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AUGUST 1985

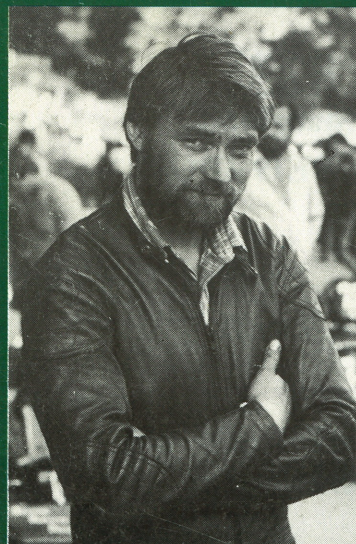
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## Features include

European Formula K  
— Sweden

Bridgestone United  
Kingdom  
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Graham Sykes



## World Formula E Championships Hockenheim-Ring — Silverstone Preview





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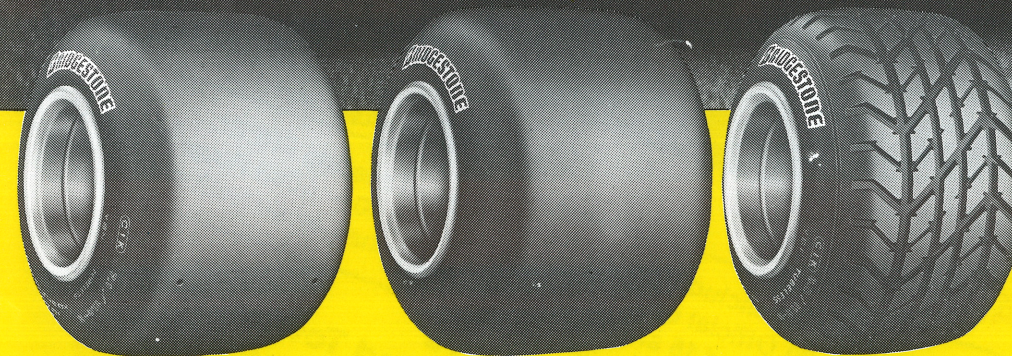
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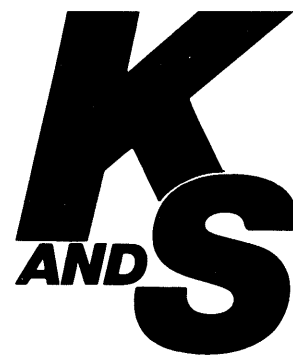
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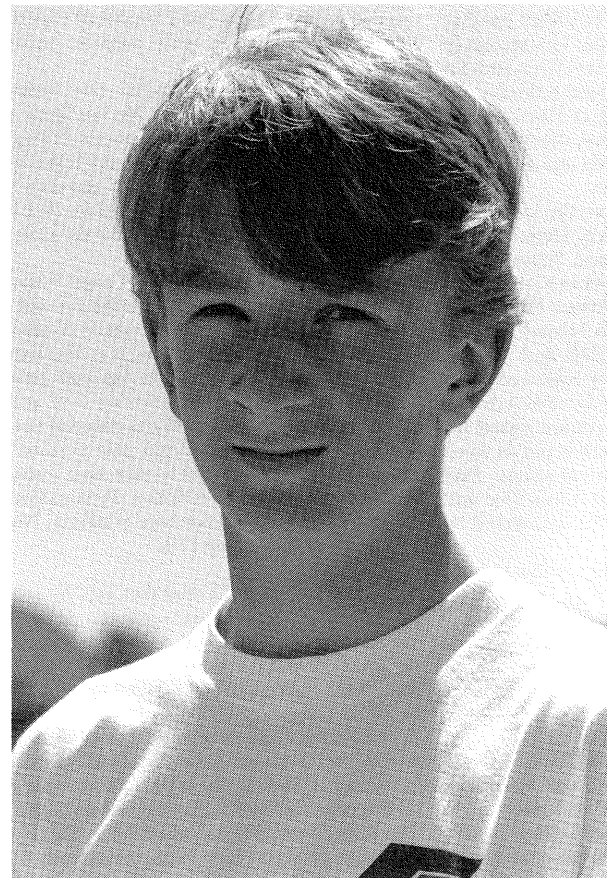
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### FRONT COVER:

Current 'GP' and World Cup title holder, Martin Hines, the only Formula E driver to win the 'GP' plate twice, will undoubtedly be striving for the hat trick at Silverstone on Sunday August 11th. Here he is pictured at Hockenheim during his impressive Pre-Final victory.

*Inset photo:-* 210 National exponent, Graham Sykes, ably assisted by Bill Longdon tuning, will be looking for the 'GP' honours at Silverstone next weekend.

(Pics: Doug Rees)



Young Scot, Alan McNish, competed hard in the Junior World Championship at Le Mans and finished an excellent 3rd to Gilardi and Schumacher.

(Pic: Jonsport)

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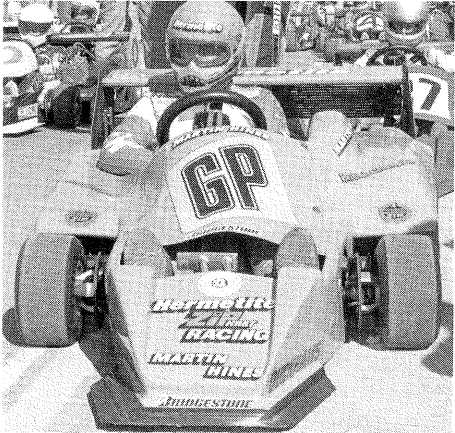


# SILVERSTONE PREVIEW

Pics: Doug Rees

This year Silverstone hosts the 8th Daily Express-Hermetite British Kart Grand Prix. It is also a landmark in the short history of the Formula E World Championship in that, this year, the Northamptonshire circuit honours the final and deciding round. For 1985 the C.I.K. deemed the Series be reduced to three instead of four rounds and the result has produced a highly critical situation. Many of the U.K.'s top contenders have failed to score points in two rounds already run — Le Mans and Hockenheim and therefore are certainly out of contention, at least until 1986.

Sweden's Lennart Bohlin, the current World Champion will find his red No 1 gracing someone else's outfit after Sunday August 11th; Roger Goff, high on the list of probables, has suffered two disastrous meetings and, similarly, Martin Hines, claimant to the title in 1983 the first year the Series was staged. Through no fault of his own, Martin's points score stands at only 1. In Hockenheim he would have scored well, in all probability would have been victorious, especially after his inspiring Pre-Final performance, had not a tyre chucked him out of the running. As reigning 'GP' plate holder he will be pinning his hopes on retention of the honour for another year, making it a hat trick, something not yet achieved by any other driver in his class.



Martin Hines, hoping for a 'hat trick'.

Team mate, Reg Gange, has followed Martin with the same run of bad luck, in Le Mans it was brakes and a wise retirement for safety reasons and in Hockenheim a seize robbed him of any points after climbing to second place at one stage. Danish driver, Poul Petersen, untouchable in the final at Le Mans and holder of the European Champion's plate was the obvious 'man to beat' in Germany after Hines' demise, but he too perished from the tyre syndrome.

