoeuvres were attempted and blocked during the race but Gordon went on to take the flag, followed by Baxter, Addie and Swankie.

Jimmy Gordon

Dunkeswell

SUNDAY, AUGUST 26th

Newton Car Sales Championship

JUNIORS

The fourteen drivers here provided the largest entry since the change to Brigstones took place, with four novices present let's hope this is the start of an upswing in South West Juniors.

The first two heats was a continuation of the season long duel between Steve Sparkes, Adrian Coles, Stewart Baker and Denzil Titherley, only Mark Hutton and Richard Gameson posed any possible threat.

Heat three was spoiled by a succession of silly accidents that spread the field and left Coles an easy win.

The Final was wet (Dunkeswell weather wins again!), and here Coles showed his maturity taking a well controlled win ahead of Baker and Titherley. Finishing a fine 4th was novice driver Lee Rennison who handled the wet conditions with apparent ease and took 'Booster' to boot.

100 BRITAIN

Just like always — action galore, with eight races and six different winners. Will it be like this next year after tyre and engine rule changes?

To prove last months speed was no fluke Joanne Jacobs stormed to a win in Heat One by thrashing Julian Pitocco, Dave Hawes and Steve Beers. Andrew Clarke and Dave Watson spun each other out trying to keep up with her!

Adrian Cottrell took an excellent near last to first win in Heat three; he also scored two 3rds, one of them from dead last on the grid.

Heat six was a nose-to-tail, three abreast job between Mike Perkin, Dave Watson, Cottrell, with Pitocco and a much improved Andy Thompson hovering for the chance that never came.

With the rain spoiling any chance of real racing the Final proved an easy win for Cottrell from Hawes, Pitocco and Don Thacker. Yet a cracking dice went on for 5th between Watson, Joanne and Perkin!

100 NATIONAL

Getting better every month. On paper this meeting looked set to be a Maple brothers benefit, but Martin Liddiard, Deny Jones and Arthur Wood decided otherwise.

The Maples did a 'McLaren' and took a 1-2 in the first heat, yet the second heat showed Darren nowhere and Russel down in 5th. This second heat was the best 100 National race of the day, with Jones and Wood racing side by side for the lead while Liddiard, Neil Symes and Maple R tried to pass 'em both. This lasted for six of the eight laps and provided excellent entertainment for the large crowd.

The wet Final was a high speed powerboat race — plenty of water plumes but little overtaking. A win for Liddiard (on tyres borrowed from Maple!), from Jones, and Maple D.

210 NATIONAL

From a 'terrible' just two months ago this class improved to 'brilliant'.

A row developed in the first heat over grid positions which saw two drivers storming off, and although it was settled amicably it was a poor show in front of hundreds of spectators.

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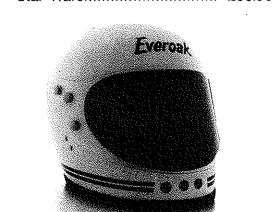
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Photo Caption Competition

This month we feature two photographs and we would ask that you fit suitable captions to each. The most original captions win a Kart and Superkart Tee shirt.

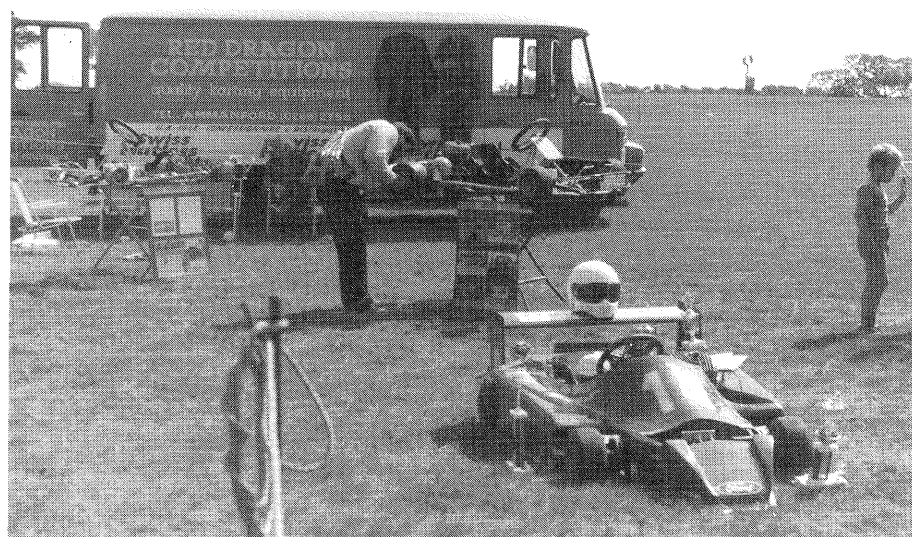
Please submit your entries to:
Kart and Superkart (Caption Competition),
Pindar Road, Hoddesdon, Herts. EN11 0DE



Contributors are reminded that copy for inclusion in the magazine *must* reach the Editorial Office not later than the 15th of each month.

Mini Ads

Telephone: **Hoddesdon 44201**



RED DRAGON

Red Dragon Competitions and Cardiff Kart Club held an exhibition of karting equipment at the recent 'Festival of Outdoor Sport' organised by the Sports Council for Wales at Margam County Park near Swansea. During the two day event over 10,000 people visited the site.

Three Sisters

SUNDAY, AUGUST 19th

BOLTON KART CLUB
Membership and Race Entries to:
Mrs E. Price,
26 Walnut Street,
Bolton.
Telephone: 0204 28630

A glorious hot sunny day greeted an entry of just under 120 drivers for the Bolton Kart Club meeting at Three Sisters on Sunday August 19th. Included in the event was the 3rd Round of the Phoenix Championship, the final round being scheduled for Sunday October 7th.

Amongst the entry of 120 an encouraging number of novice drivers were listed with 24 shown in the official lists.

An interesting note to the programme was the fact that Kurt Luby was running the Minarelli 125 engine and being classed as experimental any success would not count in the official results for trophies. By the time you read this November 1st will not be too far away and from that date the Minarelli will be allowed into 125 National ranks and the 'experimental' tag will be forgotten.

JUNIORS

Three Nationals; five Britains and four Boosters made up the Junior entry and after three 8 lap heats the young man on pole position for the final was Leylands Jason Worden aboard his Zip/Arrow. In taking that spot he hadn't had a win but did show consistency with three second places on his Booster class outfit.

Richard Smith (Nationals) lined up alongside after a win and two third places. One thing which did show up well throughout the Junior racing was the amount of assistance available around the course in order to keep the wheels turning. Spins were plenty but there was always someone close at hand to get the youngsters back on the track and that was nice to see.

The ten lap final soon settled into a four kart race with Jason Worden leading them through at the end of one lap. Dale Spruce (Brit) Richard Smith (Nat) and Alexis Peake (Brit) were all up there with him and at the end of the second tour Spruce had edged in front. Worden, Peake and Smith held station behind the leader for the first six laps before Peake snatched second spot.

The leader though was looking comfortable and ran out the second half of the race seemingly without problems to score a nice win. Alexis Peake held second behind Spruce with Worden third and Smith fourth.

100 NATIONAL

44 Nationals contested the days racing and after four heats and a 'B' Final the man at the top of the grid sheet for the final was Andy Fairless aboard his Ferrari/P&A TKM. A good variety of equipment showed well in the heats and the first four rows for the final included the Phoenix of Frank Crankshaw and Graham McCarthy; the Gillard of Crossley; the Wright of Critchley and Maidana together with the TKM of Turner and the Ferrari of Rimmer.

Ten laps then were in prospect as the starter sent them on their way and immediately Andy Fairless hit the front to secure the early advantage. Within a couple of laps Frank Crankshaw and Graham McCarthy had broken away from William Turner and were trying their hardest to get on terms with the leader.

The leading quartet were comfortably clear of the rest but some close dicing was going on for the places with Graham Kershaw finding a way through to start the second half of the race in fifth spot. John Coupe,

Nigel Critchley, novice Wayne Bray, Carlos Maidana and Eric Rimmer were in hot pursuit with Paul Burgess and Pete Middleton not far behind.

Having held second spot for eight of the ten laps Frank Crankshaw ran out of luck, and into retirement on the ninth lap handing second spot to Graham McCarthy.

Andy Fairless meanwhile pressed on regardless and at the flag was a clear winner from McCarthy, Turner and Kershaw.

125 NATIONAL

With Kurt Luby running the Minarelli under the 'experimental' banner at least some added interest was provided for this class. With the engine approved as from November 1st it would give the opposition a chance to weigh up the advantages, if any, over the Rotax. Although having run it on a long circuit at Cadwell at the start of the season and won with it perhaps the opposition don't need reminding! After three heats a couple of names figured on the front row of the final grid sheet and neither surprised anyone really. Three Sisters 'specialist' Mark Webster had pole with his Derek Price prepared motor and Kurt Luby sat alongside with the Min. The Motiv of Mark Allen completed the front row and an interesting final was in prospect. Luby had been trying all manner of things to get the fuel flow just right and an interesting duel with Webster promised much.

At the wave of the flag it was as expected Luby and Webster away first and into the first right hander Webster got the inside and the lead. Gary Ashurst, Phil Middlehurst, Chris Barnes and Mark Allen quickly established themselves in the next four positions whilst Webster soon began to pull away from Luby and build up a sizeable lead. By half distance Webster had put a backmarker between himself and Luby, Middlehurst held third from Ashurst and Allen with Barnes having lost touch a little with that trio.

As the race progressed into the final three or four laps Webster had the length of the straight advantage over Luby who in turn had a good lead over Middlehurst, Allen and Ashurst. Some distance back novice driver Gordon Mellis aboard a Phoenix held sixth spot ahead of Michael Jubb from Barnsley.

At the flag that was the finishing order with that Price prepared motor of Websters helping the Ormskirk driver to a good win. On the road Luby was second though as far as trophies were concerned the next man Middlehurst qualified second from Allen.

125 P&R

The P&R class had nineteen entries including three novices and at the end of three heats Marek Piatkowski on the Phoenix/Honda had pole for the ten lap final. Colin Kay's Testbed/Minarelli and Ian Waller's Sprint/Honda completed the front row.

Piatkowski got an excellent start at the flag and by the first corner had moved ahead of the rest by about six or eight lengths. Kay and Waller held the next two spots with Allan Harrison fourth.

Piatkowski never appeared in any trouble and as the race progressed so he held a clear and safe looking lead.

Waller and Kay were engrossed in their own little scrap for second place and that was not resolved until the last lap when Kay managed to find that little bit extra and claim second. Behind Waller Allan Harrison took fourth spot ahead of Gavin Fearnley.

210 NATIONAL and 250 NATIONAL

A lap scorers nightmare! Two classes running together. As things turned out the retirement rate was quite high so it was no real problem keeping track of what was happening. In any case just four white plated 250's amongst about a dozen red plated 210's were easily spotted.

Once the ten lap final got under way it wasn't long before the 210 runners hit the front with Paul Robinson leading Steve Jones. The leading 250 nat was that

of A. Brown and by half distance he had the length of the straight advantage over fellow 250 driver Ernie Whalley.

Not many were left running by the time the flag appeared and it was 210 exponent Paul Robinson first from Steve Jones whilst A. Brown held on to third on the road to take the honours in the 250 Nats.

250 INTERNATIONAL

The Phoenix of David Miles dominated the big banger class taking pole position for the final after a win, a second and a third. John Ashe, after a win and a second, lined up alongside with Trevor Cryer's second and third places earning him a spot on the front row.

At the flag it was Miles and Cryer away first whilst No 21, N. Monks tried a different 'line' and promptly demolished the starters straw bale platform! Fortunately no damage was done, except to the straw, and outfit No 21 rejoined the track albeit at the rear of the field.

After a couple of laps the leading quartet of Cryer, Miles, Ashe and Bristow had established a clear lead over the rest with novice Robert Woods running in fifth spot ahead of the remainder.

At half distance nearly three quarters of a lap separated the leading four from the rest and Miles had managed to take the lead from Cryer. Phil Bristow was trying everything to improve his position and after six laps had claimed second from Cryer with Ashe now fourth.

For three laps that was how it stayed but then on lap nine Ashe hit back and took third place from Cryer. Bristow meanwhile was looking for a way past Miles but despite some determined efforts was unable to make it, finishing just a couple of lengths adrift at the flag. Ashe still had third with Cryer fourth.

Mike Smith

JUNIOR NATIONAL

1st Richard Smith Star/Parilla

JUNIOR BRITAIN

1st Dale Spruce Boxer/Arrow

JUNIOR BOOSTER

1st Jason Worden Zip/Arrow

125 P&R

1st Marek Piatkowski Phoenix/Honda
2nd Colin Kay Testbed/Minarelli
3rd Ian Waller Sprint/Honda

250 NATIONAL

1st A. Brown Barlotti/Honda

210 NATIONAL

1st Paul Robinson Zip/Villiers

125 NATIONAL

1st Mark Webster Scaramanga/Rotax
2nd Phil Middlehurst Phoenix/Rotax
3rd Mark Allen Motiv/Rotax

250 INTERNATIONAL

1st David Miles Phoenix/Yamaha

100 NATIONAL

1st Andy Fairless Ferrari/P&A TKM
2nd Graham McCarthy Phoenix/Parilla
3rd William Turner TKM/Parilla

Summerlee

SUNDAY, AUGUST 5th

In brilliant sunshine over seventy competitors took part in a very competitive pre-championship meeting.

Continued.....Page 35

NORTH EAST AREA CHAMPIONSHIPS **Felton Circuit** (Venue of RAC 100cc Championships 1984)

**NOVEMBER 4th
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THE BASILDON FLYER! **K&S ROUND 5 — KIMBOLTON**

Ricky Grice romps away with another round of the Kart and Superkart Series after a start to finish lead. Simon Sutton beats the new British Champion, Gary Moynihan, home for second, while Steve Tillett, Miles Hall and Nicky Parrington take well-deserved places.

Report: **Ed McCormick**
Pics: **Jon Sport**



Graham Roscoe (24), leading Bob Moon, took third in the 'B' Final.

Hunts Kart Racing Club played host to the Kart and Superkart 100 National brigade during the weekend of 25th/26th August. The weather was perfect and, in such conditions, one could have hoped for a better turnout than the fifty drivers who registered though, in retrospect, it was perhaps understandable that only those with a relatively high standing in the Championships would bother to enter. Add to that the close proximity of the Snetterton Super One round at the beginning of September and the reasons are perhaps viable.

The Club decided against running support classes, reckoning that nine heats and three finals were sufficient to cope with, considering the racing does not commence until the afternoon.

Several drivers who registered for the event subsequently dropped out, namely Graham Leo, Karl Murphy, Ian McLeod, Darren Scott, Mike Olymbios and Ian Wilks and not all of their places were filled by last minute stand-ins, in fact only two and those were by Nigel Goff and Jeremy Cotterill.

THE HEATS

The nine heats produced some fiery racing and seven different winners to boot. Two men stood out with a brace of victories each, Sprint/Parilla mounted Steve Brogan of Basildon and Christo Racing/GPS Wheels sponsored Miles Hall who proved he could be the thorn in anyone's hide. Ricky Grice, also from Basildon, continued to show very good form and his skills on the track aptly demonstrate to his backers, Sante Fe Minerals, that they are getting value for

money. Both Zip supported drivers, erstwhile British 100 National Champion Gary Prior and the ever battling Jack Brown, each grabbed a win; Gary following his with a second and Jack a fourth. Jeremy Cotterill secured for himself a win and two fourths, whilst Steve Tillett also managed a first but had to be content with a couple of fifths. Simon Wright's hopes rested on the 1984 RAC 100 National Champion, Gary Moynihan resplendent in new leathers, but the champion proved to be the glittering prey for such magpies as Cotterill and Ferrari/Parilla man Steve Brogan and had to settle for a couple of second places. Simon Sutton, Neil Hann and Samy Hunt looked to be well on pace with a fair share of second spots between them. Nigel Edwards whose efforts in the Series have been plagued with problems to date, managed a second behind Miles Hall, thought his form in the Super One series seems to be outshining his endeavours in the K&S stakes. Evans Racing backed Gary Till drove well and gained a fifth during the second heat outing and most likely would have improved on that had not the accident statistics been against him. His next venture saw him innocently involved in a multi-kart shunt as the throng cleared the 'Willows', with the result that Gary sustained ligament damage to his left shoulder. Also very unfortunate was Mistrale Racing's Wright/Yamaha pilot Darrell Beasley whose injuries looked more severe and involved a spinning Ian Booth at Stowe Corner. Young Beasley was flipped over and his right foot was trapped beneath the kart. He eventually managed to extricate himself as the first aid crew reached him, but was found to be alright.