Brian Heerey, who finished sixth in France in April, spent all weekend in Germany blowing up engines and, unintentionally, gave his father, Brian senior, and mechanic Martin Hind, enough headaches to last two lifetimes and enough rebuilding work to last three, has spent a lot of money seemingly in the pursuit of 'rainbows'. Tim

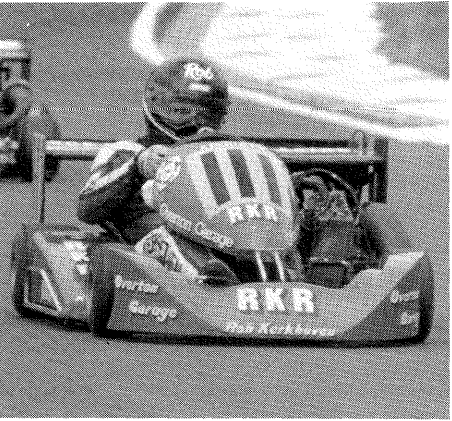
Parrott, who has been going extremely well this year, has also been thrown out of the running; Le Mans with brakes, while Hockenheim left him with a lowly finish and he completed the race with a tyre that couldn't make up its mind whether to say up or go down!

Of the first twelve home in Hockenheim in the Final there were only two British drivers to carry the banner — Phil Glencross and Derek Rodgers. Phil so far, in his first year in Formula E, has been exemplary. Le Mans was really his 'opener' and he finished outside the points tally, but Germany must have been a dream come true when he earned a front row slot for the Final and beat his team mate Derek into fifth. Derek Rodgers returned to the big league this year after successfully quashing all resistance in 250 National with the benefit of 'Peak Revs'. In France he claimed an excellent second, gaining 12 valuable points, whereas in Germany he drove a fine race from the back of the grid to collect another seven points, enough in total to put him second in the running behind Dutchman Perry Grondstra for this year's world title. Perry gained a third at Le Mans and drove to a nice victory at Hockenheim, one that was probably not expected, though no one can deny his verve and enthusiasm and now heads the championship with 25 points.

The man who could possibly put the 'cat among the pigeons' is South African ace, Derick Irving (Irvs), great in both Class One and Superkarts in his home country. After his Hockenheim second place and the points collected in France, Derick now stands with 17 to his credit, two behind Rodgers and, with the backing from EDR and 'Pinder Reisen', is definitely a force to be reckoned with, if Hockenheim is anything to go by. Swiss driver, Paul Guedel, after the German round raised his championship total to 18 and he has put in some fine performances during the current season. Paul is an experienced driver, both in Class One and Formula E and certainly cannot be discounted by any means.

Norway's Torgjer Kleppe scored points in both rounds and stands with a total of 15, but he, like Poul Petersen, would need Grondstra, Rodgers, Guedel and Irving to produce finishes outside or very low down in the points scoring and win at Silverstone to lay claim to the title. The chances though look remote.

Back to the British scene before examining the other three categories. Steve Stylin, Richard Dean, Rob Kerkhoven, Sandy Dalgarno who finished a brilliant second to Roger Goff at Knockhill in Scotland in June, plus names like, Collier, Barber, Gill, Causer, and others, including those mentioned earlier, could all be in with a chance of taking the coveted 'GP' number plate in Formula E if not the World accolade. E.D.R.'s Steve Stylin finished second to Martin Hines at last years GP and struggled to hold that position with a badly damaged tyre. Steve failed to finish at Le Mans and didn't go to Hockenheim, but drove well at Cadwell recently finishing second to Hines. At Mallory Park



Rob Kerkhoven last year had pole for the Final but holed a piston.

the other week, though he ended up low in the first six, he did manage to increase his points and put himself in high contention for the British Championships. Steve has a wealth of experience and talent and could well surprise many at Silverstone.

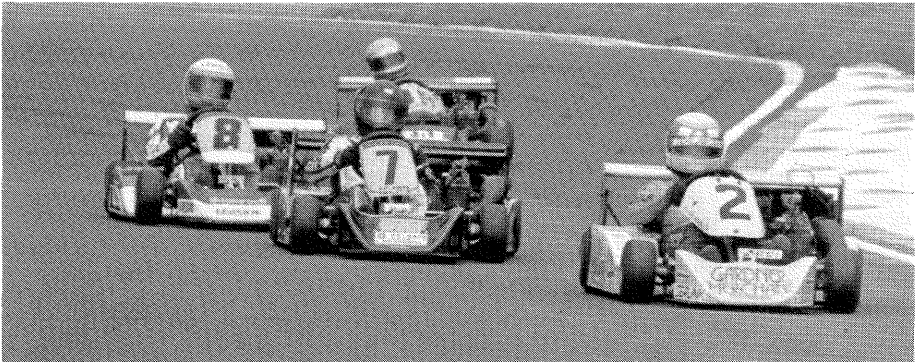
Returning to karting, after two years in retirement, is Dave Buttigieg. He has lately been seen at Cadwell under the Bridgestone Zip banner with a Peter Berry motor. Admittedly it was a trial meeting for the irrepressible 'Butty' and didn't end with the success he may have hoped for, but Dave will be at Silverstone, looking to take the plate that has always eluded him — 'GP'.

Silverstone is a bit like the Grand National, anyone could get it all together on the day and win, a rank outsider even. A lot depends on conditions, Silverstone is a bit of an enigma, it is very hard on equipment and drivers, each lap can produce differing results from the previous and another important factor that Chris Merlin talked of last year — "no one has ever won from pole position", as though all the effort put in to gain such a position is automatically doomed to failure. Perhaps this year will see a swing away from state of affairs. No one will know until Sunday 11th.

As with all classes, each year that goes by sees the categories become more and more competitive, the drivers become more equal, in terms of speed and performance and it makes it extremely difficult to restrict the forecast of potential winners to a mere handful.

The National classes produce just as much close, exciting racing as their more glamorous counterparts in Formula E and, again, it is hard to come up with positive answers. In 250 National Mike Doble, Alan Cheetham, Mark Webster, Mark Allen, Rob Hipkin and Mike Hodgins have been consistently at the front during this season. Because of the change in RAC regulations for the class, with the allowance of water-cooled engines, it has become a battle between the proven air-cooled Yamaha YZ and the reliability of the Austrian water-cooled KTM. There have been lots of 'Birth Pangs' with the KTM and it will be interesting to see how it stands up to the punishment of Silverstone. There should be a good entry for 250 National this year and any one of the drivers mentioned could be successful. Paul Elmore, who won the first Grand Prix in 1978 aboard the Hermetite-Zip Yamaha twin, has come back to karting with a vengeance, taking the Short Circuit Gearbox Championship at Little Rissington in June and, though he failed to show in the Final at the Cadwell Championships, he produced some impressive driving against Alan Cheetham in the heats.