The first heat gave Steve Brogan and Paul Fletcher the advantage as they charged into Stowe, with Brogan

gaining the edge as they exited and headed for the Willows trailing Ian Booth and Samy Hunt in their wake. Fletcher's attempts at taking the lead quickly vanished when he spun out of contention, likewise Tony Negal after some very close in-fighting. Brogan continued to hold the lead and there looked to be no serious opposition in sight, in fact the only threat lay in the hands of Messrs Michael Day and Mark Woolford. Meanwhile Moynihan was working his way through the field and grappling with the likes of Tillett and Giddings as the race progressed. Giddings was the next to disappear from the affray when he spun out and left Moynihan to deal with Tillett, which he did very convincingly before long and set off in pursuit of the lead trio: Brogan, Day and Woolford. These two proved to be no match for the flying Moynihan and soon there was only the rear bumper of Brogan ahead. Try as he might though he was unable to make a dent in Brogan's lead and had to settle for second at the finish. Michael Day, Mark Woolford, Steve Tillett and Steve Day completed the first six.

The next heat proved to be a Ricky Grice benefit as he lead from the first lap to the flag with no opposition except in the form of Graham Roscoe, ex-Superkart pilot. Graham Sykes claimed a fine third, chased home all the way by Cheshunt's Dave Tom. Gary Till was fifth and Mike McAleer sixth. Till was probably one of the more impressive drivers because he started from the back and had to work his way through a heavy field.

Goff Racing devotee Ron Cox began the next fifteen lap session in fine form but soon succumbed to pressure from Neil Hann as the early stages of the race sorted out the who's who, whilst Miles Hall and Gary Parker disputed third spot. The coin fell in Hall's favour and he concentrated his attentions on Cox, eventually relieving the latter of second and looking to demote leader Hann. It was to prove an extremely difficult task — Hann held him at bay for seven laps before Hall managed to slip through and set himself up in a defensive position that was to endure to the flag. Gary Parker finished third whilst Jeremy Cotterill from a lowly grid position climbed the order to earn himself fourth. Scott Banks and Nigel Goff filled the other two slots.

Stephen Sykes looked to be the man most likely when the next heat began and he reaffirmed that impression, determinedly holding off Vincent Bond, Robert Owen and Peter Rochford for four laps, until Rochford got the bit between his teeth and picked off, first Owen and then Bond in quick succession before he turned his guns on Sykes. Further back too was all action as Grice and Prior came to grips in a fiery dispute over fifth. Out front, however, it was a closely fought battle as Rochford weaved and dived in an attempt to clear Sykes. He managed it at Stowe with a slick manoeuvre and forged ahead, though Sykes in his efforts to counter the move overdid things and spun out. He did manage to restart but by that time the leaders were romping into the distance. Grice and Prior looked to be driving as a team as they began to close on Rochford. They were anything but a team, as Gary Prior demonstrated when he dived inside Ricky through the Willows. It was to be but a brief soiree when Grice regained second before Kimbolton Corner, but Prior was determined and was soon back in second and glued to Rochford's bumper. Meanwhile Grice was fending off the attentions of Robert Owen who was a little too close for comfort but not that close that he couldn't be adequately be dealt with. Four laps from the end Prior made his move and was clear and

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Peter Rochford (43) relegated to the 'C' Final leads Robert Owen (47) and Ricky Grice in the heats.

into the lead and left the door open for Grice to emulate him. Prior held on for victory from Grice several kart lengths behind in second. Rochford secured third, while Robert Owen, Steve Tillett and Bob Moon made up the rest of the lead group.

Cotterill, Moynihan and Sutton featured at the head of the next grid while Jack Brown rested a few rows further back. At the lights it was Moynihan who made the best of it with Sutton, Cotterill and Barry Benham in tow; Brown was down in seventh behind David Germain and Nigel Goff, though Brown wasn't about to let the grass grow beneath his feet and soon elevated himself to fourth. A furious struggle ensued over the front spot though Moynihan fought off all attempts by Cotterill to adopt the lead and managed to maintain it for twelve laps. As the closing tours were heralded Cotterill made his move and got through to the front dragging Sutton in his wake and left Moynihan with a task on his hands to make up lost ground. Simon Sutton was to prove no real match for the current champion though he did try hard and managed to regain second spot, albeit briefly, before the race was finished. Cotterill claimed a good victory with Moynihan close on his heels and Sutton in third. Jack Brown drove a fine race and held station in fourth for all but the initial two laps. Samy Hunt and David Germain completed the six.

The sixth heat saw Edwards off the line first with Nicholas Bates and Graham Rowe following. They managed one lap before the multi-kart shunt occurred and the race was red flagged. Five karts were involved in the pile-up that sent Gary Till for hospital attention. Once everything was sorted out eleven karts were left to contend the heat and duly formed on the grid. At the lights it was again Nigel Edwards who got the best of starts and led Parrington and Miles Hall into Stowe Corner with the rest of the pack line astern.



Another 'C' Finalist, Ron Cox (19) with Gary Parker glued to his bumper during an earlier scrap.

From the third tour Brogan established a commanding advantage which no other could touch and held it to the flag. Sutton managed second and Michael Day third. Tony Negal's fortunes improved when he crossed the line in fourth, leading Steve Day and Jon Earnshaw.

After concerted efforts throughout the day Steve Tillett at last found himself rewarded with a victory in the last heat. He led without hindrance from the start lights to the chequered flag, except for a couple of incursions by Gary Prior during the earlier stages. Gary held firm for second with Robert Owen third. Miles Hall, Neil Hann and Nicky Parrington completed the six.

It was found necessary after all to hold a C Final and nine drivers who did not fare so well in the heats found themselves relegated to the ranks of such, namely Kerry Thorpe, Paul Fletcher, Peter Rochford, Robert McIntyre, Ron Cox, Darrell Beasley, Anita Sampson, Graham Rowe and Peter Crisp. Kerry Thorpe headed the bunch into Stowe for the first time with Paul Fletcher hanging grimly onto his bumper. Fletcher managed on lap three to take the lead but it was to be a short-lived affair as he was regrettably forced to retire. Thorpe once again took up the lead but found himself the focus of Peter Rochford's attention. Rochford quickly decided upon 'no nonsense tactics' and zoomed ahead to lead the field from the sixth lap right through to the end. Only Thorpe seemed able to keep pace with him, though Ron Cox put up a fair old challenge but, in the end, had to settle for third. McIntyre, Rowe and Sampson were the only other three to finish and all six were destined for the rear of the B Final Grid.

THE 'B' FINAL

After somewhat lengthy deliberations a grid of twenty-one drivers was posted for the B Final and duly assembled on the dummy grid. It took a couple of laps before the starter was satisfied that they were in their correct positions and switched the lights to green. As the horde tore into Stowe it was headed by Bob Moon with Graham Roscoe, David Germain and Michael Day in close attendance. Ashley Sinclair led Jack Brown and Peter Giddings as they swept through and into the Willows.

Moon hung on grimly to his choice position for only two laps before the determination of Roscoe took him through into the lead. Michael Day, meanwhile, had ousted David Germain from third and left him to the advances of Brown who was now lying in fifth. Nigel Edwards was in sixth and tucked in behind Jack's bumper, with Woolford and a relegated Sinclair in tow. There was a short gap back to the next bunch headed up by Peter Rochford and Kerry Thorpe. Out front Roscoe was driving very well and looked safe from attack, but Bob Moon's second spot turned into a precarious place as Michael Day was soon to prove when he slipped by and took off in pursuit of Roscoe. Brown was now in fourth, Germain fifth and Edwards sixth.

As the race progressed more and more pressure was exerted by Day on leader Roscoe until he managed to outflank the latter and take up the lead. Gradually young Roscoe extended quite a fair lead over Mike Day and looked perfectly capable of completing the remainder of the twenty laps in that position. The next tour round and Mr Brown, white helmet and green leathers bobbing, applied the wrench to Bob Moon, cleared him and set off to tackle the lead pair.

Both Roscoe and Day knew the importance of good finishes, that one supposes and the need to stay at the front, impelled them to hold out. Roscoe, however, was the first to fall prey — Day plucked him from his slot as they exited Kimbolton Corner and, even before they reached Stowe, Brown had done the same and gone through, leaving Roscoe to fight a rearguard action against the hordes led by Moon and Edwards that were closing on his tail.

The fates made pawns of men and, as such, Day found his leadership very much in the balance. It takes little to upset the scales, sometimes only a tendril and then Day found himself in second as Brown swept past. Roscoe, elated somewhat by this change in cir-

CLUB SCENE

210 NATIONAL — Sunday

1st Andy Martin Aero/CKC Villiers
2nd John Brewis Sprint/CKC Villiers
3rd Rod Harpham Zip GP/Patterson Villiers

Monday

1st Andy Martin Aero/CKC Villiers
2nd John Brewis Sprint/CKC Villiers
3rd Stu Alsop Star/SAGO Villiers

250 NATIONAL — Sunday

1st Kevin Routh Phoenix/RIP Yamaha
2nd Tony Brown Barlotti/Honda
3rd Mike McDowell Phoenix/Yamaha

Monday

1st Kevin Routh Phoenix/RIP Yamaha
2nd W. Gibson Phoenix/Yamaha
3rd Tony Brown Barlotti/Honda

250 INTERNATIONAL — Sunday

1st Bryan Reader Dino/Rotax
2nd D. Miles Phoenix/Yamaha
3rd John Ashe Star/Yamaha

Monday

1st Barry Tolson Zip/Rotax
2nd Bryan Reader Dino/Rotax
3rd D. Miles Phoenix/Yamaha

Felton

SUNDAY, SEPTEMBER 2nd

Class IV Summer Challenge Cup

The weather was dry but windy when we arrived at the circuit for our traditional Class IV Challenge Cup. Three gearbox classes contested the trophies and the cash prizes; they were: 210, 125 and 250 International.

210 NATIONAL

All three heats were won by Andy Martin with Des Davison in second place and Keith Trainer in third. We all wondered if these positions would be held at the flag after twenty laps. At the start Andy Martin powered into the lead, followed by Des Davison and Stewart Allsop in third. Keith Trainer trailed in fifth but fought his way up to third by the fifth lap. On lap ten we had the unusual sight of Andy Martin in trouble as he pulled off the circuit, leaving Davison with a commanding lead, followed by Allsop and Trainer. On lap sixteen Trainer had problems which allowed Ashley Winter into third place. The positions at the flag were, a delighted Des Davison, second Stewart Allsop and third, after some poor results of late, Ashley Winter. Davison won two trophies and £30 cash — no wonder he was happy.

125/250 INTERNATIONAL

Believe it or not but the men to beat were both novices: S. Spratt in 125 and A. Routledge, (these are new names to me, so I apologise for not knowing the Christian names). True to form they went out and won their respective finals. Supporting races included 100 International which was totally dominated by William Turner and Dave Muse. Turner won the final with ease and Muse was a distant second. The Juniors provided some excellent racing, with A. Laws the overall winner. The 100 Nationals provided us with fabulous racing. Roy Dickson, Stuart Davison and Nigel Davison were the men on form and in a class of their own. Unfortunately in the final Dickson and Nigel Davison had a coming together while dicing for the lead. Roy Dickson kept going down in sixth and Nigel restrated at the back. Davison was the very worthy winner with Roy Dickson back up to second at the

flag. Gary Cordner, not long out of novice plates, was a very creditable fourth after some fine driving.

David Park

JUNIORS

1st A. Laws Gillard/Parilla

100 INTERNATIONAL

1st William Turner Turner/Parilla
2nd Dave Muse Premier/TKM
3rd Mandy Rowe Premier/Parilla

100 NATIONAL

1st Stewart Davison TKM/TKM
2nd Roy Dickson Dart/TKM
3rd Mick Smith Premier/Parilla

SUMMER CHALLENGE CUP

210 NATIONAL
Zip/Villiers
Zip/Villiers
Aero/Villiers

1st Des Davison
2nd Stewart Allsop
3rd Ashley Winter

125 NATIONAL

1st S. Spratt Zip/Rotax

250 INTERNATIONAL

1st A. Routledge Zip/Yamaha

Shenington

SUNDAY, AUGUST 19th

A fine warm summer's day greeted some hundred and forty karters. The fine weather held all day producing some excellent racing, with its fair share of ups and downs.

Suzanne Filkin

250 NATIONAL

1st John Ottrey Zip/Yamaha
2nd Pat Thomkinson Dino/TKM
3rd Chris Tomkinson Dino/Yamaha

250 INTERNATIONAL

1st Chris Beavers Zip/Yamaha
2nd Paul Pedeltly Zip/Yamaha



Shenington — 250 International/National winners — Chris Beavers (78) and John Ottrey (6).
(Pic: Doug Rees)

Contributors are reminded that copy for inclusion in the magazine *must* reach the Editorial Office not later than the 15th of each month.

Mini Ads

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Continued.....Page 33

CLUB SCENE

As the grid rolled slowly up to the line, the front row consisted of Gary Ashurst, Duncan White and Bill Stoddart. The flag dropped and the field moved off as one. When the high speed snake hove into view, Kurt had the lead from a 2nd row start with mike Ballantyne in 2nd from row three. Almost immediately Mike's hand went up as his throttle had stuck open; he dived into the pits, giving second spot to Duncan, and restarted half a lap later in last place. Gary Docker retired at about ½ distance removing one of the quicker drivers. There was no living with young Luby, though, as he rattled off the laps to take an emphatic victory from Duncan White 2nd, Bill Stoddart 3rd, Jim Luby 4th, Gary Ashurst 5th and Chris (not Cliff) Barnes in 6th. As the Luby's were ineligible for awards, the drivers followed moved up to fill their places.

Monday

Once again a Luby benefit as Kurt won two of the heats and Jim taking the other to his great delight. Mike Ballantyne provided the meat in the Luby sandwich with a couple of 2nds and a 3rd, not bad for a three year old motor which Mike reckons is getting a bit tired. Gary Docker and K. Owen filled row two after a series of good heat results.

From the flag, Jim Luby led away the rest, headed by Kurt and Mike Ballantyne with the two Gary's, Docker and Ashurst in very close attendance. This was the pattern for the next few laps, as Kurt made no attempt to overtake his dad and the battle for the first trophy raged on behind with Mike making his kart too wide for the others to get round. Then there was added drama as Jim Luby's hand shot into the air and a puncture relegated him to the role of spectator. Kurt pulled away with a bit more urgency about him and Gary Docker outraked the last of the late brakers to steal Mike Ballantynes first place. Two laps later Mike was back in front but he couldn't locate a gear at the last corner, meaning that Gary Docker won by the width of a wheel. Kurt Luby was first on the road, but Gary Docker took first place with Mike Ballantyne 2nd, Gary Ashurst 3rd and B. Winder 4th.

125 P&R — Sunday

For the first time the P&R's had their own race and not only that, they had the world famous (it says here) Marek Piatowski to contend with. He won all three heats and his chicken loving mate clucked home with two 2nds and a 3rd. Malcolm Campbell had a 3rd place as had D. Hamilton on Mike Ballantyne's old Aero chassis. The final was no contest as Marek (my typewriter refuses to attempt his surname!) quickly established himself as the leader and proceeded to ease away from the rest. Terry Keegan made 2nd place his own and Malcolm Campbell won his struggle with S. Mellor to claim 3rd position.

Monday

Ray Grimes annexed pole with a brace of heat wins and a 2nd place. Ian Waller took the other heat and wound up next on the grid. D. Peers and M. Fowler were next up with Malcolm Campbell completing row two.

The order in the final was fairly quickly established, with Grimes in the lead, Fowler 2nd and Waller in 3rd ahead of Peers. From a spectators point of view the race was pretty uninteresting because the positions remained unchanged right to the end. Grimes won from Fowler, Waller and Peers.

210 NATIONAL — Sunday

Andy Martin was entered on his Aero (he knows how much this one weighs) and soon showed the rest the way home with three easy heat wins to wrap up pole and, barring mishaps, the final as well. John Brewis took second place on the grid with a 2nd and two 3rds, Rod Harpham completing the front row by virtue of a brace of 2nds. Stu Alsop seemed strangely off form as he lined up on the second row with T. Percival.

Once the final got under way, there was only ever

one driver in it. Andy Martin steamed rapidly away from the other sand lapped up to the third placed man. The scrap for 2nd place raged all race long and finally came out in favour of John Brewis just ahead of Rod Harpham.

Monday

With the first four positions on the final grid identical to Sunday's, the final looked to be a rerun of the previous day's event. This more or less happened because, once again, Andy Martin had a flag to flag victory with Brewis in second place. Stu Alsop salvaged third whilst the Sunday 3rd place man failed to finish the final.

250 NATIONAL — Sunday

Very close racing in this class provided some great entertainment for the large crowd which attended over the two days (Note for all clubs; advertising DOES definitely pay). Kevin Routh took pole with a couple of wins and a 2nd; Ian Reading, who is selling up and retiring if you want some good 250 Nat gear, won the last heat but his two 4ths put him on the outside of the front row. Tony Brown had the mid row place with some spirited driving and only missed out on a heat win because of Routh's straight line superiority.

The final was once again a very close four-cornered fight with so many position changes it was impossible to note them all. In the end, Routh won despite some late braking moves from Tony Brown. Mike McDowell got third just ahead of Ian Reading to round off a really magnificent race.

Monday

Kevin Routh overcame his exuberance to drive smoothly to three heat victories with Ian Reading the best of the rest after two 2nds and a 3rd. Tony Brown had the outside of the front row this time after his heat performances.

Brown made the better start in the final and led at the end of the first lap from Kevin Routh and W. Gibson who was having better luck than Sunday. As it happened (guys 'n' gals) these three were the only ones contesting the final as Reading and McDowell didn't make it past the rolling lap. Half distance, and Gibson deposes Brown for the lead and Routh further demotes Brown to 3rd. With four laps to run, persistence finally paid off for Routh as he moved up into the lead which he kept to the flag. Gibson was rewarded with 2nd just ahead of Brown in 3rd.

250 INTERNATIONAL — Sunday

One or two new outfits to Rowrah in this class, namely the virtually identical Phoenix's of D. Miles and P. Taylor and the Dino of long circuit exponent Bryan Reader. Club Champ, Mike Davidson debuted his new Rotax which sounded lovely but looked a bit rich in mixture. Pole was the property of Barry Tolson after a pair of heat wins, Paul Taylor occupied the next spot with Reader on opposite pole as a result of 2nd, a win and a DNF.

Tolson made a fantastic start in the final although he was soon being harried by Reader, these two being clear of the pack. D. Miles and John Ashe were slugging it out for 3rd and Mike Davidson was beginning to experience trouble with his motor as he began to slip back. Tolson showed no sign of giving up his first place until two corners from the end when he slid a little wide. Reader immediately moved to the inside and accidental contact took place, sending Tolson off in a shower of stones. By the time he regained the circuit, Reader had won with Miles 2nd, Ashe 3rd and Tolson a disappointing 4th.

Monday

Bryan Reader had problems in practice and didn't take part in the heats, giving us three different heat winners. These were D. Miles, John Ashe and Barry Tolson and the front row for the final lined up in just that order. From the flag Tolson made an absolute cracker to a start and led at the end of the first lap

from Ashe and Miles, Reader not very far behind in 4th. At the start of the third lap, John Ashe suddenly pulled off with a mystery but terminal ailment to his engine. Reader soon overtook Miles for 2nd place but was unable to do anything about the leader, so Tolson won handsomely from Reader and Miles.

Iain Blair

JUNIOR BRITAIN — Sunday

1st	David Coulthard	Wright/Wright TKM
2nd	Vicky Starkey	Kestrel/Arrow
3rd	Ian Innes	Zip/Rutherford Arrow

Monday

1st	Vicky Starkey	Kestrel/Arrow
2nd	David Coulthard	Wright/Wright TKM
3rd	R. Scott	Jeta/BTR DAP

JUNIOR NATIONAL — Sunday

1st	Alan Innes	Zip/Rutherford Arrow
2nd	John Lister	Lane/Arrow
3rd	P. Morris	Zip/TKM

Monday

1st	Kevin McBride	BM/TKM
2nd	John Lister	Lane/Arrow
3rd	P. Morris	Zip/TKM

JUNIOR BOOSTER — Sunday

1st	Dario Franchitti	Jeta/Arrow
2nd	D. Scott	Wright/BTR Arrow
3rd	S. Armstrong	Gillard/Arrow

Monday

1st	D. Scott	Wright/BTR Arrow
2nd	Jason Worden	Zip/Rutherford Arrow
3rd	S. Capstick	Wright/Arrow

100 BRITAIN — Sunday

1st	Alistair Stewart	Wright/Arrow
2nd	Ray Robson	Stratos/Arrow
3rd	Nicky Robson	Premier/Arrow

Monday

1st	Lloyd Ross	Zip/Arrow
2nd	Andy Harvey	Zip/Arrow
3rd	Nicky Robson	Premier/Arrow

100 NATIONAL — Sunday

1st	Jason Plato	Wright/Yamaha
2nd	Stu Davison	TKM/TKM
3rd	Roy Dickson	Dart/Dickson TKM
4th	Louis di Rista	Sprint/Parilla
5th	Mike Little	Wright/Parilla

Monday

1st	Mike Little	Wright/Parilla
2nd	John Jenkinson	Gillard/PCR
3rd	Lloyd Ross	Zip/Parilla
4th	Tony Donoughue	Sprint/Deavin Parilla
5th	Stu Davison	TKM/TKM

125 ROTAX — Sunday

1st	Duncan White	Zip/Rotax
2nd	Bill Stoddart	Zip/Patterson Rotax
3rd	Gary Ashurst	Zip/CKC Rotax
4th	Chris Barnes	Star/Rotax

Monday

1st	Gary Docker	Zip/Zip Rotax
2nd	Mike Ballantyne	Phoenix/MBR Rotax
3rd	Gary Ashurst	Zip/CKC Rotax
4th	B. Winder	Nevada/Rotax

125 P&R — Sunday

1st	Marek Piatowski	Zip/Honda
2nd	Terry Keegan	Barlotti/Chicken Honda
3rd	Malcolm Campbell	Star/Yamaha

Monday

1st	Ray Grimes	Barlotti/Honda
2nd	M. Fowler	Zip/Honda
3rd	Ian Waller	Sprint/Honda

cumstances, looked to demote Day once again, but fortune is a hard master and she insisted he remain where he was — with Moon, Woolford and Edwards breathing down his neck; Edwards had slipped noticeably.

Jack Brown proved untouchable, his leadership seemed to inject into him a gathering of pace as he stayed at the front and extended his lead.

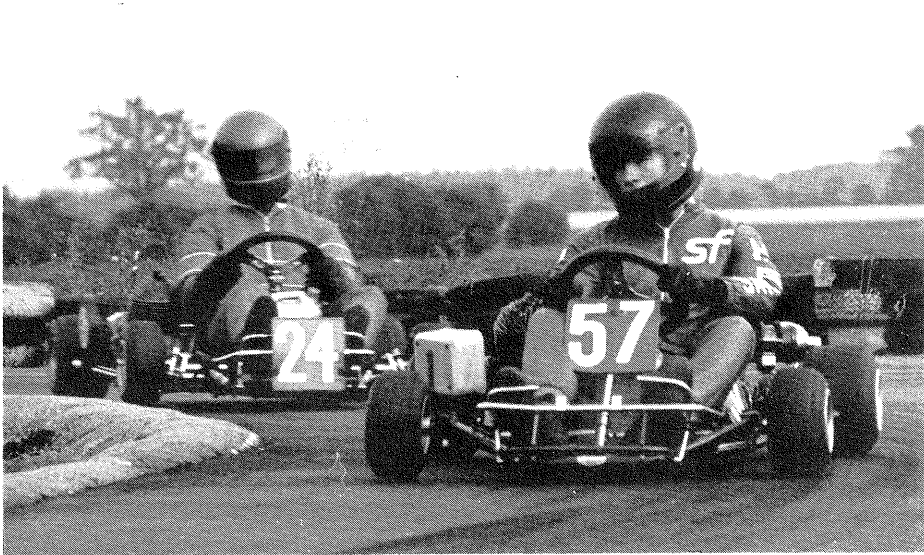
From a lowly order Peter Rochford clawed up the ladder until he lay in eighth, then it became seventh with the demise of David Germain and finally sixth. The chequered flag waited, poised and fell for Jack Brown after a splendid performance. Michael day held on throughout the last eight laps for second and Graham Roscoe's determined heel-digging gave him third. Bob Moon, Mark Woolford and Peter Rochford were the other three to make up the first six across the line.

THE 'A' FINAL

With everything sorted out the twenty-seven finalists assembled on the dummy grid around 6pm and were ushered out for the first of three rolling laps before the starter was satisfied that there had been no queue jumping.

As the lights changed to green they thundered off with Grice quickly taking up the lead into Stowe from Sutton, Hann, Hall, Parker and Moynihan. It was hoped everyone would get safely through the corner, however, that was not to be as Nick Bates and Jack Brown had a coming together and spun out, but managed to restart and get back in the action, albeit well down the order. Round through the Willows and down to the top corner, Grice held on while Sutton and Hann fought a running battle over second place. Close on their tails Hann, Parker and Moynihan hotly disputed the next few places, with the result that Parker found himself quickly slipping down the order, while Moynihan chased after Hall, determined to relegate him. Gary Parker had managed to get things together and was looking good in sixth ahead of Steve Tillett. The order began to stretch out a little with Nick Parrington leading the next bunch — Steve Day, Graham Kershaw and Gary Prior, Prior exerting pressure on Kershaw to cede his post while Samy Hunt looked on from the rear. Both drivers eventually tore past Kershaw and left him in twelfth. Up at the front things were looking interesting as four karts swung round nose to tail with Ricky Grice still heading the queue from Sutton. Hann and Moynihan were engaged in a furious struggle, Moynihan succeeding over Hann to take up third when he shot through on the inside and romped off up the straight. Miles Hall still held station in fifth with Tillett on his bumper, then Parker, Parrington, Steve Day and Gary Prior. The order to the rear of them looked thus: Hunt, Kershaw, Sykes, Roscoe, Negal and Owen, with some distance back to Woolford, Tom, Mike Day and Brian Noor. Scott Banks brought up the last little group containing Bob Moon, the ill-fated Jack Brown, a troubled Jeremy Cotterill and Nick Bates. Ricky Grice was well to the fore, driving well and sliding through the corners as though on a cushion of air. Doggedly Simon Sutton defended his second place from the incessant threat posed by Gary Moynihan, effectively shutting the door to any overtaking manoeuvre executed by the British Champion. Eventually though Sutton made one slip, just what Moynihan had been waiting for and the latter was through, looking to set about a repeat performance on the Lane/Parilla of Grice. Grice, however, was in a very commanding position, eating up the track as though all the hounds of hell were after him and there was little that even the flying Moynihan could do to dent the advantage.

With these two pulling away from the rest, it left several individual battles going on down the line. Sutton, Hann, Hall and Tillett were hard at it with Hann the first to succumb to the pressure from young Hall, leaving Hann to the ravages of Tillett. Then Tillett saw a way clear and was through. Further back it was a similar story between Parrington, Parker, Steve Day and Gary Prior, with Day the first to go and Prior was up to ninth, though Day still looked to be a threat.



Ricky Grice (57) in the 'A' Final as he takes an ailing Roscoe went on to score another fine victory in a race that was his from the start.

By the halfway stage backmarkers were the order of the day and Grice quickly picked off an ailing Mark Woolford, then Nick Bates as he flew on at the head of the field, several kart lengths clear of second man Moynihan. Sutton followed up next, still a good margin ahead of Hall and a threatening Tillett. Young Hall was hard pressed to hold the Gillard mounted man off but managed it for another couple of laps before Tillett outflanked him at the top corner and was through and charged up to attack Simon Sutton's third position. Sutton was to prove indefatigable and consistently held the latter at arms length. Meanwhile, Neil Hann, clutching grimly onto sixth, was having his own fair share of problems with a very forceful Nicky Parrington who constantly showed him his nose along either side in an attempt to ruffle the Mistrale driver. Hann eventually was forced to cede sixth place, probably deciding that a finish was better taken at the flag than in the tyres, so close was the dicing becoming. A fraction to his rear Hann probably sensed the struggle going on between the two Garys, Parker and Prior, with Prior making several action replays of his attempts to overtake, until he succeeded six laps from the end. There were several minor incidents during the proceedings, more comical than serious and they all seemed to occur at the sweeping right-hander of Stowe Corner. Tony Negal and Mark Woolford collided when they both aimed for a space that would only permit one kart, Woolford managed to restart

whilst Negal was forced to adopt the guise of a spectator. The seemingly accident prone Woolford made several more tyre excursions, punctuated with a few grass-track sessions before tumbling as he approached the Willows. Again he restarted and managed to finish the race with nothing injured apart from his pride.

As the chequered flag came out it was Ricky Grice who was first over the line to take another Kart and Superkart victory after a splendid drive. A clear forty yards behind Simon Sutton came home in second. Gary Moynihan, safe in the knowledge that he still heads the Series' points, was third. Steve Tillett, Miles Hall and Nicky Parrington made up the rest to sixth place. Neil Hann's seventh took him up to second in the points table, while Gary Prior's eighth likewise improved his standing. Gary Parker and Samy Hunt completed the top ten finishers.

1st	Ricky Grice	Lane/Parilla
2nd	Simon Sutton	Gillard/Parilla
3rd	Gary Moynihan	Wright/Yamaha
4th	Steve Tillett	Gillard/Parilla
5th	Miles Hall	Wright/Parilla-Yamaha
6th	Nicky Parrington	Dino/TKM
7th	Neil Hann	Zip/PCR
8th	Gary Prior	Zip/Parilla
9th	Gary Parker	TKM/Parker Parilla
10th	Samy Hunt	Wright/ — — —

KART AND SUPERKART 100 NATIONAL SERIES RESULTS After Round 5

Position	Driver	1	2	3	4	5	Total
1st	Gary Moynihan	136	100	130	135	126	627
2nd	Neil Hann	110	121	107	95	127	560
3rd	Ricky Grice	97	57	134	125	137	550
4th	Scott Banks	120	121	99	96	101	537
5th	Gary Prior	81	131	68	117	116	513
6th	Steve Brogan	53	112	128	113	75	481
7th	Jeremy Cotterill	135	104	—	121	114	474
8th	Rob Owen	101	112	80	66	112	470
9th	Stepehn Day	112	71	53	109	113	458
10th	Steve Tillett	68	112	30	118	128	456
11th	Graham Kershaw	130	98	15	110	101	454
12th	Stephen Sykes	123	103	—	117	109	452
13th	Peter Giddings	111	108	95	72	62	448
14th	Simon Sutton	108	60	42	107	128	445
15th	Gary Till	107	117	124	63	26	437
16th	Michael Day	85	93	53	110	94	435
17th	Miles Hall	128	51	—	105	132	416
18th	Darrell Beasley	53	109	96	124	—	382
19th	Jack Brown	96	23	68	109	82	378
20th	Kerry Thorpe	119	60	98	44	49	370

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Kalendar

OCTOBER

13 OULTON PARK — BRSCC
125 SERIES (Tarpotroy,
Cheshire)
MALLORY PARK (Kirkby
Mallory off A47, Leics)
Central Kart Club Champs
ROWRAH (Nr. Frizington,
Cumbria)
Super One — Final
Round

TILBURY (Dunlop Road, London)
BOYNDIE (Banff)
CHASEWATER (Pleasure Park,
Brownhills, off A5)
CLAY PIGEON (Dorset)
KIMBOLTON (10 miles SW
Huntingdon)
WOMBWELL (Dorothy Hymen
Stadium, nr. Barnsley)

21 MALLORY PARK (Kirkby
Mallory, off A47, Leics)
BRSCC Superkart Cup
CHESHIRE KC
ACE KC
BECCLES & DISTRICT KC
NUTHAMPSTEAD (1½ miles East
of Barkway, off B1368
Cambridge/Ware Road)
CASTLE KENNEDY (Stranraer
KC)

28 LITTLE RISSINGTON (RAF Base,
nr. Stow-on-the-Wold)
BLACKBUSHE (Camberley)
CARDIFF KC (Pembrey Airfield,
nr. Llanelli. 12 miles from Junc 48
off M4 Llanelli-Kidwelly Road)
DUNKESWELL (5 miles from
Honiton, Devon)
CRAIL (Kingdom KC)
FULBECK
SNETTERTON KARTWAY (15
miles west of Norwich on A11)
GOLSPIE (North of Scotland KC)

NOVEMBER

4 RAF LINDHOLME (Borders KC)
RYE HOUSE (Rye Park,
Hoddesdon)
CLAY PIGEON (Dorset)
KIMBOLTON (10 miles SW
Huntingdon)
THREE SISTERS (off Junc 25,
M6)
FELTON (8 miles north of
Morpeth, on A1)
SUMMERLEE (West of Scotland
KC)

11 TILBURY (Dunlop Road, London)
CHASEWATER (Pleasure Park,
Brownhills, off A5)
ROWRAH (Nr. Frizington,
Cumbria)
WOMBWELL (Dorothy Hymen
Stadium, nr. Barnsley)



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Rowrah

AUGUST BANK HOLIDAY

Well! It happened. Rowrah's Mega-meeting went ahead with nary a hitch and a truly astounding entry. This included two Luby's Kart, and a surprise entry from Father Jim. It was Kurt's chance to get his own back as Jim was given some free driving instruction. (I didn't see it actually but I have it on good authority). The 125 P&R drivers were given their own races for the first time I can remember and their number included famous P&Rist Marek Piatkowski (its easier to write than it is to say) and his macho mate Terry "Cockerel Lover" Keegan. The 125 class seemed to have the monopoly on lunatics as Roy Patterson had entered one of his fellow Grimsby-ites under the name of John McOilcann as a member of the Smurf club. To all the drivers, both hardended competitors and those who race for fun, thanks very much for making our meeting a success. You are all welcome back at any time.