210 National this year has really been a George Bett, John Newton and Andy Martin tussle for the top places. John Newton returned to the class at the beginning of the season after a year in 250 National and took on 1984 'GP' winner and British Champion George Bett, though in the Championships John failed to score any points until Mallory Park.



Parrott (2), Goff (7), out of the World Series. Rodgers (8) in with 19 points.

## WHERE AND WHEN

### 9th-11th AUGUST

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### 11th AUGUST

LITTLE RISSINGTON (RAF Base near Stow-on-the-Wold) — BRIDGESTONE UNITED KINGDOM CHAMPIONSHIP — ROUND 7  
Jersey K&MC — Belle Vue  
Guernsey K&MC — St Sampsons  
Tilbury (Dunlop Road, East London, near Tilbury Docks)  
Kimbolton (10 miles SW of Huntingdon, off A45)

### 16th-18th AUGUST

LIEDOLSHEIM (Germany) — FORMULA K EUROPEAN CHAMPIONSHIP — ROUND 5

### 17th AUGUST

Kirkistown (N.I.) — 500 MRCI

### 17th-18th AUGUST

ZANDVOORT (Holland) — KC 250 CLUB DUTCH GRAND PRIX — 125/250 NAT/FORMULA E

### 18th AUGUST

Ellough (2 miles from Beccles, Suffolk)  
Three Sisters (Off Junction 25, M6)  
Nuthampstead (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)  
Shenington (Off A422 Banbury-Stratford Road)  
Plymouth (Riverside Raceway)

### 20th AUGUST

Guernsey K&MC — St Sampsons

### 24th AUGUST (Saturday)

SNETTERTON (15 miles from Norwich on A11) — RAC LONG CIRCUIT CHAMPIONSHIP — ROUND 4 and 'MARTYN MERRITT MEMORIAL MEETING'; CKC CHAMPIONSHIP ROUND 4; 125cc ZIP BRIDGESTONE SERIES ROUND 4.  
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### 25th AUGUST

FULBECK (8 miles from Newark, Notts) SUPER ONE SERIES — ROUND 5  
Pembrey (12 from Junction 48, off M4 Llanelli-Kidwelly Road)  
Dunkeswell (5 miles from Honiton, Devon)  
Castle Kennedy (4-5 miles from Stranraer, on A75 Snetterton Kartway (15 miles from Norwich on A11)  
Blackbushe (Near Camberley, Surrey)  
Chasewater (Pleasure Park, off A5, Staffs)

### 1st SEPTEMBER

CADWELL PARK (8 miles NE of Horncastle on A153) — RAC LONG CIRCUIT CHAMPIONSHIP — ROUND 5 (Full long circuit)  
LAVAL (France) — WORLD CHAMPIONSHIPS FORMULA C/INTERCONTINENTAL C  
THREE SISTERS — Bolton KC (Off Junction 25, M6) — BRIDGESTONE UNITED KINGDOM CHAMPIONSHIP — ROUND 8 — (See note this issue about practice facilities)  
Jersey K&MC (International event) — Belle Vue  
Little Rissington (RAF Base near Stow-on-the-Wold)  
Felton (8 miles North of Morpeth on A1)

### 7th SEPTEMBER (Saturday)

Nutts Corner — County Antrim

### 7th-8th SEPTEMBER

Golspie (Sutherland, North of Scotland)

### 8th SEPTEMBER

Lydden Hill (Near Sittingbourne, Kent)  
Clay Pigeon (Between Yeovil and Dorchester on A37)  
Chasewater (Pleasure Park, off A5, Staffs)  
Wombwell (Dorothy Hyman Stadium, near Barnsley, South Yorks)  
Kimbolton (10 miles SW of Huntingdon, off A45)  
Tilbury (Dunlop Road, East London, near Tilbury Docks)

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Crash helmet to RAC standards, complete gloves not mitts or with open backs, one piece leathers or heavy duty PVC suits and boots or shoes must cover and protect ankles.

## 100 National Lane V3D Chassis

with DAP Magnesium parts, including wheels and Lane Parilla TT27 six meetings only, all rebuilt and run in. TKM L90TT, Dartford tuned including power jet carb, rebuilt and run in. New spares, sprockets, etc, 2 sets wets, 2 set dry tyres. Going 125 National. Will split.

Telephone (0428) 53515 (day) or (0428) 52375 (evenings)



class and final victory went to Ricky. Mike Wood was third.

250 INTERNATIONAL

Colin Masters had two heat wins to his credit and also took th final in the yellow plate league. Tim Rawlinson also took a heat win and finished second in the final.

100 NATIONAL ‘A’

It was a disappointing entry from the premier league as many regulars were committed to National fixtures elsewhere. However the racing was as always of the highest quality.

Heat 1 — From the drop of the flag it was Robbie Adams out front, but by lap 2 he had been demoted by Martin Prior, Chenery followed. Adams and Chenery fought tooth and nail for the next two laps until Robbie crashed heavily with no brakes — the red flag was brought out and Robbie was taken off in the ambulance. Fortunately it was learnt that he had received no more than bruising. The race was stopped at lap 6 when the order was Prior, Gannon, Kett and Dalton.

Heat 2 — Bob Kett was an early leader despite Chenery’s desperate efforts to get past which he managed on lap 6 when the order was Chenery, Prior, Kett, Gannon and Gomeche. By lap 8 Prior had passed Chenery and he went on to victory from Chenery and Kett.

Heat 3 — We saw Robbie Adams return to the fray at the back of the grid and a smile was returned to team boss Ray Eutace’s face once again. This time it was Gannon’s turn for a flag to flag victory. Bob Kett looked set for second place which he held for 9 laps until Martin Prior got by on the last lap. The finishing order was Gannon, Prior with Kett, Chenery and Lee Gage following.

Final — With Martin Prior on pole he had to be favourite for a win and he got away to a good start from Gannon, Kett, Chenery and Gage. By lap 5 with Prior still out front Chenery had now moved up to second place, Gannon and Kett followed. The race order remained the same until the very last lap when Prior and Chenery collided. Prior was unable to start again and the race was handed on a plate to Graham Gannon. Bob Kett finished second, Lee Gage third and Chris Dalton fourth. Gordon was disappointing fifth and Robbie Adams sixth.

Shenington

SUNDAY 30th JUNE

The Weather was on our side this time and the sun was out all day, which made it good for the spectators.

250 NATIONAL

- |     |                 |                |
|-----|-----------------|----------------|
| 1st | Chris Tomkinson | Dino/KTM       |
| 2nd | Dai Bowen       | Zip/Harris KTM |
| 3rd | John Manklow    | Zip/Yamaha     |

100 NATIONAL STAR

- |     |                 |              |
|-----|-----------------|--------------|
| 1st | Paul Wilkes     | Kali/DAP     |
| 2nd | Chris Owen      | Lane/Parilla |
| 3rd | Brian Catchpole | Zip/TKM      |

- |     |               |              |
|-----|---------------|--------------|
| 1st | David Jackson | Wright/Arrow |
| 2nd | Jason Bird    | Zip/TKM      |
| 3rd | Guy Wood      | Wright/Arrow |

JUNIOR BOOSTER

- |     |                |             |
|-----|----------------|-------------|
| 1st | David Wilson   | Boxer/Arrow |
| 2nd | Hugh Costelloe | Boxer/Arrow |
| 3rd | Nikki Moss     | Zip/DAP     |

100 NATIONAL CLUBMAN ‘A’ FINAL

- |     |                |                |
|-----|----------------|----------------|
| 1st | Craig Percy    | Land/TKM       |
| 2nd | Graham Wallace | Dart/Arrow     |
| 3rd | James White    | Wright/Parilla |

100 BRITAIN

- |     |              |              |
|-----|--------------|--------------|
| 1st | Martin Sears | KEG/Arrow    |
| 2nd | Michael Hogg | Wright/Arrow |
| 3rd | Paul Rixon   | KEG/Arrow    |

125 NATIONAL

- |     |                 |                     |
|-----|-----------------|---------------------|
| 1st | Mark Allen      | Dino/KMP Rotax      |
| 2nd | Keith Bisp      | Barlotti/KMP Rotax  |
| 3rd | Graham Stephens | Barlotti/Goff Rotax |

210 NATIONAL

- |     |              |                   |
|-----|--------------|-------------------|
| 1st | Steve Hurst  | Zip/KMP           |
| 2nd | Clive Bisp   | Barlotti/Villiers |
| 3rd | Glenn Clarke | Barlotti/Villiers |

Blackbushe

SUNDAY, MAY 26th

JUNIOR BRITAIN/BOOSTER — 10 Laps

- |     |                          |            |
|-----|--------------------------|------------|
| 1st | Simon Bunce              | Dart/TKM   |
| 2nd | Michael Pallett          | Dart/DAP   |
| 3rd | Mark Duncombe            | Dart/Arrow |
| 5th | Duncan Harding (Booster) | Zip/Arrow  |

100 BRITAIN — 10 Laps

- |     |                 |                |
|-----|-----------------|----------------|
| 1st | William Hewland | TKM/Arrow      |
| 2nd | Martin Verity   | Lane/Arrow     |
| 3rd | Gordon Payne    | Barlotti/Arrow |

210/250 — 10 Laps

- |     |                   |                  |
|-----|-------------------|------------------|
| 1st | Stephen Fenny     | Zip/Rotax        |
| 2nd | Graham Wood(210)  | Zip/Samurai      |
| 3rd | Steve Young (210) | Barlotti/Haywood |

125 — 10 Laps

- |     |               |                |
|-----|---------------|----------------|
| 1st | Alan Sorensen | Zip/Rotax      |
| 2nd | Calvin Hurley | Barlotti/Rotax |
| 3rd | Mike Summers  | Magnum/Rotax   |

100 NATIONAL — 7 Laps

- |     |                |              |
|-----|----------------|--------------|
| 1st | Gary Strudwick | Dart/Arrow   |
| 2nd | David Barnes   | ART/Parilla  |
| 3rd | John Ansell    | Sprint/Sirio |

100 NATIONAL — 4 Laps

- |     |                 |                   |
|-----|-----------------|-------------------|
| 1st | Mick Whitehouse | Zip/TKM           |
| 2nd | Paul Greenhill  | Lane/Parilla      |
| 3rd | Peter Giddings  | Dart/Turk-Parilla |

Kimbolton

14th JULY 1985

With the Senior RAC Championships taking place the entry for Nationals and Senior Britians was depleted, but in spite of all this and the shortage of officials due to holidays, a good days racing was enjoyed at the ‘new look’ Kimbolton circuit.

JUNIOR BOOSTER

- |     |              |               |
|-----|--------------|---------------|
| 1st | Oliver Gavin | Zip/TKM       |
| 2nd | Daniel Stilp | Wright/PCR    |
| 3rd | Stuart Lee   | Dart/DK Arrow |

JUNIOR BRITAIN

- |     |                |               |
|-----|----------------|---------------|
| 1st | James Rohodes  | Wright/Yamaha |
| 2nd | Martin Powell  | Boxer/Arrow   |
| 3rd | Richard Walton | Jeta/DAP (JM) |

125 NATIONAL

- |     |             |                |
|-----|-------------|----------------|
| 1st | Colin Poole | Zip/Goff Rotax |
| 2nd | Nigel Goff  | Zip/Goff Rotax |
| 3rd | Nick Evans  | Zip/Rotax      |

SENIOR BRITAIN

- |     |               |               |
|-----|---------------|---------------|
| 1st | Gary Smelt    | Jeta/Dap      |
| 2nd | Richard Ayres | Dart/KP Arrow |
| 3rd | Paul Murphy   | Zip/Arrow     |

100 NATIONAL (Super)

- |     |               |                   |
|-----|---------------|-------------------|
| 1st | Ron Cox       | XX3/Goff Dap      |
| 2nd | Clive Wheldon | Deavinson/Parilla |
| 3rd | Ken Bowes     | TKM/Parker TKM    |

100 NATIONAL CLUBMEN

- |     |                 |              |
|-----|-----------------|--------------|
| 1st | Martin Collard  | ART/Parilla  |
| 2nd | Alan Heddington | Dart/Yamaha  |
| 3rd | Paul Scutchings | Zip/Goff PCR |

100 NATIONAL NOVICE

- |     |                |           |
|-----|----------------|-----------|
| 1st | Jeremy Clark   | Zip/Komet |
| 2nd | Graham Sutton  | Zip/PCR   |
| 3rd | Graham Johnson | Zip/PCR   |

210 CHALLENGE TROPHY

- |     |               |                   |
|-----|---------------|-------------------|
| 1st | John Haig     | Barlotti/Villiers |
| 2nd | Tom Thacker   | Dino/Villiers     |
| 3rd | Paul Tompkins | Barlotti/Villiers |
| 4th | Paul Woodward | Dino/Villiers     |
| 5th | Alan Poole    | Zip/Villiers      |

Golspie

JUNIOR BOOSTER

- |     |                    |               |
|-----|--------------------|---------------|
| 1st | George Moodie (NS) | Premier/Arrow |
|-----|--------------------|---------------|

JUNIOR BRITAIN

- |     |                             |                |
|-----|-----------------------------|----------------|
| 1st | Richard Scott (BM) Aberdeen | Jeta/Arrow     |
| 2nd | Desson McDonald (WS) Lenzie | Wright/Arrow   |
| 3rd | Graham Garden (NS) Aberdeen | Kali/Yamaha    |
| 4th | David Scott (BM) Aberdeen   | Wright/BTR DAP |

125 NATIONAL

- |     |                               |                  |
|-----|-------------------------------|------------------|
| 1st | Alex Pettigrew (NS) Inverness | Zip/SRS Rotax    |
| 2nd | Les Granston (NS) Inverness   | Zip GP/IKC Rotax |
| 3rd | Bill Urquhart (NS) Inverness  | Zip/Rotax        |