JUNIOR BRITAIN — Sunday

Visitor A. Hodgetts won heat one after Mark Leonard caused a minor panic on the startline by clipping the starter strolley, bending Mark's axle and reducing the poor starter to a gibbering wreck. The next two heats were won by David Coulthard followed swiftly by Vicky Starkey and R. Scott. Coulthard also ran away with the final although a challenge from Starkey failed due to extensive backmarker traffic. She did finish second ahead of Ian Innes, R. Scott and James McKnight.

Monday

Three different heat winners in A. Hodgetts, R. Scott and David Coulthard with a fourth and two 2nds going to Vicky Starkey, 2nd and DNF were the other heat results for Coulthard relegating him to the second row. His partner there should have been Hodgetts but his day's racing ended in heat three when an accident left him with a badly battered helmet and a bandaged elbow.

From the flag in the final, Starkey immediately took up the initiative and held a comfortable lead over Scott, Coulthard and the rest. It took Coulthard another five laps before he found a way round Scott but time was running out if he was to make a bid for the lead. Despite the fact that David rattled off the remaining laps measurably quicker than Starkey, Vicky emerged victorious by a couple of yards over David, R. Scott eventually finished 3rd.

JUNIOR BOOSTER — Sunday

Once again, Dario Franchitti was totally dominant in his own class an despite starting behind them, soon came through to shadow the National class leaders. The minor placings were shared almost equally between S. Armstrong and D. Scott.

Dario raced away from the rest in the final and set about embarrassing the Nationals while Scott and Armstrong argued among themselves for 2nd. At the flag, Franchitti was the winner followed by Scott and Armstrong.

Monday

With no Franchitti, Jason Worden made pole position his own with a brace of heat wins and S. Capstick sat alongside after taking the other heat win. Strangely, neither driver had a 2nd place, these went to D. Scott (2) and S. Armstrong who both occupied the 2nd row. I'm afriad that as the Boosters were in with the Nats, I didn't note much in this race. What I can tell you is that Armstrong disappeared from the fray with suspected plug trouble and as the chequered flag fell the order was Scott 1st, Worden 2nd and

Capstick 3rd.

JUNIOR NATIONAL — Sunday

Very close racing in this class marked the end of car-buration troubles for Kevin McBride, as he persuaded his best motor to fire up at the appropriate moments to secure pole with two fine heat wins and a closely fought 2nd, in spite of a dire shortage of brakes. Sitting beside young Kev was one of our Caledonian visitors, Alan Innes who improved his heat positions as he got to grips with the track with 4th, 2nd and the other heat win.

Innes made the best start in the final but was soon harried by McBride followed by John Lister and P. Morris. At around half distance things took a different course when McBride's aspirations to the lead disintegrated along with his chain. This left Innes in the enviable position of being free and clear in the lead. This he held to the end ahead of Lister and Morris.

Monday

No errors today as McBride made a clean sweep of the heats while John Lister, who annexed opposite pole with two 2nds and a DNF, looked a little short on straight line power but had enthusiasm in abundance.

In the final, however, there was no mistake as McBride raced away with ease and suffered no problems to take the chequered flag to the obvious delight of his dad and Neil Brayton who had sorted the motor out. Kevin was a bit chuffed too, a huge grin filled the inside of his crash helmet as he crossed the line. You could almost count the fillings! Further back, the minor places were resolved in favour of John Lister ahead of P. Morris.

100 BRITAIN — Sunday

The Rowrah return of Alistair Stewart, after a season off for good behaviour, netted three heat wins and pole position. Ray "Granddad" Robson lined up beside him, but his chances looked slim in the final as his engine seemed to have difficulty picking up out of corners. He also questioned the amount of publicity given to arch-rival Mike Leonard. The obvious answer is to gimme some more money and I'll see what I can do. The next row consisted of Nickey Robson and Andy Harvey (who also raced in the 125 P&R category driving the ex-Bob Clowes Motiv Superkart chassis). Guess who brought up the rear? Yes, despite actually finishing heat two IN 3rd PLACE, Mike Leonard spun out of the others and couldn't restart.

No doubt about the outcome of the final as Alistair Stewart won with ridiculous ease. Ray managed to hold off son Nicky as the Robsons came home in 2nd and 3rd places whilst Harvey finished off running in his engine and brought up the rear.

Monday

Ray Robson elected not to compete and Lloyd Ross came in as a late entry to swell the ranks a little. Andy Harvey took pole position with a win and a brace of 2nds while Lloyd was alongside, thanks to a couple of wins and a DNF (more carb bothers).

The final followed familiar ground with Ross soon stretching out into the lead, chased gamely by Harvey and Nicky Robson (Leonard spun out again). There was no change in the order to the end despite Ross's chainguard breaking and waving merrily at all and sundry towards the end of the race.

100 NATIONAL — Sunday

Five heats were required to sort out the grid for the final with the heat results as follows. Frank Crankshaw won heat one from Stu Davison, D. Bullock and Lloyd Ross. Heat two went to Jason Plato, Louis di Rista was 2nd from Willie Grieve and William Turner. Stu Davison improved on his earlier heat by winning heat three from D. Bullock, Jason Plato and Louis di Rista. An emphatic win in the 4th heat went to Geoff Rudd followed by Stu Davison (enough to secure pole), Lloyd Ross and Ronnie Ross. The last heat belonged

to Roy Dickson with Jason Plato 2nd from Mike Little and William Turner.

The qualifying final tended to be a bit hectic with only four places at stake for the main event. Only four drivers survived the 'B' final in the order G. Cordoner, A. Compton, J. Riley and B. McAdam.

Davison and Plato shot off the front row together in the final and were soon engaged in a titanic struggle for the premier place. A large gaggle of drivers were falling over themselves behind the lead pair with several drivers coming up from midfield starts to join in the fun. Major retirements within this bunch included Willie Grive with a broken motor, D. Bullock and Frank Crankshaw. Meanwhile, back at the ranch, Plato had forced Davison into a rare error to take the lead. By this time, the laps were running out and Davison was unable to mount a telling challenge for Plato's spot. So Plato took a close win from Davison and the scramble for 3rd was won by Roy Dickson from Louis di Rista and Mike Little.

Monday

Only four heats today with the winners being Jason Plato, John Docker (he missed Sunday's racing due to a delayed flight home from Majorca — lucky person), Tony Donoughue and D. Bullock. Pole was taken for the second meeting running by John Jenkinson, whose consistency is beginning to pay off. Next up was Mike Little, back in serious competition after a spell in the fantastically expensive 135 class. It is interesting to note that, of all the heat winners, only Tony Donoughue showed any real form and he only ended up on the second row.

With only three turning up to contest the 'B' final, these were put straight through to the 'A' final which soon got under way. The field wound its way round to the starter and as the flag went up, the opposite pole rank was delayed as Jason Plato's engine died on row three. Jenkinson led the field away from the melee swiftly followed by Little, Ross and Donoughue. Davison was a little way behind but catching the group steadily. Plato managed to restart about four laps into the race but was shown the warning board after spending half a lap exploring the bumper of fifth placed man, Davison. Little found a way round Jenkinson at about half distance and began to open up a small but significantly gap over the next second placed man. Thus at the end, it was Mike Little who won, John Jenkinson ended up in 2nd, whilst the battle for the other places found Lloyd Ross in 3rd spot, Tony Donoughue in 4th and Stu Davison in 5th.

125 ROTAX — Sunday

Not really the correct title for this class as Jim and Kurt Luby were piloting Minarelli powered outfits, presumably as a shakedown for the 1st November deadline. 17 of these karts were entered and the entry was one of pure quality. Mike Ballantyne returned to racing at Rowrah and was reportedly very pleased with his new short circuit Phoenix. Among the stars of the long circuit scene was Paul Barker of Snap-on Tools fame. This was his first visit to Rowrah and despite spinning twice (sorry Paul) he said that he was enjoying the experience. Rapid Geordie, Gary Ashurst, took the first heat just ahead of Duncan White with Bill Stoddart a short way behind. Mike Ballantyne's clutch packed up on the line so he had to borrow a bottom end from Gary Docker and graft on his own barrel and head in order to continue. The next two heats were taken quite convincingly by Kurt Luby with Gary Ashurst and Duncan White having a 2nd apiece. 3rd positions went to Duncan and someone who confused the issue by racing with Kurt Luby's helmet, father Jim Luby.

Continued.....Page 30

1984 SUPER ONE SERIES POINTS CLASS — 100 BRITAIN

Posn	Name	Race No	1 Fulbeck	2 Rowrah	3 Rissi	4 Clay	5 Snett	Att	Total
1	G. Germain	64	65	116	114	108	110	100	613
2=	J. Beasley	10	85	112	117	101	84	100	599
2=	D. Gibbs	39	76	109	88	108	118	100	599
4=	M. Salter	5	75	95	93	111	113	100	587
4=	P. Walsh	1	90	99	89	87	122	100	587
6	A. Cottrell	74	94	103	94	95	100	100	586
7	M. Faulder	38	104	99	108	77	79	100	567
8=	M. Beddall	77	93	90	67	118	88	100	556
8=	A. Clarke	18	85	93	90	85	103	100	556
10	P. Hogg	72	117	76	100	43	108	100	544
11	J. Thompson	12	54	80	84	102	96	100	516
12	S. Richardson	28	97	85	85	59	59	100	485
13	M. Powell	80	103	79	58	96	18	100	454
14	P. R. Cook	29	83	71	103	59	0	80	396
15	D. Harridge	96	74	85	99	0	0	60	318
16	C. Antrobus	34	37	46	72	0	0	60	215
17	R. Poole	21	34	0	0	94	0	40	168
18	G. Leason	25	0	76	0	0	0	20	96
19	C. Pollard	11	0	0	0	0	0	0	0

CLASS — JUNIOR BRITAIN

Posn	Name	Race No	1 Fulbeck	2 Rowrah	3 Rissi	4 Clay	5 Snett	Att	Total
1	D. Connelly	73	117	127	115	121	88	100	668
2	R. Wilson	23	108	66	103	115	116	100	608
3	S. Nicholson	19	100	93	104	117	85	100	599
4	N. Hart	1	82	90	98	113	104	100	587
5	S. Webb	55	76	118	79	78	121	100	572
6	I. Turner	33	96	107	85	78	96	100	562
7	R. Husband	3	61	85	125	97	88	100	556
8	J. Griffiths	17	122	88	30	106	106	100	552
9	L. Wilson	7	55	98	100	93	96	100	542
10	D. Coulthard	8	76	88	91	91	89	100	535
11=	S. Hazlett	12	78	90	98	61	77	100	504
11=	M. O'Connell	50	56	84	90	88	86	100	504
13	M. Payne	83	51	78	56	84	91	100	460
14	O. Newman	11	60	66	73	88	64	100	451
15	C. Jones	56	65	74	95	83	0	80	397
16	S. Wallace	25	94	79	82	47	0	80	382
17	D. Jackson	78	50	61	101	57	0	80	349
18	G. Taylor	16	69	73	89	0	0	60	291
19	D. Spruce	21	59	83	63	0	0	60	265
20	S. Donely	80	47	43	52	0	0	60	202
21	M. Powell	6	0	0	0	0	0	0	0
22	D. Franchitti	31	0	0	0	0	0	0	0

CLASS — 100 NATIONAL

Posn	Name	Race No	1 Fulbeck	2 Rowrah	3 Rissi	4 Clay	5 Snett	Att	Total
1	G. Moynihan	1	125	123	122	111	122	100	703
2	J. Cotterill	32	95	122	85	87	117	100	606
3	J. Plato	66	85	114	88	112	92	100	591
4	Andy O'Hara	4	95	82	104	78	121	100	580
5	N. Edwards	87	40	83	120	120	110	100	573
6	L. Cramner	21	84	105	85	88	110	100	572
7	P. Fletcher	22	77	108	85	96	102	100	568
8	R. Chuter	15	82	89	87	95	100	100	553
9	N. Hann	18	83	82	93	77	74	100	509
10	G. Prior	11	108	0	109	101	107	80	505
11	T. Negal	3	92	0	91	110	106	80	479
12	M. Hall	26	86	77	37	82	79	100	461
13	K. Summerhill	12	97	0	56	83	97	100	433
14=	G. Wainwright	31	58	62	41	86	79	100	426
14=	N. Cunningham	8	59	69	82	35	81	100	426
16	S. Banks	97	91	92	73	0	86	80	422
17	P. Elliott	9	105	108	21	101	0	80	418
18	L. De Resta	17	70	113	57	84	0	80	404
19	J. Earnshaw	77	48	58	31	44	93	100	374

20	D. Beasley	14	69	51	22	85	44	100	371
21	C. Owen	63	84	42	91	57	0	80	354
22	I. Williams	19	0	112	58	0	113	60	343
23	S. Sykes	70	94	96	90	0	0	60	340
24	G. Wilson	73	50	86	57	0	0	60	253
25	B. Wilson	33	29	99	56	0	0	60	244
26	R. Knox	25	56	60	65	0	0	60	241
27	A. Vance	16	40	47	0	48	0	60	195
28	G. Clarkson	35	41	48	45	0	0	60	194
29	T. Lilley	41	83	51	0	0	0	40	174
30	J. Elliott	28	79	54	0	0	0	40	173
31	J. Knell	7	0	58	28	0	0	40	126
32	S. Sutton	5	102	0	0	0	0	20	122
33	R. Ross	71	58	12	0	0	0	40	110
34	D. Colley	49	26	0	41	0	0	40	107
35	R. Hooker	10	84	0	0	0	0	20	104
36	D. Rowlands	57	0	50	0	0	0	20	70
37	D. Allen	54	0	21	0	0	0	20	41
38	N. Crawford	27	17	0	0	0	0	20	37
39	I. Rac	13	0	0	0	0	0	0	0

CLASS — 100 INTERNATIONAL

Posn	Name	Race No	1 Fulbeck	2 Rowrah	3 Rissi	4 Clay	5 Snett	Att	Total
1	P. Hunnisett	1	129	87	94	117	125	100	652
2	C. Brown	38	87	113	99	129	115	100	643
3	K. Thorpe	21	98	118	90	101	115	100	622
4	M. Woolford	3	116	108	71	110	113	100	618
5	S. Dart	2	96	115	91	94	113	100	609
6	I. Smith	4	0	86	77	106	107	80	456
7	F. Crankshaw	6	78	39	107	83	0	80	387
8	M. Little	5	0	67	0	90	107	60	324
9	S. Hunt	20	0	64	0	110	77	40	291
10	J. Magnus	12	62	101	67	0	0	60	290
11	C. Shutler	27	79	88	0	42	0	60	269
12	S. Mayo	17	64	75	19	0	0	60	218
13	K. Young	73	86	0	0	57	0	40	183
14	N. Mitchell	23	92	0	0	0	0	20	112
15	B. Benham	22	84	0	0	0	0	20	104
16	M. Healey	16	0	0	0	0	0	0	0
17	I. Deans	40	0	0	0	0	0	0	0

CLASS — JUNIOR INTERNATIONAL

Posn	Name	Race No	1 Fulbeck	2 Rowrah	3 Rissi	4 Clay	5 Snett	Att	Total
1	D. Cuff	3	124	120	129	127	128	100	728
2	J. Kavanagh	4	100	127	98	121	124	100	670
3	D. Price	18	113	104	85	114	114	100	630
4	A. McNish	11	110	112	63	111	119	100	615
5	A. Routledge	91	96	91	105	105	84	100	581
6	S. Sampson	17	43	64	99	84	111	100	501
7	F. Stewart	1	94	114	87	118	0	80	493
8	E. Newman	22	96	95	82	17	88	100	478
9	M. Parker	8	86	107	86	90	0	80	449
10	N. Charnell	30	113	99	80	0	0	60	360
11	J-Pierre Bundl	5	83	85	83	0	0	60	311
12	I. McLeish	33	100	113	0	0	0	40	253
13	G. Duncan	32	0	89	0	0	0	20	109
14	N. Kyriakides	20	0	0	0	0	0	0	0