100 NATIONAL

- |     |                                 |                   |
|-----|---------------------------------|-------------------|
| 1st | Andrew Graham (KKK) Kennesswood | Kali/R-Ford Arrow |
| 2nd | Jim Baillie (KKK) Dunfirmlne    | Hutless/Parilla   |
| 3rd | Harry Henderson (NS) Beauly     | Zip/R-Ford Arrow  |
| 4th | Sid Davies (WS) Tullibody       | Premier/Parilla   |
| 5th | George Douglas (NS) Inverness   | Kali/TKM          |

JUNIOR BRITAIN NOVICES

- |     |                               |                     |
|-----|-------------------------------|---------------------|
| 1st | Marco Seide (BM) Kintore      | Zip/TKM             |
| 2nd | Donald Pearson (NS) Inverness | Mamber/R-Ford Arrow |

- |     |                              |         |
|-----|------------------------------|---------|
| 3rd | Mark Falconer (NS) Inverness | Parilla |
|-----|------------------------------|---------|

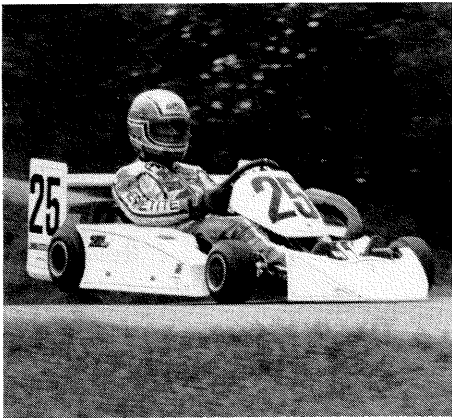
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Paul Elmore (250 National).

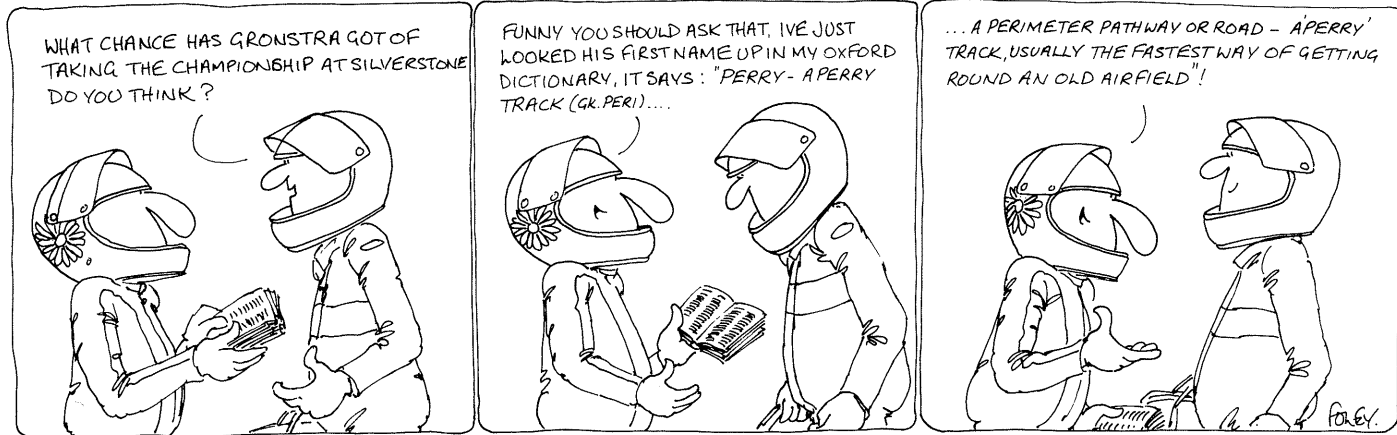
John won the ‘GP’ in 1983 in a very convincing way. Andy Martin, of ‘Car and Karting Centre’ fame, has thrown a spanner in the works. With his Stratos outfit and reverse barrel idea, he has been creating havoc among the top men. Apart from John Brennan, David Green, Graham Sykes, John Burns, Alan Ogden and Gary Parker, there is another name that made considerable impact at Scotland’s Knockhill circuit in June — Glenn McAdam. Everything holding together on the day, through innumerable practice sessions, heats and final, is the yardstick that will measure successful preparation and attention to detail. The Villiers men have, unfairly, received the blunt end of the wedge, yet most of them devote as much time and effort, as any driver in any other class, to preparation and detail and, no matter what anyone says, Chris Merlin and Reg Gange will undoubtedly agree, Bill Longdon also who won’t be racing though he’d love to, they deserve the same respect as the other classes.

Last year well over 140 125 National class drivers



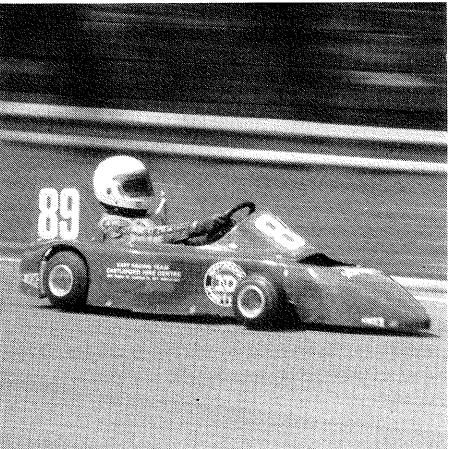
210 National — Newton (2), Ogden (7), Bett (GP) and Parker (89).

FRIGGIT



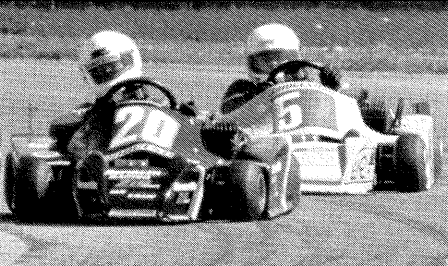
turned out for the Grand Prix and this year the numbers can be expected to be on par, if not up, on the previous year. That means splitting the entry, which gives rise to a greater number of heats, a ‘qualifying final’ from which only a selected number of top finishers will go through to positions on the back of the main Final grid. 125 National is the largest category today in long circuit gearbox karting and entries usually number between 70 and 90 at any Long Circuit meeting.