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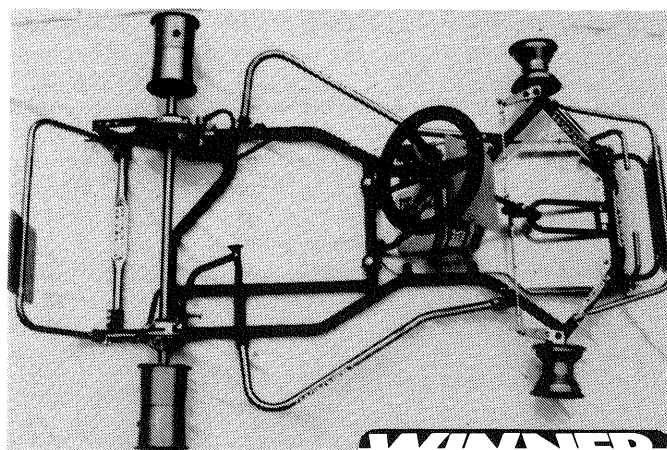
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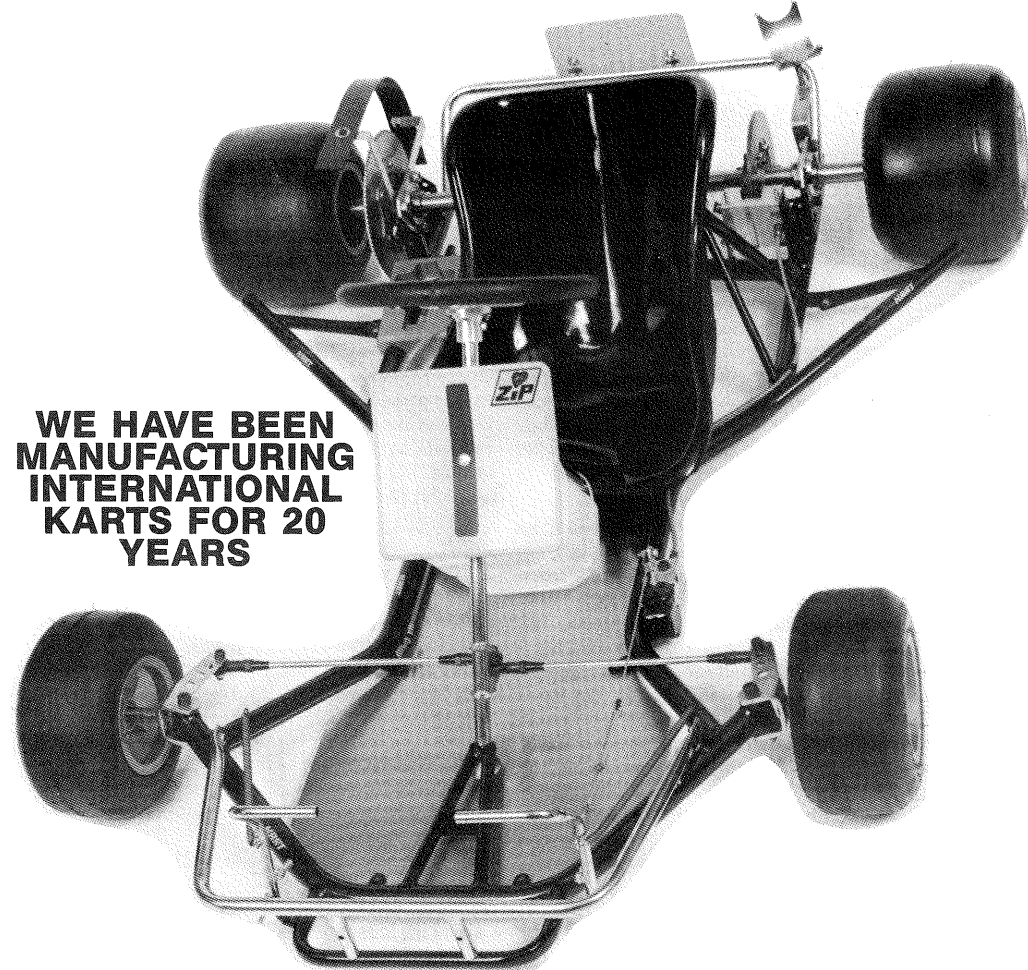
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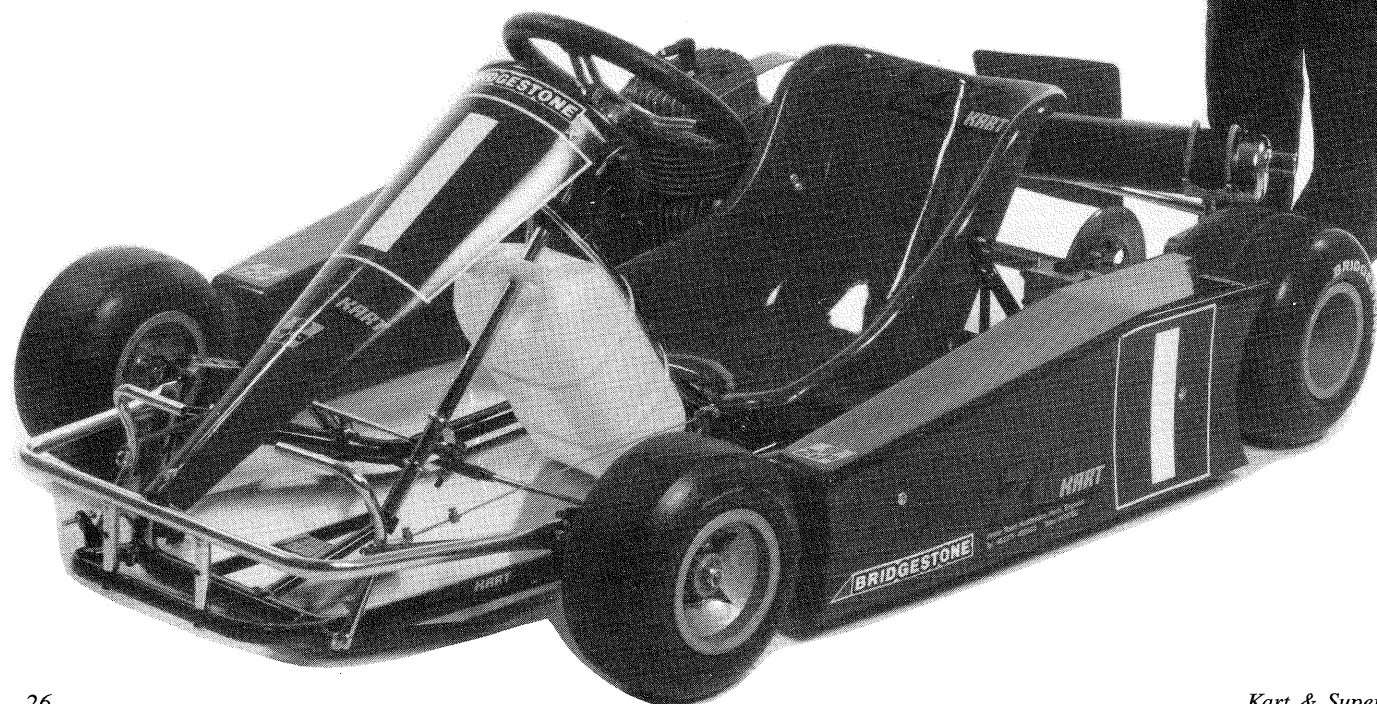
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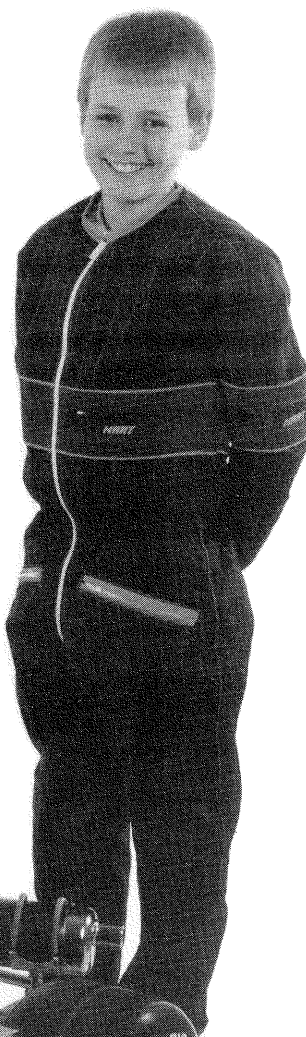
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STYRIN PULLS IT OFF!



Steve Stylin clinched a last corner victory, his fourth of the season for Formula E.

A day of surprises for many at Mallory Park. Amid high winds and rain E.D.R.'s Steve Stylin took the glory after European Champion Reg Gange hit problems at the last corner; Bedford's Roger Goff secured third while Bernie Roberts claimed the next slot after a creditable day's racing. Scotsman George Bett was there again, to lead home Graham Sykes and Phil Featherstone for the 210 Villiers after Martin and Longdon failed to unseat him from the head of the Championship table. Likewise, Derek Rodgers had to play second fiddle to 250 National GP winner Mike Doble after Rodgers had seemed the dominant man; Tim Doble finished third. In the 125 National it was Chris Stoney who went on to victory over Peter McCallum and Steven Key in a race that saw half the field forced into retirement.

**Report: Ed McCormick
Pics: Doug Rees**

Mallory Park on Sunday 9th September was the venue for the fifth round of the RAC British Long Circuit Championships and the same meeting also saw the penultimate round of the Zip Bridgestone 125 National £5,000 Series.

Weather was to prove the crucial factor to the day's racing. After a dry morning of intermittent sunshine, it gave way to squally rain driven by ever-increasing winds which introduced water-logging problems, mainly for the 125's and severely depleted the grid during the final. Apart from Ian Shaw writing off his chassis during a startline incident and collecting severe bruising from which he has now fully recovered and Bill Longdon suffering bruising during the 210 final, incidents, thankfully were few.

THE HEATS

Ten heats were in prospect for the day, along with a 125 National Qualifier which has become something of a norm due to the massive entries in the class seen at all long circuit events and only five from the Qualifier were destined for the rear of the grid for the main final. Two names listed among the 125 entrants were in fact not racing — Nigel Wigg and Stuart Ziemelis — Ziemelis was still recovering from the Dutch incident. There was an additional name, a late entry — Steven Key who continues to show good promise in the class.

The first heat was to be a Luby versus Wilcox scrap to the flag, with Kurt having the edge over Adrian. Scot Peter McCallum finished third, followed by Paul Harrison, Paul Cook and Craig Dixon. There were nine non-finishers, of note among them Les Cooper and Phoenix mounted Doug Hart. The second ses-

sion with a starting grid of thirty-nine, gave Wootton's Colin Poole the advantage over Chris Stoney at the finish, though it was a creditable second for Stoney, considering the size of the field and the fact that he started from the back of the grid. John Cooke was third, while Boyd Barrington, Phil Middlehurst and Mark Webster completed the first six.

Stephen Coward, heading the Championship table, didn't have a very good start to the day and rolled home well down the order. The next time out, however, he was to improve dramatically and claimed a good second behind Poole who notched up another win to guarantee him pole position for the final. Peter McCallum again claimed a third, with Howard Watkins, Gary Ashurst and Paul Molloy filling the next three places. The retirements in that race were pretty high with half the starting field failing to finish. The last outing saw a battle royal between Kurt Luby and Chris Stoney with Skoda's Les Cooper looking to get a nose in on the action. Stoney eventually succeeded over Luby and earned himself second place on the final grid while Luby was destined to occupy the next slot. Third man home after a fine drive was Les Cooper. Boyd Barrington again clocked up another fourth with Steve Hepworth and Phil Middlehurst completing the six.

The Qualifier saw a packed grid of 42 of which only the first five finishers would find themselves on the rear of the main final grid and, as expected, the competition was very fierce indeed. Unexpectedly, such names as Wilcox, Cooper, current GP holder Keith Glendening, Colin Mills, Phil Margerison and Mark Allen found themselves in this the 'last chancer'. At the lights it was Adrian Wilcox and Les Cooper, both from the front row, who made the best of the getaway,

though Wilcox was soon to disappear from the action upon his retirement and left Cooper to contend with the pressure from Glendening. Quickly coming through the order from the fifth row was ex-GP holder Colin Mills who set about trying to demolish the leaders. The retirements were pretty heavy; Derek Price after gaining only a tenth in one heat and a non-finish in the other added yet further misery to his day when gremlins forced him to call it quits and Mark Allen likewise. Cooper managed to hold off Glendening to the flag though it was a touch and go situation at times. Mills held steady for third, while Peterhead's Paul Cook and Richard Thomas made up the lucky five.

210 National fielded only 18 karts and drivers while tagged onto the rear of that grid was the 125 P & R contingent, totalling three. The first heat saw the front row composed of Bill Longdon, George Bett, Tom Thacker and Gerard Coakley. Gary Parker and Igor Ashwell shared the next while Andy Martin featured with John Waggett on the third. Other well known faces, such as Phil Featherstone, Tim Price and Graham Sykes reposed near the back. At the lights it was Andy Martin who quickly made his mark on the proceedings and stormed through with Bill Longdon hot on his heels and leading up George Bett. Sykes however was storming through the field and was soon up with the leaders. Longdon's endeavours were to be shortly dispelled with his early retirement which left Martin out front. Meanwhile Graham Sykes made a classic dive and managed to clear Bett's exhaust before much longer. So at the line Andy Martin hung on to take the flag, with Sykes in second followed by Bett. Phil Featherstone, Tim Price and Dudley Martin completed the top six. Running off the back of this grid was the 125 P & R class and the heat was convincingly won by Barry Fortnum with Alan Naul in second.

The next outing saw a grid reversal with Longdon, Bett and Tom Thacker at the back. Graham Sykes occupied the coveted pole slot with Dudley Martin, Alan Ogden and Neil Cox alongside; Andy Martin and John Waggett shared the middle order with Mark Lockley and Dave Thacker. Before long the second heat settled itself down Andy Martin was again back at the front after fighting a running battle with Graham Sykes. Alan Ogden was showing GP holder George Bett a clean pair of heels while Bill Longdon once more was suffering maladies which prevented him from finishing. At the line Andy Martin was the second time victor, with Graham Sykes next up after harrising him all of the way. Alan Ogden secured third for himself and managed to keep George Bett at arms length in fourth. Phil Featherstone and Dudley Martin followed up in fifth and sixth places respectively. In the P & R class there was no change to the finishing order in the second heat — Barry Fortnum and Alan Naul.

250 National boasted an entry of 25, all hopefuls looking for a win. Among the names of course were current GP holder Mike Doble, Tim Doble, Derek Rodgers, Rob Hipkin, John Newton and Richard Boston. The grid for the first heat saw Steve Matthews, Tim Doble, Ian Bickerton and John Atherton on the front rank, while Mike Doble was allocated the third row, along with Paul Taylor. Richard Boston was next up while Rodgers, Newton, Hipkin and Couzens shared the middle order. The other Leaside guys, Glencross and Tomlinson were down at the back. Tim Doble, Ian Bickerton and John Atherton were all struggling for an advantage as the lights sent them on their way, but it was Mike Doble who soon hit the front and, along with Tim, began scrapping for the lead. Rodgers meanwhile had managed to shake off the attentions of Newton and Hipkin and set himself up as rear guard to the lead pair. A little further back Woodcock battled it out with Hipkin and Newton until he had settled himself in fourth. At the flag it was Mike over Tim Doble, then Rodgers, Woodcock, Hipkin and



Graham Sykes (8) put up a valiant struggle in 210 Nat. to fend off George Bett (GP), here leading Phil Featherstone.

Newton. Richard Boston, from the middle of the grid, managed to finish seventh, ahead of Phil Glencross, while the fates continued to hold sway over Barry Tomlinson who ended up in twelfth.

The second outing reversed the order somewhat and gave Tomlinson, Sadotti and Woodcock the front row; Boston and Rodgers shared the fourth with Newton lying just ahead. Mike Doble and Paul Taylor reposed on row five while Tim Doble was at the back with Bickerton, Atherton and Klassen. Once again it was set to be a Mike Doble benefit as he reached the front after the initial lap, taking with him a much improved John Atherton. Rodgers, Doble, Hipkin and Boston were left to sort out the places as they saw fit and it was Rob Hipkin who turned out to be the dominant factor. He slotted himself into third position while Atherton and the GP plates vied for the lead. Eventually it was to go again to Mike Doble with Atherton a close second. Hipkin held off Rodgers for third while Boston relegated Tim Doble to sixth place. Paul Sadotti and John Newton claimed seventh and eight while Phil Glencross and Barry Tomlinson completed the order down to tenth.