Last year Keith Glendenning took the honours after Stephen Coward’s motor forced his retirement a few laps from the end. The year before Colin Mills took the glory; in 1982 Kurt Luby was the ‘GP’ plate holder. Using the rest of the U.K. Long Circuit scene as a yardstick, there is a large number of drivers in this category capable of taking Silverstone by storm but it is a game of chance — “well, that’s racing”, as most say. Last year Salfords Ian Shaw, tipped for victory, was plagued with seizures, six



Chris Stoney, a likely GP candidate for 125 honours.

in all and had a miserable weekend. Ian missed the British Championship, pipped to the post by Phoenix karts’ Kurt Luby by one point two years in succession. Yet, this year, Ian is definately on the pace with a great win at Cadwell on July 7th and a good third place at the Donington World Cup after a brilliant scrap, completing the distance with ailing brakes, with Kurt Luby who took the victory and Derek Price. Luby has redeveloped his bodywork configuration, vaguely similar to the Stratos bodywork and has been campaigning it for the past couple of meetings. Derek Price, ex-Formula E driver, seems to have settled back into 125 National and has the backing of John Stephens ‘Eurokart Racing’ setup. Derek has always been at the front, no matter in which class he has raced and will be on the pace at Silverstone. Two others are Chris Stoney and Paul Molloy, both campaigning Molloy’s Stratos chassis and bodywork. Stoney has always figured high in ‘the charts’ whilst Molloy only recently came back to fame with his victory at Knockhill over Scotland’s Peter McCallum. Peter



Ian Shaw (20) and Derek Price (5) will both certainly be pushing for success.

McCallum on the other hand has, for the past couple of years, featured high in the results, always trying to give his best for his sponsor, Duncan Coulthard, who pumps a lot of money into the sport. Walsall’s Adrian Wilcox didn’t really have much success last season but, this year, his face has been seen at the front more and more. Lastly, because space is running out, mention must be made of Bedfordshire driver, Colin Poole, who always features well in the finishing order. Colin, once a keen protagonist of Mark Allen when they both raced short Circuit 210 National at Kimbolton, still races at Kimbolton but in 125 against his chief short-circuit adversary, Roger Goff. Colin devotes a lot of time and effort, often frustrating his avid Dad and, like a lot of others, is striving for a Long Circuit title — luck with him and all the rest in the class — Roy Patterson, Gary Ashurst, Ray Grimes, Ian Beaumont, ‘Wiggy’, John Cooke, Westwood, Glazebrook, Dixon, White, Clark and Steve Key.

Already about 60 names, in all classes, have been quoted yet many more could be. Based purely on effort, keeness and utter dedication, everyone deserves to win — unfortunately, only one driver in each class can claim the coveted ‘GP’ award and losers will have to content themselves with the satisfaction of racing against the best in long circuit gearbox karting, on one of the best Grand Prix circuits in the World — Silverstone. To all I wish a brilliant and enjoyable weekend.

the ‘Ed’

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BY BARRY FOLEY



## HUNTS KART CLUB

Please note that Alison Parker, 17 Sandy Close, Wellingborough, Northants is the Club Secretary and not Competition Secretary of Hunts Kart Club. The Competition Secretary is: Mr Stuart Perry, 3 Ichen Close, Brickhill, Bedford.  
Tel: Bedford 68844

## GILLARD ENGINEERING

The new address for Gillard Engineering is: Unit 3, The Alcorns, Cambridge Road, Stansted, Essex CM24 8DF.  
Tel: (0279) 816106

## MANCHESTER & BUXTON KC

On 1st September Manchester and Buxton Kart Club host a round of the Bridgestone United Kingdom Championship at Three Sisters. Ray Hyde, who has the practice concession at Three Sisters is prepared to devote the whole of Saturday 31st August to Class One practice and lay on private medical services, should sufficient numbers require practice. The cost will be £4.00 per session, i.e., 10.00am-1.00pm and 1.00pm-4.00pm. Camping facilities are available at the circuit. Phoenix Karts, who are 100 yards from the track, will be open all day for spares, etc. All entrants are asked to declare on their entry forms whether they require Saturday practice to enable Brian Waller (Secretary) to keep Ray Hyde informed.

## A WORD OF WARNING FOR SILVERSTONE

Although Zip 'One Piece' wheels and a few other makes comply with the R.A.C. and C.I.K. Bead Retention ruling, it is *stressed* by Zip Kart and current G.P. title holder, Martin Hines, that for Silverstone bead retaining studs should also be fitted. It really is better to be safe than sorry.

## BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS

All drivers registered in the above Series are asked to note that, because of the unfortunate cancellation of the scheduled Felton round, the Series is now reduced to 9 meetings, the best 6 of the 9 to count towards Championship status.

The Editor would like to convey his personal thanks to John Atherton's 'Slush Puppie Racing' mechanics for their valuable assistance after the last Mallory Park meeting when the Renault van he was driving developed severe overheating problems. Again, thanks a million chaps.

## IMPORTANT ANNOUNCEMENT

Please note that, due to holiday commitments, Zip Kart will be closed for trading on 3 consecutive Saturdays in August — 10th, 17th and 24th.

## TYRES FOR SILVERSTONE

Bridgestone have produced a left hand rear tyre with special compound and construction that is considered ideally suited to circuits such as Silverstone, Mallory and Snetterton. These tyres are available from Zip Kart.

## SEALINK OFFER

Tim Parrott advises us that his sponsors, Sealink British Ferries, have opened up the whole discount scene on travelling arrangements and can now offer all karters very favourable discount facilities, including holidays. All trips must be booked at least 3 weeks in advance and further details are available through Tim Parrott on — Peterborough (0733) 24405 on weekends when not racing and 6pm to 10pm weekdays.

## SHENINGTON 3 HOURS

The proposed Shenington 3 Hours Enduro announced recently will be held on October 27th and not 29th as advised. The event will be held over two days, Saturday and Sunday and will provide 3 hours for Class one karts and 3 hours for gearbox machinery. Teams entering for the meeting are being asked to provide lapscorers and marshalls to assist the club.

Interesting to note that the Leaside crew switched to Dellorto carbs from Mikuni power jets at Cadwell on Sunday July 7th.....



Dear Sir,

Through the columns of your magazine if I may, I would like to express my sincere gratitude to everyone who attended the 6th round of the Kart & Superkart Bridgestone Championships at Kimbolton on the 22nd and 23rd of June.

It was only with their complete co-operation and professional approach to the sport that enabled the meeting to be a resounding success.

I would also like to pay tribute to Mrs Sarah Edwards the Series Administrator who gave us her

invaluable help on race day. I am sure that this was above and beyond the call of duty.

To everyone who will be competing in the remaining rounds, I would like to wish them the best of luck. Finally may I wish all of you at Kart & Superkart continuing success in producing an excellent magazine.

Yours faithfully  
S. R. Perry  
Competition Secretary.  
Hunts K.R.C.

Dear Sir,

May I on behalf of the Northumbrian Kart Club apologise to those drivers who entered the Felton round of the Bridgestone Championships and then were informed the meeting was cancelled. However, I feel that if an apology is due to you it should come from the seventy five per cent of the series registered drivers who failed to enter. These drivers misled this club as to the level of entry it could expect and deprived the remainder of the meeting.

Their failure to enter in greater numbers is an insult to this club, an insult to their fellow drivers and an indication of a lack of consideration to the Series organisers and supporters who have invested considerable time and effort in the organisation.

If there are lessons to be learned from what has happened, as I am sure there are, they must be taken to heart for the future.

For the drivers, if you register for a series you must realise that organisers and clubs base their calculations on your numbers as registered and arrange the meeting accordingly and it is your duty to support them. For the Felton round this club purchased some three hundred pounds value of trophies which will now not be required.

Also the reason the organisers arrange that not all rounds points count in the final analysis is to allow competitors to miss rounds for genuine reasons, and so as not to penalise them for mechanical failures etc. *Not* to allow them to pick and choose which rounds they support.

For the organisers, are the equipment restrictions for the series too restrictive and are there too many commercial and other so called Championships in existence. Perhaps also there should be restrictions on the drivers as there are for certain classes in the RAC National Championships. Travelling costs constitute a very large part of an entrants budget and therefore should the number of rounds be reduced but will all to count and even a penalty if drivers do not sign on at any meetings.

Food for thought for the future though there are many other considerations to take account of to prevent a reoccurrence of the present most unfortunate event and the loss of the meeting.

Yours faithfully  
John T (Jack) Angus  
Chairman Northumbrian Kart Club

## 125/250 NATIONAL

Ian Beaumont dominated the racing in the 125s winning all three heats and the final by a comfortable margin. In Heat 1 Darren Maryon held on to second place despite fierce opposition from Roger Barrington who finished third with Tim Rawlinson in a 250 fourth. In Heat 2 Roger Barrington managed to hold off Tim Rawlinson to take second place with Rawlinson third and Kevin Bridge with the Aspes engine claiming fourth place. Heat 3 saw Roger Barrington and Darren Maryon battling it out yet again for second place with the honours going this time to Barrington with Maryon third and Dave Symonds in his 250 fourth. In the final Ian Beaumont did as he had done all day and even in the wet managed to lap every one up to third place. The battle between Barrington and Maryon was a non runner as "someone" hadn't bought any wets, so Roger Barrington had a lonely race in second place, Chris Potter finished in third place and the 250 of Tim Rawlinson was fourth.

## 210 NATIONAL

Heat 1 was led for nine of the ten laps by novice Andrew Mears but on the last lap he had to settle for second place as Jon Sapey slipped through to take the checkered flag. Stuart Grieve held on to third place despite some pressure from Mike Wood who was forth. Heat 2 Jon Sapey done it again and just snatched the win on the last lap again from Andrew Mears who had led from the start. Ricky Jenner held on to a comfortable third place from Stuart Grieve who was forth. Heat 3 Jon Sapey had a flag to flag win this time, Matthew Barnes held off Andrew Mears for seven laps but a backmarker gave Mears the chance to get through to take second place with Barnes finishing third and Ricky Jenner in forth. The Final was another win for Jon Sapey with Andrew Mears not far behind in second place. Ricky Jenner finished third despite a couple of spins (well held sir) and No 6 whose name escapes me was fourth.

## 100 NATIONAL

1st David Peachey	Wright/Yamaha
2nd Steven Rudd	Birel/TKM

## 125 NATIONAL

1st Ian Beaumont	Zip/Rotax
2nd Roger Barrington	Spyder/Rotax
3rd Chris Potter	Spyder/Rotax

## 210 NATIONAL

1st Jon Sapey	Bullitt/Villiers
2nd Andrew Mears	Bullitt/Villiers
3rd Ricky Jenner	Dervinsion/Villiers

Thanks to all the Marshalls, who braved the sun and rain, also the lap scorers and all the other people who come along and help our meetings run so smoothly. It would be nice too see a few more entries in the Juniors and 100 Nationals next time.

John Davies

## JUNIORS

With seventeen Britain's on hand it was a traditionally good Junior grid at the Kartway with even four Boosters to help things along.

Heat 1 — From lap 1 it was Dean Caswell from Start Bridges, Andrew Read, Ian Smith and Jon Pichel. At half distance Caswell was still out from and opening a gap between Bridges who was followed by Reeks, Lowther, Smith and Pichel. After an inspiring start to the meeting Bridges spun away his chances on lap 6 promoting everyone up the order and Gavan Kershaw joined the top six. By lap 8 Reeks was clearly getting closer to Caswell who was definitely slowing with a split rim, but his lead was just enough to claim victory in this heat. Reeks, Lowther, Kershaw, Baker and Cleave completed the top six.

Heat 2 — Jason Baker on pole and leading on the first tour followed by Pichel, Lowther, Reeks, Kershaw and Smith. A tremendous scrap developed between Reeks and Lowther disputing third place. By lap 8 Jason Baker was still holding on to a small lead and driving confidently followed by Lowther and Reeks. Kershaw was fourth and Dean Caswell was not into 5th slot from grid 10. The order remained the same to the finish.

Heat 3 — The two previous heats had been won by the pole man and it looked from an early stage that history was to repeat itself. Jonathan Cleave was the leader on lap 1 followed by Lowther, Baker, Smith, Bridges and Caswell. By lap 5 with Cleave still leading, Smith had dropped to sixth and bridges was up to fourth having a 'Battle Royal' with Caswell. The remaining five laps were completely duplicated and the finishing order was Cleave, Lowther, Baker, Bridges, Caswell and Read.

Final — With three different heat winners it was quite clear that it could go to anyone of four drivers, but with Lowther and Baker on pole neither were easy to pass. An accident on the first turn involving Pichel and Bridges necessitated a restart much to the dismay of Caswell and Lowther who had absolute 'blindners' of starts. On the restart it was Baker out front from Lowther from Caswell, Reeks, Cleave and Kershaw. Cleave came unstuck on lap 3 hitting the bank heavily without injury, but restarting at the back of the field. At lap 5 the order was Baker under great pressure from Lowther, Reeks and Caswell who literally tied together. On lap 7 Lowther outbraked Baker for the lead and both Caswell and Reeks were all over Baker, Pichel followed in a distant sixth. By lap 9 Reeks slipped past Caswell who made an error after losing a throttle spring, Reeds putting pressure on Lowther. In turn Caswell was putting as much pressure on Baker who with a grabbing brake spun out of contention on lap 10. From here on out Lowther, Reeks and Caswell had complete control of the proceeding lappings lapping up to sixth man. The final result was Lowther, Reeks, Caswell, Baker, Pichel and Kershaw.

## JUNIOR BOOSTERS:

With four Boosters on the grid it was good to welcome back Michael Troman and newcomer Richard Westbrook on his first outing, to join circuit regulars Mark Thomas and Adam Baker. Without doubt star turn of the Booster Brigade was Adam 'Ant' Baker who won two of the three heats and also the final. Infact his overall placings in the combined grid were high enough to lead to some confusion as to his exact whereabouts in the field — well done Adam — another pot! Mark Thomas was second on a day with a few more troubles than usual and Richard Westbrook on his first meetings proudly collected the Novice Trophy.

## 100 SENIOR BRITAIN

Heat 1 — From the flat it was Chris Evans leading from Graham Waters, Keith Baines and Chris Hogben. By lap 3 it was Hogben out front from Baines, Chris Pollard, Bill Smith and Keith Tinworth, Waters appearing at the back of the field. The first three places remained un-changed to the

end and the order was Hogben, Pollard, Baines and Neil Wiltshire.

Heat 2 — This heat was led from start to finish by Kartway regular Keith Baines. Chris Hogben was second for the entire race and Graham Waters made no mistake in this heat and took third spot.