Paul Grummitt, Carolyn, Bernie Roberts and Brian Heerey led the parade of 250 Internationals up to the lights. Behind followed Trevor Causer sporting his new Data Probe colours, Martin Hines and Roger Goff. Butterfield was next up while Stylin and Gange sat on rows five and six respectively. The lights gave the advantage to Roberts and Heerey but Hines and Goff were close by. As they exited Gerrards and tore down the straight into the Lake Esses, it developed into a furious scrap when Hines and Goff managed to push their way to the front, not without some serious competition from Roberts. Heerey too, was going well but Roberts managed to shake free of his threats and left him to argue the toss with Butterfield. The continuous battle at the front, after a long struggle, resulted in victory for Roger Goff with Martin Hines a whisker behind. Bernie Roberts was next along after a fine performance, then PJI's Heerey, Butterfield and Tony Holmes. Carolyn led Glenn George, Reg who was not one hundred per cent due to one of the dreaded 'bugs' and EDR mounted Malcolm Belbin. Ed Duckett's hopes, Steve Stylin, recorded a non-finish. The fastest lap was shared by Goff and Hines — 47 secs (103.40 mph).

The second session showed a lineup of Bryan Reader, Richard Dean, Steve Gill and Tim Parott, back after a lay-off. Trevor Cryer, Graham Steer and Reg sat behind, while Steve Stylin followed up next with Donovan Collier and Mick Walker. The order from the middle down was: Butterfield, Barber and George; Hines, Goff and Holmes and at the back: Carolyn, Roberts, Heerey, Causer and Grummitt. It took some time for the order to settle and, when it did, Gange and Stylin were the men seen to be pressing on to the front. Butterfield, Hines, Goff and Heerey had their work cut out to weave through the field. Roberts too and Carolyn, with twenty karts ahead, the struggle looked mighty. Goff was the one through who

seemed to have the legs on the others as he sliced through the order like a knife into butter and picked them off one by one. Reg was slipping back down the order, his struggle with Stryin and his condition was getting to him. As Goff wound his way through he had only Stylin to contend with and kept up the pressure until he found an opening then he was through. Hines had fought hard with Butterfield and Heerey but was unable to wrench a higher place than fifth from them and Reg fell back another slot. At the line it was Roger Goff a clear victor over Steve Stylin, then Butterfield, Heerey, Hines and Roberts. Gange, Dean, Holmes and Gill completed the first ten home. The fastest lap was credited to Goff with a 46.5 sec, equating to 104.51 mph.

THE FINALS

With weather conditions fast deteriorating it wasn't long before the finals got under way. So wets were the order of the day and the prospects of some interesting and close racing were at hand.

210 NATIONAL/125 P & R

Andy Martin's consistent efforts earned him pole position with Graham Sykes alongside, while the other two slots were occupied by George Bett and Phil Featherstone. The other two rows composed of Dudley Martin, Tim Price and Igor Ashwell; Mark Lockley, Gerard Coakley, Ralph Howard and Tom Thacker; John Waggett and Rod Ellis, while at the back sat Dave Thacker, Neil Cox, Bill Longdon and Gary Parker. The 125 lads filled only one row — Barry Fortnum, Alan Naul and Roger Naul.

As the came round off the rolling lap and up to the lights, Andy Martin showing true to form made the best of it, leading Sykes, Bett and Featherstone down



Mike Doble (250 Nat) in fine form won both heats and the final.

into Gerrards. Tim Price was there too, pulling Dudley Martin and Igor Ashwell with him. From the rear of the field Gary Parker and Bill Longdon were beginning to surge through, Bill hoping for a better end to the day than the start had been. Round through the Lake Esses Martin was still at the front while Sykes was struggling to hold off Bett and Featherstone still held onto fourth. Even this early the order behind was beginning to spread out a little, with the fast-moving Parker leading Longdon and the rest. Tim Price had fallen back a bit and could see Dudley Martin and Igor Ashwell ahead. Then Longdon was gone after fighting so well to reach the leaders and so was Andy Martin. This left Sykes with the onerous task of defending the front from an attacking George Bett. Featherstone was now in third and fending off the attentions of a relentless Gary Parker. Then came the battling trio of Dudley Martin, Igor Ashwell and Tim Price, with Price trying his hardest to get by Ashwell, a task that was to have no hope of success. Suddenly Andy Martin reappeared, having overcome his incident, now in eighth with a terribly long distance between him and the front men.

Graham Sykes put up a valiant struggle to fend off George Bett but, in the end, was forced to relinquish the post when Bett had stretched out a considerable lead, in fact one that no one could hope to close and he duly took the chequered flag and put himself well in front in the Championship table. Graham Sykes took a very creditable second while Featherstone's continual struggle earned him third. Gary Parker was fourth followed by Dudley Martin and Igor Ashwell. Tim Price, Andy Martin, Gerard Coakley and Rod Ellis completed the first ten, though Ellis was one lap down on the rest. The 125 P & R was again a victory for Barry Fortnum from Alan Naul.

1st	George Bett	Zip/APV
2nd	Graham Sykes	Zip/Longtune Villiers
3rd	Phil Featherstone	FP Cobra/FPV
4th	Gary Parker	Aero/APV
5th	Dudley Martin	Zip/Longtune Villiers
6th	Igor Ashwell	Aero/Longtune Villiers

Race Time: 9 mins 06.6 sec — 88.91 mph

Fastest Lap: Sykes/Bett/Featherstone — 53.9 sec — 90.16 mph

250 NATIONAL

The front row for the second final of the day took on an interesting aspect with a formidable array of equipment in the hands of Mike Doble, on pole, Leaside's Derek Rodgers, Rob Hipkin and Tim Doble. Richard Boston was next along with John Newton and Phil Glencross. The third rank featured Jamie Vale, Barry Tomlinson, Ray Howarth and Mike Hodgins. John Atherton was three from the back with Paul Sadotti, while at the back were Ian Bickerton, Paul Taylor, Dale

JUNIOR BRITAIN

The Britain field was rather depleted, although at least half of the field were 'name' drivers.

Heat 1 — it was Tom Radford first away from the flag followed by Hart, Webb and Caswell. These four drivers had pulled away from the rest of the field, and by lap 5 the order remained the same. On lap 6 Caswell seized in a big way, promoting a distant Jonathon Cleeve to 4th, followed by Stuart Bridger, Dale Bridges, Ivan Turner and Gary Naylor. At the flag, it was Radford from Hart, Webb and Cleeve.

Heat 2 — this was fairly claimed by Steven Webb, who led all but one lap. Ivan Turner scrapped with Radford who took 2nd spot leaving 3rd to Turner. Hart finished 4th.

Heat 3 — with the exception of lap 1 the race positions remained the same throughout. This time it was Turner who took the honours from Hart, Radford, Webb, Cleeve and Caswell to complete the leader board.

Final — with 3 winners for the heats, the final looked anyone's. However, fast-starting Radford took the helm at turn one and was never headed, despite a brave attempt by Webb. By lap 5 it was Radford, Hart, Webb, Turner, Caswell and Cleeve, with Bridges and Naylor bringing up the rear. The order remained the same to the flag and the only dice in the field was between Turner and Caswell fighting over 4th spot, both apparently suffering a lack of power. Final order was Radford, Hart, Webb, Turner, Caswell and S. Bridges.

JUNIOR NATIONAL

With only 6 Nationals and Boosters combining on the grid it didn't overwork our extremely proficient lap scorers, Denise and Kim, one tiny bit.

Heat 1 — Paul Somers took an early lead from Jason Baker and Richard Waters, with novice Guy Spurrell plodding on downfield; however, Somers disappeared on lap 5 leaving Jason Baker to take a steady but well deserved win from Richard Waters.

Heat 2 — Somers made no mistakes this time and led from start to finish from Baker.

Heat 3 — again Paul Somers stamped his authority on the proceedings, this time followed in by Waters.

The Final produced a real dark horse in the form of Jason Baker who led from the flag until lap 8 when he was demoted by Somers and that was the way it all finished, with Waters a distant 3rd.

JUNIOR BOOSTERS

It was again just a 'two horse' race for the honours in the Booster class, but nevertheless, the two young men, Mark Thomas and Gavan Kershaw have already proved their potential by heading the Jnr Nat. ranks on more than one occasion this season.

Heats 1 and 2 went to Kershaw and Thomas claimed Heat 3.

The Final was as promised, a very hairy affair, with the lead swapping constantly. Unfortunately, in a desperate bid for the lead, the lone pair collided at a fair rate of knots, scattering in-field officials in all directions. Gavan escaped with no more than a slightly modified chassis shape and the honours, and Mark suffered both chassis damage and a night in the Norfolk & Norwich Hospital to treat his badly bruised back. He was released in good shape the following day.

SENIOR BRITAIN

Heat 1 — early leader was Jamie Thompson, from Chris Hogben and Mark Salter, but by lap 3 Salter and Hogben had demoted Thompson and that was the order to the chequered flag.

Heat 2 — a repeat of heat 1 with the order Salter, Hogben and Thompson, with R. Towse and G. Brockwell completing the only finishers.

Heat 3 — yet again a delight to our lap scorers with a repeat victory for Salter, followed by Hogben and Thompson, trailing a little this time.

The Final — another repeat? Well, almost! Salter blasted into the lead from the start and the happen-

ings behind were purely academic. Chris Hogben claimed a very sure 2nd place until mechanical problems forced his retirement on lap 10, thus promoting Thompson to 2nd place. R. Towse was 3rd.

100 NATIONAL 'B' and NOVICES

Heat 1 — Tim Bishop was an easy winner from novice Alistair Gordon and Martin Church.

Heat 2 — John McCreery was never headed despite a gallant bid from Bishop. A fine performance from novice Martin Tolliday earned him a creditable 3rd.

Heat 3 — this was claimed by Martin Church who led from the start. Dave Adams was 2nd and Martin Tolliday was 3rd, Tim Bishop finishing 4th.

Final — The moment Norman Chenery raised the flag, it was Tim Bishop into the lead followed by Dave Adams and Andrew le Feure, with Martin Church completing the first four. Lap 4 saw Church in the lead followed by Bishop, le Feure, Adams and McCreery. The order remained the same until lap 8 when Le Feure went off, the order now Church, Bishop, Adams, McCreery and Jordon. On lap 9 McCreery outbraked Adams to take 3rd spot behind Church and Bishop. Lap 13 was unlucky for Church, when a mistake cost him the lead, now claimed by Bishop who couldn't believe his luck, but it was shortlived, for Tim seized his engine on the next lap, leaving John McCreery a clear road to the flag and a welcomed 1st win at the Kartway. Dave Adams was 2nd and A. Jordon 3rd.

GEARBOX CLASSES (Combined)

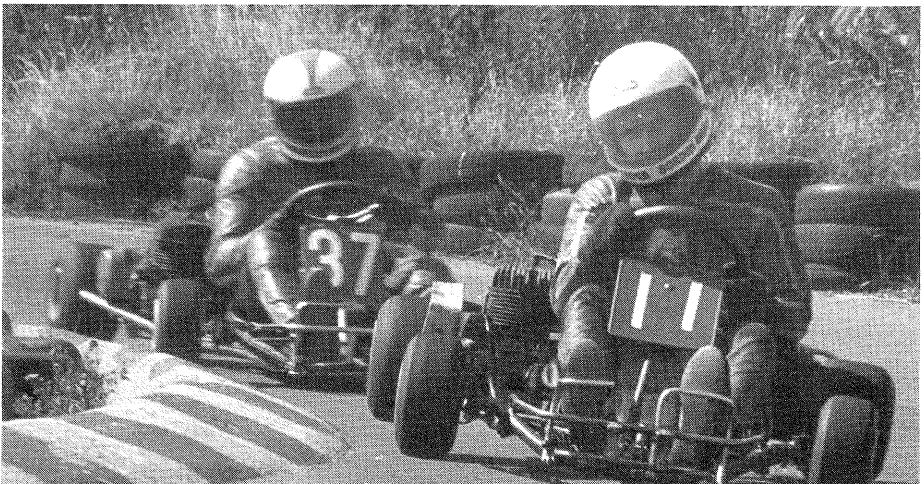
An unusually high number of gearbox entries proved to be the usual lap Scorer's nightmare. The 125cc class was dominated by R. Barrington who won all three heats and the final, as did C. Breeze in the 250cc National class. Paul Waters had a lone battle with Kevin Blyther in the 250cc International which proved to be his benefit, and Geoff Hoden raced himself all day in the 210cc class and claimed the trophy and good luck to him! Come on 210 drivers — where are you?

100 NATIONAL 'A'

With probably many of the regular 100 National men sunning themselves on far-off shores, it was a rather smaller grid than is usual at the Kartway. However, much good racing was forthcoming.

Heat 1 — with no mistake, this was taken by Bob Kett for his 'own', although challenged by Dave Banbury and Graham Pettit. Pettit was 2nd, followed by Banbury, Raper, Chenery and Mayers.

Heat 2 — a benefit for Pat Reynolds and despite an early challenge from lee Gage and Brian Catchpole, no-one could catch the 'Flying Pat'. By lap 7 Graham Pettit had made it to 2nd, followed by Catchpole and Mayers, and that's now heat 2 finished.



Gordon Chenery (11) finished third in the 100 National 'A', here he cocks his wheels at Nicky Mayers. (Pic: Steven Fairgrieve)

Heat 3 — from the start it was Mick Mayers, followed by Adams, and Pettit. Lap 5 saw Pettit take the lead from Mayers, followed by Adams, Gage, Banbury and Gannon. Lap 8 Banbury took 3rd place from Adams, bu could do little to catch the leaders. The final order was Pettit, Mayers, Banbury, Adams, Gage and Reynolds.

The Final saw a demonstration of driving skills from Graham Pettit who won his third final in as many months at the Kartway, despite a strong challenge from Gordon Chenery who seized on the finishing line. Pat Reynolds took 2nd spot. Bob Kett, after an eventful meeting finished 4th, followed by Graham Gannon and John Raper.

Hugh Caswell

JUNIOR BRITAIN

1st	Tom Radford	Zip/Arrow
2nd	Nicky Hart	Dart/DK Arrow
3rd	Steven Webb	Spyda/Webb Arrow
4th	Ivan Turner	Gillard/Arrow
5th	Dean Caswell	Zip/FE Arrow
6th	Stuart Bridges	Zip/Arrow

JUNIOR BOOSTER

1st	Gavan Kershaw	Spyda/Hewland
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JUNIOR NATIONAL

1st	Paul Somers	Dart/TKM
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SENIOR BRITAIN

1st	Mark Salter	Wright/Arrow
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100 NATIONAL 'B'

1st	John McCreery	Sprint/DAP
2nd	Dave Adams	Zip/TKM
3rd	Alastair Jordon	Dart/Parilla

125 NATIONAL

1st	Roger Barrington	Spyda/Rotax
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250 NATIONAL

1st	Colin Breeze	Zip/TKM
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250 INTERNATIONAL

1st	Paul Waters	Star/Yamaha
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210 NATIONAL

1st	Geoff Hoden	Zip/Upton
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100 NATIONAL 'A'

1st	Graham Pettit	Gillard/PCR
2nd	Pat Reynolds	Gillard/TKM
3rd	Gordon Chenery	Dart/Arrow
4th	Bob Kett	Mustant/FE TKM
5th	Graham Gannon	Dart/TKM
6th	John Raper	Reema/Arrow

Blackbushe

SUNDAY, AUGUST 26th
Race day dawned warm and humid, with an overcast sky. Most people found their way in through the new entrance into the rear of the paddock. There was also a new set of scales so it was even more important than ever to check the weight.

JUNIOR BRITAIN
First heat had Chris Bennion in the lead from beginning to end, followed by Graham Duncombe and Rogan Langton. There was little change in position in this heat. Second time out and Johan Dackner led all the way. Langton was next followed by Bennion. Chris Minassian was third initially but dropped back after three laps. Michael Pallett led the third heat but was caught and passed by David Young who hung on to the lead to the ned. Dackner got second spot on the last lap, and Bennion fought his way up to third. The final went to Chris Bennion whose Kestrel Arrow led from start to finish. The Lane TKM of Johan Dackner seemed good for second but on lap seven David Young got past and then Johan disappeared. Third place went to Graham Duncombe's Dart Arrow. Chris Minassian had followed Michale Pallett for most of the race but managed to get past on the last lap. The Lane TKM of James Ferryman was the only Junior Booster but it was not outclassed by the Britain karts. Let us hope that James soon has some Booster class mates to race against.

100 BRITAIN
Craig Booth had tended to dominate Britain racing at Blackbushe this year and so it was for this meeting. In the first heat, Sue Cox led him from her front row starting position, but by lap three he was in front. Sue finished second and Ray Wake was third throughout. In the second heat Booth had a rear starting spot so there was plenty of work to do. Anthony Geraty took the lead on the second lap and held it till the end. Ray Wake quickly moved up to second but Booth was carving through the field and grabbed second from Wake on the last lap. Cox was fourth and Patrick Smith was fifth. Colin Judd was on the front row for the last heat and he made the best of it by leading for two laps. However, Craig Booth had started near the front, and he passed Judd to lead from the third lap. Kevin McLurg was near the front initially but then dropped out. Patrick Smith showed better in this race and made it up to second at the end. Victoria Phillip-Bates was third and Judd was fourth. Things at the front of the final were rather predictable as Craig Booth led from start to finish followed at an increasing distance by Anthony Geraty. Ray Wake held third for most of the final but dropped out on the ninth lap. Kevin McLurg inherited third having followed Wake. David Pollock making a welcome reappearance, took fourth and Colin Cole steadily moved up to fifth.

250/210
The first heat for the gearboxes did not provide much overtaking. Stephen Fenny led all the way followed by Lampton and Reeves. Gerry Wilton had held third but he dropped back to fifth. Fenny also dominated the second heat but John Coaker was second this time. Fenny's dominance continued in the last heat and the final was just the same. He was followed home by S. Lampton. Initially, John Coaker was third but Bob Reeves got past. There was only a small field of 210s and Graham Wood was the highest finisher.

125
Calvin Hurley took the lead in the first heat, but by the fourth lap, Roger Northage was in front and he stayed there till the end. Hurley held on to second and

Barry Train was third. Next time out, David Shan-nan led for the first few laps but he was caught and passed by Calvin Hurley. Northage was third. In the third heat, Hurley led all the way. Steve Bird was in second spot initially but Russell Powell, who did not show in the earlier heats, was moving up and took second towards the end. With only one heat finish, Russell Powell was well down the grid for the final. This would add some spice and put extra pressure on the early leaders. Roger Northage took an early lead and looked comfortable. On the first lap, David Shan-nan held second but was soon passed by Calvin Hurley. Russell Powell was down in seventh on lap one and it looked as if there was just too much to do to reach the front. On lap three he had gained two places and was up to fifth and Barry Train had also got past Shan-nan. One lap later and Powell had also overtaken Shan-nan and after a further lap he was in front of Train. However it was three more laps before he could pass Hurley and then he started to reel in the leader, Roger Northage. Powell made several attempts to get in front but Northage was not giving up his lead without a fight. Eventually, Powell took the paddock corner a fraction faster and was able to get inside on the finish straight and hold the lead into the next right hander.

100 NATIONAL NOVICE
The first two places did not change as David Barnes and Martin Collard led throughout. In the early part of the heat, Jon Goodwin was third but he was eventually passed by Richard Williams. Second time out and Bob Zannetti was the convincing winner although the second placed Doug Lark did lead him on the first lap. Third spot again went to Williams. In the final, Kim Bicknell went straight into the lead followed by Martin Collard. These two quickly opened a good lead on their persuers led by Graham Miller and Doug Lark. Collard was trying every move he could think of to get past Mrs Bicknell but she held him at bay for five laps. Then there was a disaster! The two karts were side by side along the start and finish straight and both were weaving. They seemed to touch before the braking area and both spun violently. Kim could not restart but Martin did get going near the back of the field. One lap before all this excitement, Lark had squeezed ahead of Miller and then with the demise of the two leaders, he was in front. Miller looked safe in second, but William Tully was working his way up through the field and he displaced Miller for second on the last lap.

100 NATIONAL
The entry was a little down in numbers this month but this gave the regulars more of a chance. The first heat was dominated by Andy Gregory with Bob Stansbury finishing second. Third place went to Howard Roberts. The closeness of 100 National racing was illustrated in the second heat when the first three were Adrian Brewster, Len Gray and Simon Barker. These drivers had not managed to reach the front in the first heat and the winners there were well back in the second. However this should all even out over three heats and we were looking forward to a close final. Bob Stansbury took the lead off the grid and held it for seven laps. Andy Gregory always looked a threat and he eventually got past. Once ahead, he was able to keep Bob behind and that was the finishing order. Third place throughout was held by Adrian Brewster and he was followed all the way by Tony Bartlett. One of the interesting aspects of this race was the progress of Mark Lundie. He had had problems in the heats and started the final towards the back. But he battled his way through the closely bunched field to finish sixth behind Steve Bicknell.

Roger Abbey-Taylor

JUNIOR BRITAIN — 10 laps
1st Chris Bennion Kestrel/Arrow

2nd David Young Dart/Arrow
3rd Graham Duncombe Dart/Arrow
James Ferryman Lane/TKM
(Booster)

100 BRITAIN — 12 laps
1st Craig Booth Dart/Arrow
2nd Anthony Geraty Dart/Arrow
3rd Kevan McLurg Wright/Arrow

210/250 — 12 laps
1st Stephen Fenny Barlotti/Rotax
2nd S. Lampton Barlotti/Yamaha
3rd Bob Reeves Zip/Yamaha
Graham Wood (210) Zip/Motiv

125 — 12 laps
1st Russell Powell Zip/Rotax
2nd Roger Northage Barlotti/Rotax
3rd Calvin Hurley Barlotti/Rotax

100 NATIONAL NOVICE — 12 laps
1st Doug Lark Zip/PCR
2nd William Tully TKM/TKM
3rd Graham Miller Dart/TKM

100 NATIONAL — 12 laps
1st Andy Gregory Cobra/DAP
2nd Bob Stansbury Dart/Arrow
3rd Adrian Brewster Dart/TKM

Results Sunday, July 22nd
JUNIOR BRITAIN — 10 laps
1st Nicky Hilt Dart/Arrow
2nd Denzil Tiltherley Jeta/DAP
(D T Karting)
3rd Chris Minassian Dart/Arrow

SENIOR BRITAIN — 12 laps
1st Sue Cox Dart/Arrow
2nd Colin Cole Bow/Arrow
3rd Anthony Geraty Dart/Arrow

210/250 — 10 laps
1st Stephen Fenny Barlotti/Yamaha
2nd John Coaker Lynx Yamaha
3rd Graham Payne (210) RWM/RWM

125 — 10 laps
1st Simon Hagenbuch Barlotti/Rotax
2nd Steve Bird Zip
3rd David Hopgood Cobra/Rotax

100 NATIONAL NOVICE — 10 laps
1st Austen Metcalf BM/Arrow
2nd Graham Bushell Cobra/TKM
3rd Lee Wiltshire Sprint/Parilla

100 NATIONAL — 12 laps
1st Andrew Colson Dart/Arrow
2nd Chris Hawes Dart/TKM
3rd Mick Whitehouse Zip/TKM

Snetterton

AUGUST BANK HOLIDAY
East of England Championships
It was maybe the unfortunate choice of dates that denied the Norfolk & Suffolk Kart Club a better entry for their annual 'Classic' East of England Championship' held on August Bank Holiday weekend. Quality, though, overcame quantity and the sizeable crowd was treated to some excellent racing in almost tropical conditions.

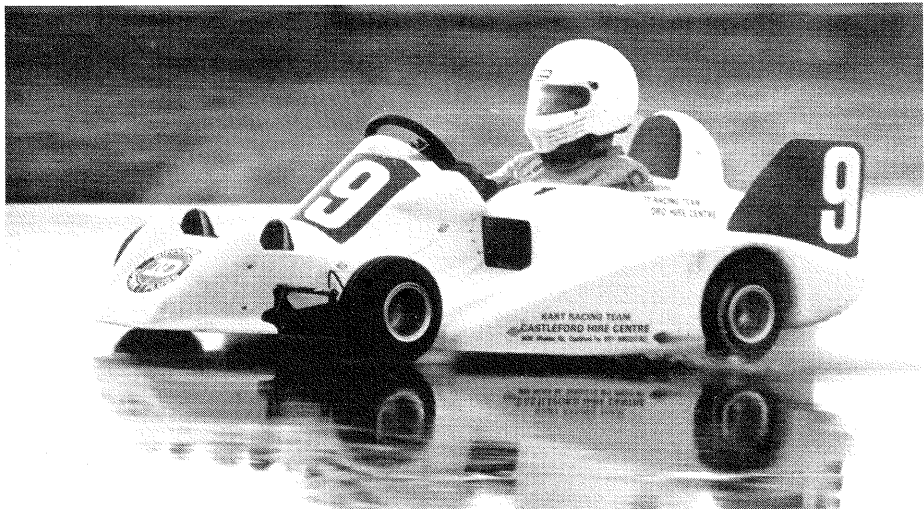
Kart & Superkart

Couzens and Andrew Knott.
Tony Temple's pace car conducted them in an orderly fashion round to the lights and, as they changed to green, it was Rodgers and Mike Doble who hit the front first with Hipkin and Tim Doble in close attendance. Boston was next along, leading Newton and Glencross as they rounded the first corner and tore along to the Lake Esses. As the others began to settle down a bit it was evident that Slush Puppie's John Atherton had no intention of staying at the back of the field. His Peak Revs motor was pulling well as he carved himself a slice of the action and quickly gained valuable ground through the field.
Out front it was all hotting up between Rodgers and Mike Doble as they fought it out over the leadership. Eventually Rodgers ceded and Mike Doble had the front to himself, though Rodgers continued a strong resistance movement, but his motor did not seem to have the legs of Doble's — they definitely have got them sorted and going very quick. Both Newton and Boston had both disappeared from the scene which left it a field day for the places, with Tim Doble, Rob Hipkin and John Atherton scrapping furious down to fifth position. Barry Tomlinson's disappointing season continued with his retirement after the gear lever sheared off. Sadotti was leading the rest of the field which contained Ian Woodcock, Ray Howarth, Rob Bicknell, Phil Glencross who had slipped alarmingly and Paul Klassen.

The GP plates of Mike Doble continued to dominate the proceedings and he stretched out a comfortable lead from Derek Rodgers who looked to be the focal point of Tim Doble's attention. Rodgers though wasn't having any of it and neatly out-flanked any overtaking manoeuvres tried by young Doble. Hipkin was still struggling with Atherton but managed to hold him at arms length for the remainder of the race.
Mike Doble crowned his GP plates with a fine victory and Derek Rodgers came home in second. Tim Doble had to be content with third. Next along was the struggling pair of Hipkin and Atherton, with Hipkin holding onto fourth. Sixth man was Paul Sadotti. Woodcock, Howarth, Bicknell and Glencross completed the first ten.

1st Mike Doble Zip/Yamaha
2nd Derek Rodgers PR Zip/PR Yamaha
3rd Tim Doble Zip/Yamaha
4th Rob Hipkin Zip/T&C Yamaha
5th John Atherton Zip/PR Yamaha
6th Paul Sadotti Zip/PR Yamaha
Race Time: 8 min 29.7 sec — 95.33 mph
Fastest Lap: Derek Rodgers — 50.00 sec — 97.20 mph

125 NATIONAL
The 125 final showed a lot of potential at the front and the more immediate rows of the grid took on the following aspect:



Chris Stoney, in conditions anything but appropriate, drove the first 125 National home.

October 1984



125 National driver Steven Key took a creditable third in the final.

McCallum Luby Stoney Poole (pole)
Middlehurst Watkins Barrington
Johnson Westwood Key Hepworth
Dixon Palmer Train
Molloy Marsh Coward Cooke
Gray Morgan Harrison

Just by scanning the names above will give some idea of the numbers of up-and-coming aspirants to the leadership of the class and how precarious the top positions can be. The competition is fierce, the machinery oft times temperamental. The loss of Andy Cowgill and Jon Dixon from the high order can only be put down to lack of funding, but let's hope they will have managed to arrange matters for next season. Mark Allen, Ian Shaw and Derek Price suffered problems and failed to make the grid for the final. Likewise front runner Stuart Ziemelis was absent though his non-attendance was due to an incident which happened elsewhere.
The last five places in the forty kart line-up went to the repechage qualifiers — Les Cooper, Keith Glendening, Colin Mills, Paul Cook and Richard Thomas. Unfortunately the weather was to inflict disastrous consequence on the combatants in terms of engine failures, due to ingress of water via the carburettors which resulted in half the forty finalists ending the day as spectators.

Kurt Luby and Chris Stoney were to hit the front as a pair when the lights changed and led McCallum, Poole, Barrington and Middlehurst down to the first corner, but the pack was still one solid mass as they entered the corner five, sometimes six abreast.

Gradually the front order began to pull away on the long haul down to the Lake Esses and vanished in a cloud of spray and it wasn't long before the severity of the conditions began to take its toll on the machinery — Poole, Middlehurst and Barrington; Train, Molloy and Cooke — just some of the retirements. Kurt Luby also was suffering as he dropped back from the front order battle, hand frequently screening the carburettor to keep the moisture out, but the motor still suffered constant misfires, until he was lying around the eight position. Both McCallum and Stoney at the front seemed to be benefitting from the full bodywork, in that it tended to keep out a great deal of the moisture; McCallum running the Zip configuration, while Stoney sported a more revolutionary design, aptly displayed in the photograph.

Young Scot, Peter McCallum, looked to be the man to beat as he persisted in clinging onto the lead, but Chris Stoney was slowly hauling him in, braking as late as he dared and sliding sideways through the corners. Steven Key was doing well and holding up his end in third just ahead of Stephen Hepworth on the HRO Phoenix and, though Hepworth tried his hardest to get by, there seemed to be nothing to be gained from the exercise.
By the halfway stage the pattern was set, it was going to be a dice all the way between McCallum and Stoney, provided neither driver succumbed to the common malady that was befalling the others. One after another they slithered off the circuit where purchase on the glass-like surface was impossible, or simply ground to a half, engine water-logged. Into the second half of the race and Stoney eventually succeeded in hauling in and passing McCallum and, with the way ahead clear, he was able to drive a defensive race. Key still held station in third with Hepworth hanging on behind, while Julian Burleton and Jeff Johnson fought a running battle for fifth. Luby was down to ninth and doggedly looking for a way past Robert Marsh and Ian Palmer but circumstances dictated that he stay where he was. Paul Harrison, lying in tenth, led the next pair — Les Cooper and Terry Keegan.

All things being equal, it was a good race and had the conditions been fair to the competitors things would have been a lot closer.
1st Chris Stoney Barlotti/CSK Rotax
2nd Peter McCallum Zip/Boyce Rotax
3rd Steven Key Zip/Rotax
4th Stephen Hepworth HRO Phoenix/Rotax
5th Julian Burleton Zip/Rotax
6th Jeff Johnson Zip/Merlin Rotax
Race Time: 10 min 14.8 sec — 79.05 mph
Fastest Lap: Stoney/McCallum — 59.02 sec — 82.09 mph

250 INTERNATIONAL
Two fine heat wins guaranteed Roger Goff pole position while a second and fifth by Martin Hines put him alongside. Giles Butterfield was next in line after a

third and a fifth and the last slot was occupied by PJ1's other driver, Brian Heerey. Bernie Roberts aboard the EDR found himself on the second row after a couple of good heat performances and kept Welshman Tony Holmes and European Champion Reg Gange company. Next up saw Richard Dean, Carolyn, Steve Gill and Malcolm Belbin. Steve Stylin with a second and a non-finish was back on row four, along with Bryan Reader and Mick Walker.

On a circuit that look as though the lake had flooded the starter sent them on their way and it was Hines who made the best of the breaks as he led into Gerrards for the first time. Close on his heels was Gange, Butterfield and Heerey. Goff was there also, fending off Roberts and Stylin as they swung round to the Lake Esses. Before the first lap was completed Gange had hit the front with Hines hanging on in the tow. Stylin had moved up into third while Goff held fourth from Roberts, followed by Gill, Carolyn, Dean and Heerey who had slipped somewhat down the order.

Meanwhile, out front, Reg was striding off while Hines and Stylin were scrapping over second spot. Unfortunately, as they charged up to Shaw's Hairpin, there was contact between the EDR and the Hermetite Zip as they braked into the corner. Accidental though it was, it certainly had not been beyond the realms of possibility under the conditions. The end result was Stylin hot in pursuit of Gange while Hines was forced to seek early retirement.

Into the halfway stage, as Gange and Stylin fought it out, the order behind remained unchanged — Goff, Roberts, Gill — until it came to sixth place, that was now occupied by Richard Dean. Giles Butterfield was next along following Dean as Dean snatched a place from Carolyn; Brian Heerey was now in ninth.

Back at the front Stylin was desperately trying to haul in leader Gange and was succeeding, perceptibly, as lap after lap rolled by. Out of Gerrards they tore, spray forming a cloudy wake, and up to the Esses, first Reg, then Steve negotiated a backmarker, which seemed to give Reg that little bit extra advantage. Mak-



Well into the Superkart final, Gange (E) leads Stylin through the spray.

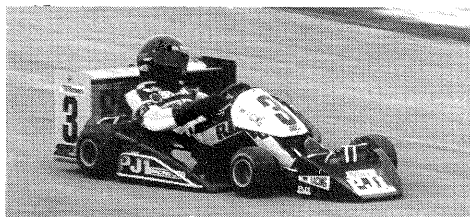
ing good use of it he flew up to the Hairpin, left his braking as late as he dared, locked up and spun onto the grass while Steve tore on through into the lead. Obviously very dissatisfied with his performance, Reg snaked off in pursuit but was too late to catch the flying Stylin who went on to clinch his season's fourth victory. Gange settled for second, Goff for third and Bernie Roberts for a creditable fourth, while Steve Gill and Richard Dean completed the first six. Seventh to tenth places were filled by Giles Butterfield, Carolyn, Brian Heerey and Glenn George.

1st Steve Stylin	EDR/DRE Rotax
2nd Reg Gange	Hermetite Zip/Zip Rotax
3rd Roger Goff	PJ1 Zip/Goff Rotax
4th Bernie Roberts	EDR/DRE Rotax
5th Steve Gill	Zip/Rotax
6th Richard Dean	Zip/Zip Rotax

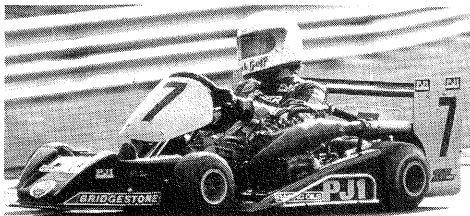
Race Time: 9 min 0.16 sec — 89.73 mph

Fastest Lap: Gange/Stylin — 53.2 sec — 91.35 mph

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SEPTEMBER

What had started off a bright, albeit chilly September day, turned into a drivers' nightmare.

JUNIORS

By the time the finals came round, with heavy rain falling and the track awash, the Juniors were first on to the circuit in the afternoon. Jason Bird took the lead immediately and except for one slight indiscretion drove very well to take the chequered flag by half a lap from second placed Brendon Kierle who was the first National home.

210 NATIONAL

The heats had shown that the 210 National would be a wide open race, anyone of four or five men were in with a chance of winning. The final proved to be more of a survival course than a race, with some of the quicker drivers spinning off and leaving Ed Mellor to take a well judged win from D. Phillips who showed much promise in the atrocious conditions. Lionel Sifleet crossed the line second and was easily the fastest man on the track, but unfortunately he was disqualified for receiving outside assistance.

125/250 NATIONAL

Nick Guy managed to overcome the conditions and the noise metre to win this combined final, whilst Kev Mason finished second overall and first in the class.

100 BRITAIN

A good entry of Britains with regular National driver Steve Hall moving into the class and proving to be the man to beat, his DMA kart handling beautifully in the treacherous conditions. At the drop of the flag it was Karl Hudson, from Brown and Hall but, by the fourth lap, Hall had taken the lead and started to pull away and crossed the finish line with a healthy lead over Hudson and Brown.

100 NATIONAL

Kim Borley looked a lot more competitive than of late. During the heats he looked a good bet for a win, but his main opposition was to come from Pritchard who was looking to add to his tally of wins gained so far this season. Kim took the immediate lead from the flag and, try as they might, Messrs Pritchard, Cooper,

Hartly and Christo could not get on terms with him as he took a well deserved and popular win, with Pritchard second and McRae third.

250 INTERNATIONAL

Bob Kennings took a heat while Colin Quigley just beat Alan Mills in the second outing. In the final the result was Bob Kennings over Colin Quigley and Alan Mills.

Best Novice of the Day was K. Pratt in 250 International

Our thanks to all the Officials and Marshalls and let's hope we have better weather for next month.

Les Latham
Pic: Jonsport



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Summerlee Circuit at Larkhall was the scene of a two day meeting for the Scottish Championships 1984 with over 100 entrants. The carnival atmosphere extended from the Hospitality Marquee to the pits with everyone, from the most junior driver upwards, geared and ready to go.

JUNIOR BOOSTER

The fierce competition from these junior drivers reflects the type of racing we can expect when they reach the senior classes. Maximum effort was given from all the junior entrants, and they entertained us with some fine racing, with Davis Franchitti (19) finally taking the first place trophy. Young Desson McDonald had to settle for third place after doggedly following the leader all the way until the last lap, when he was ousted from second by David Scott (16).

1st D. Franchitti (19) Sprint/Arrow
2nd D. Scott (16) Wright/Arrow
3rd D. McDonald (12) Wright/Arrow

JUNIOR BRITAIN

David Coulthard (8) lifted the winning trophy in this class, after winning three of his heats, being closely followed by Graeme Garden (26) all the way. Neils Christofferson (11) was taken off by ambulance after spinning off in the 11th lap but thankfully this was purely for observation and he was not seriously hurt.

1st D. Coulthard (8) Wright/TKM
2nd G. Garden (26) Premier/Arrow
3rd I. Innes (15) Zip/Arrow

JUNIOR NATIONAL

Young Allen McNish (11) swept the board in this class by winning all his heats and also taking the first place

trophy. Ian McLeish fought hard throughout the race but unfortunately spun off on the last lap giving second place to Stewart Massie with third going to Norman McLeod.

1st A. McNish (11) Wright/Yamaha
2nd S. Massie (39) Zip/DAP
3rd N. McLeod (34) Premier/DAP

100 NATIONAL

This class was an entry of 44 drivers, battled through the heats for the best grid positions for the final with the favourites being local men, Gordon Wilson (27), Louis Di Rista (17) and Jim Forsyth (71).

The final grid was made up of 32 plus the first 4 from the 'B' final. The atmosphere at the beginning of this final was electric with all the favourites having gained good grid positions, and I think many a heart bled when Gordon Wilson had fuel starvation in the first lap and lost a lot of ground, he amazingly pulled up from 16th position in the 3rd lap to 10th by the 12th lap, only to be spun off, however he determinedly battled on to finally finish 10th. The fight for first position was a cracker between Louis Di Rista and Jim Forsyth with Andrew Buchan sticking to these two like glue. The pace of this final must have been a lap scorers nightmare. Jim Forsyth was however a worthy winner with Louis Di Rista a close second, sadly for Andrew Buchan, he blew his engine in the final lap giving Gordon Murry the 3rd position.

1st J. Forsyth (71) Wright/Yamaha
2nd L. Di Rista (17) Sprint/Parilla
3rd G. Murry (36) Zip/Boyce PCR
4th A. Grahame (55) Le Spectre/Parilla
5th T. Donoughue (6) Sprint/Parilla

125 NATIONAL

Again fierce competition in this class, with every heat having a different first, giving a terrific build up to a sizzling final. Sandy Taylor had trouble on his final heat, apparently his clutch went through the casing depriving him of taking a place in the final. Gilbert Keenan stalled at the off in the final and lost any chance of a lead position. Billy Stoddart showed great skill and determination keeping ahead of Andy Whitefield from the second lap to take the chequered flag, proving to be a very popular winner, Whitefield taking second place, with Duncan White a close third.

1st B. Stoddart Zip/Rotax
2nd A. Whitefield Barlotti/Rotax
3rd D. White Zip/Rotax
4th K. Park Wright/Rotax
5th B. Urquart Zip/Rotax

210 NATIONAL

Some really superb racing in this class with the hot favourites local man Jim Gordon and Mike Gilmartin, making most of the running. Jim Gordon looked set to win in the final, when he and Mike Gilmartin were in a spectacular collision and ended up the embankment, fortunatley neither men were seriously hurt but it ended Jim Gordons bid for the trophy. After a restart, Gordon Addie went on to win with Brian Swankie 2nd and Gordon Donaldson 3rd.

1st G. Addie Barlotti/Villiers
2nd B. Swankie Barlotti/Villiers
3rd G. Donaldson Barlotti/Villiers

Isobel McMorland

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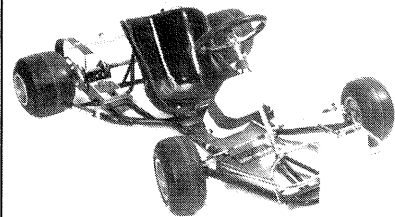
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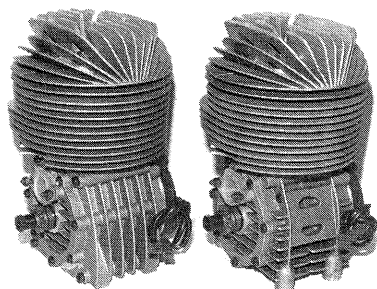
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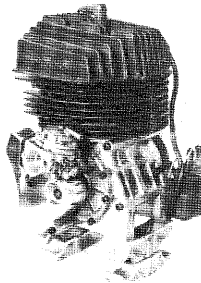
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125 National

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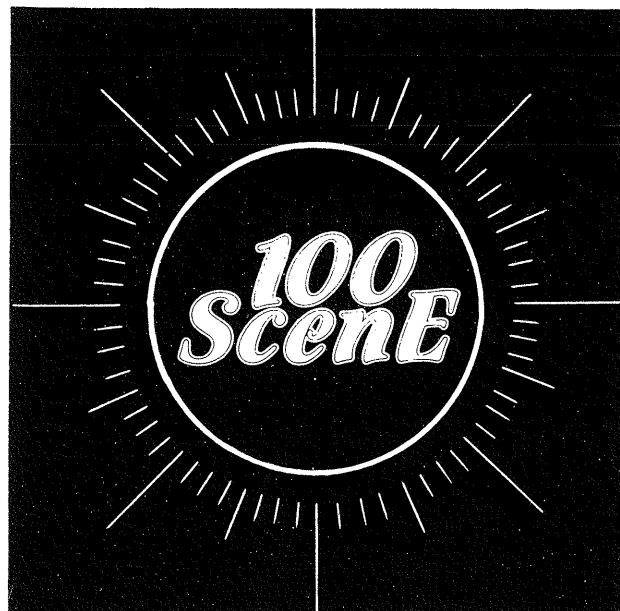
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The end of August and the beginning of September marked the penultimate rounds of the two commercial series, with the final and deciding rounds being in October (Snetterton on the 7th for the Bridgestone Kart & Superkart, and Wombwell on 14th the Super One).

The 5th Round of the K&S series was held at Kimbolton. The circuit had improved by having the notoriously bumpy hairpin resurfaced, it now being smooth if a little slippery, the rest of the track though was still unchanged — amazing how it stands up to the wear and tear of karting. Some problems with the yellow flags were also encountered, and several drivers were excluded for overtaking.

It was good to see Mr Mark Hines and Ed McCormick present, normally pressure of work dictates otherwise. Other notables present were Alan Lane, who was overseeing the efforts of Ricky Grice, and Paul Deavin who is becoming a regular visitor to the 100 National events, this time assisting Graham Roscoe.

The racing was fast and furious and unfortunately there were two nasties, one of which required the red flag to bring the race to a halt, this involved several drivers of which Gary Till came off worst with shoulder injuries — hope you recover quickly. The other incident happened in the first heat when Darrell Beasley ran wide at the end of the straight and collided with the tyres, he flipped over and knocked himself unconscious, however he quickly picked himself up but wandered onto the track while racing continued. Fortunately the St Johns rescued him and an Official used the yellow flag (not the Marshall on the straight though as he seemed unsure what to do). Darrel took no further part in the racing as he was pretty well shaken up.

Leading contenders Grice and Moynihan had a good meeting, with Ricky driving into the distance at a very rapid rate in the final, with Gary Moynihan having his hands full in second, fending off a very on form Simon Sutton, both drivers having a ding dong battle throughout the final.

Steve Tillett at last had a good race (as always on the pace at Kim.) and, back out of retirement, Nicky Parrington surprised a few with a fine performance as did local man Gary Parker who drove well in the final.

Just before moving off the Kimbolton meeting it is worth mentioning the fortunes of two “shoestring” competitors, Scott Banks having learnt in 100 Britain, has progressed very proficiently into National, where he has shown mature but speedy performances. Scott's budget is very limed and he does not receive any works backing, therefore he and his father deserve a lot of praise for their high placing in the K&S series.

The other 100 National regular who competes at most of the National National meetings (if you see what I mean), is John Earnshaw. Despite old equipment and second-hand tyres John is a persistent trier, he has lost a lot of weight in recent months and, with his father and brother, forms the hard core of karting, the likes of which I hope will succeed. Although having a disappointing final, John showed well in the heats at Kimbolton, and gave many of his opponents red faces, well done!!

From Kimbolton the 100cc circus moved to the East Coast and the home of the Norfolk and Suffolk Kart Club — Snetterton, the event being the 5th Round of the Super One series. Despite excellent organisation and the attraction of the “big circuit Snetterton” the kart circuit is very dangerous and bumpy. The circuit is actually breaking up very badly in many parts, and is lined with very unforgiving earth filled tyres. There were many incidents during the weekend which could have proved devastating, (one kart crossing the centre divide of tyres and bales and landing in the path of oncoming traffic) several drivers had lucky escapes, but their karts were not so fortunate. Scott Banks came into this category after contact with Jason Plato (and not for the first time in the day) and ended up going home with a very bent Premier chassis. Some rather dangerous contact driving was being dished out by several competitors and should have been stopped.

The racing proved to be quite exciting although, with few passing places, was at times processional. The Junior Inters provided some excellent close dicing with David Cuff just (and only just) holding Jamie Cavanagh and “Diddy” McNish off to claim victory.

The Junior Britain final had to be stopped very early on, which could not have pleased Fred Racing's Rob Wilson who got an absolute flyer and looked well set for a good result. Steve Hazlett was the cause of the stoppage as he contacted the tyres and flipped off the circuit. Fortunately the incident was more spectacular than destructive and Steve continued at the restart. The second start belonged to local hero Steve Webb (driving a Sypda!!), nobody daring to enter the Spyda's webb — Steve faultlessly taking a well deserved victory. Rob Wilson had to give second best, although on this occasion he was quicker than his team mate Dominic Connelly. Dominic's race ended tangled with a backmarker who had already ended Jeremy Griffiths' race. (More use and, at the correct, time of the blue flag may have saved the day, but nevertheless there is very little room on the track to get out of the way).

100 National provided only just over 30 entries, but all the leading contenders were present. However, it was not surprising to see Andy O'Hara sitting on pole after a string of fine heat results, his Deavin Parilla power being a match for most. Parillas occupied the first three positions on the grid (very unusual these days), Steve Brogan and Lee Cramner being the other users.

A very stiff chassis set up appeared to help at Snetterton, Steve Brogan and Gary Prior both sporting front end chassis stiffeners. Jeremy Cotterill and Gary Moynihan were again in contention but Gary was not as rapid as usual, having seized an engine in the morning practice session.

The final was an exciting affair and gave the newly crowned British Champion, Gary Moynihan, the opportunity to show why he is the champ, a fine driving display netting him yet another win. Jeremy Cotterill finished a good points scoring second, closely followed by Brogan and O'Hara, with a rapidly closing Nigel Edwards in 5th.

Tony Negal was “Art” kart mounted for this meeting and despite being a bit off the pace was very happy with his progress.

Ian Williams was present at the meeting having travelled over 300 miles to participate, and showed flashes of his old brilliance, Ian's racing may be shelved shortly in favour of marriage as Ian is to wed on Saturday 13th October — good luck.

Mr Cotterill Senior had several ideas regarding next year, grading of 100 National drivers, combining with the K&S, continuation of the one tyre set per meeting, and new venues. We would be grateful of any feedback you drivers have, and would welcome your comments, and help if possible.

To finish this month's column a word on the 135 World Championships, the results of which were:

1st	J. Hasse	(I)
2nd	G. Bugatti	(I)
3rd	L. Forsman	(S)
4th	P. De Bruyn	(NL)
5th	R. Weatherley	(GB)
6th	P. Hantscher	(D)
7th	P. Guedel	(CH)
8th	J. Alcorn	(GB)
9th	T. Neubert	(D)
10th	M. Valera	(I)

With less than 40 entries, what more re-iteration can be needed to support a return to 100cc!!