Heat 3 — Yet another flag to flag victory for this heat, but this time for Chris Hogben with Chris Pollard finishing second and Neil Wiltshire third.

Final — With three winners for three heats it was certain that it was a very competitive Senior Britain grid. From lap 1 it was Hogben from Baines, Pollard and Wiltshire. The order stayed the same until lap 8 when Wiltshire having a really good day moved into third spot. Not content with that he displaced Keith Baines on laps 11 to secure a second place he was never to lose. The finishing order was Hogben, Wiltshire, Baines and Pollard.

## 100 NATIONAL 'B'

Heat 1 — From the drop of the flag it was Martin Tolliday in the lead from Dale Bridges, Tim Bishop, Alistair Jordan and Martin Church. There was no change in the running order until lap 7 when Jordan got by Bridges to claim third spot. Dale was demoted a further place by Martin Church on lap 8. The order at the flag was Tolliday, Bishop, Jordan, Church, Bridges and Marian Rump.

Heat 2 It was Mike Millwood who made a good start to take the lead from Mike David, Church, Simon Whitting and Bishop. At half distance Millwood was still out front followed by Church, David, Whiting and Tolliday — these two collided on lap 7 at the end of the main straight. Martin was able to restart but Simon was less fortunate in finishing under his kart on the track, escaping with a shoulder injury, but due to badly damaged machinery was unable to compete any further during the meeting. A further battle developed between David and Bishop for third spot. As Norman Chenery dropped the chequered flag the order was Millwood, Church, Bishop, David, Bridges and Jordan.

Heat 3 — This was a race much appreciated by our lap scorers Denise and Kim, as there was little changing of order at all. From lap 1 it was Veteran Dave Adams out front from Dale Bridges, Time Bishop and Martin church. Lap 5 saw Tim demote Dale to third and the order was Adams, Bishop, Bridges, Church and Tolliday — that's the way it finished.

Final — It was local boy Tim Bishop on pole and Martin Church alongside. From the drop of the flag Tim took the lead, Church following with Dale Bridges in close company. The top three places remained the same until lap 11 when young Bridges found himself in second spot, Church having come through very much down the order. Millwood came through next followed by Tolliday, Adams and Rump. Meanwhile Tim Bishop was still firmly wearing the 'yellow jersey' and the order remained un-changed at the flag.

## GEABOX (COMBINED):

The gearbox class was truly oversubscribed with entries and no less than 23 drivers formed the grid — quite a sight on a circuit such as Snetterton Kartway, and a very welcome one too, but with four classes running in such a large field, it proved very much to be a lap scorer's nightmare, and with the new influx of gearbox men on hand, reform will be necessary for our next meeting.

## 125 NATIONAL

With Roger Barrington making a return to the track for the first time in three months it was easy to predict the outcome and he had four very clear victories. Duncan Long finished second and Ian Mason 3rd. Ron Banthorpe representing Team Lancer had a troubled day but got his act together and claimed fourth spot in the final.

## 210 NATIONAL

Ricky Jenner and Geoff Hoden dominated the 210

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## Three Sisters

SUNDAY, JUNE 16

On 16th June the Cheshire Kart Club held a restricted permit race meeting at Three Sisters circuit. The weather was pleasantly warm and sunny, ideal conditions for racing. The meeting suffered the loss of a few entries in the gearbox classes due to the clashing British Short Circuit Gearbox Championships. However, this was compensated for by several 100 Nat. drivers entering from distant parts of the country and a good entry of Senior Britain drivers all intent on preparing for the 100 c.c. British Championships which were shortly to take place at the circuit. The total entry, therefore, was an encouraging 111 drivers.

### JUNIORS

All three heats were won by Steve Cook-Martin although he was closely challenged by Simon Redman and Andrew Hodgetts in each heat. Redman had two seconds, Hodgetts a second and two thirds. Jamie Hall was next best although not quite on the pace of the other three. Samantha Davies won the Junior Booster class each time.

Cook-Martin led the final by the end of the first lap with Redman retiring and Hodgetts spinning before completing a lap. Second place was therefore held by Hall from Davies. Cook-Martin continued to lead until the finish but interest was maintained by a good drive from Hodgetts who eventually caught and passed Hall on the last lap to take second. Smantha Davies finished fourth to take the Junior Booster class.

### 125 NATIONAL/210 NATIONAL Heats

These two classes were run in combined heats due to a total entry of nine 125's and six 210's. The first heat gave Geoff Tuckey a win from Peter Smith and Darren Beecroft after Richard Crump had encountered mechanical bother with two laps to go after leading from the start. Mike Edwards was fourth and first Villiers home.

The other two heats were both won by Crump from Tuckey, Beecroft and Edwards in Heat 2 and Beecroft and Brian Barnett (Villiers) in Heat 3.

### 250 NATIONAL/250 INTERNATIONAL Heats

The heats produced two wins and a non finish for John Ashe who was the only starter in the 250 Int. class. The winner of the first heat was Bill Gibson but he broke down in the second heat and was not seen again all day. Keven Stevens took second in all three heats but by the end of the third heat was the only 250 Nat running. Geoff Ross took a third place but then his back axle broke and he was out for the day.

### COMBINED FINAL

Due to the low number of runners left the 250's were run with the 125 Nat/210 final but started about 300 yards behind to add some interest for the remaining drivers.

Novice driver Beecroft led the first lap from Malcolm Campbell (125), Crump and Smith whilst Barnett led the 210's. Crump took the lead on the second lap from Beecroft and Tuckey with Smith taking third place on lap four. By this time Edwards had established himself in the lead of the 210 class. Meanwhile Ashe was up to fifth place, a lap later he had taken second. He then Chased Crump all the way to the end of the race but Crump just managed to hold on to take the overall win. Smith managed to take third overall from Beecroft with Stevens (250 Nat) next and Edwards taking the 210 Nat class from Barnett.

### 100 BRITAIN/100 NATIONAL/NOVICES

All the 100 Britain heats produced some very close racing. The first Beddall. After much place changing the finishing order was Beddall from Walsh, O'Hara and John Spencer. The second heat was won by Spencer from Richard Beecroft and Beddall. The third heat was a battle between Spencer and Walsh for the lead until Walsh appeared to seize when overtaking Spencer and they both went off. This time the win to Beddall from 100 Nat. Novices Neil Blackwood and Robert Heap. Blackwood had won the Novice class in the other two heats as well.

The final was led initially by Beddall from John Wilcock, Spencer and Walsh. The race developed as a close battle for the lead between Spencer and Beddall with O'Hara in a close third. Wilcock retired early and Walsh dropped back through the field to retire near the end. Going into the last lap Spencer led from Beddall with O'Hara right with them but by the flag Beddall had taken the lead to win from Spencer and O'Hara. Next home were Beecroft, Michael Hair and 100 Nat. Novices winner Blackwood.

### 100 NATIONAL

The 100 Nat. heat again produced some typically close and exciting racing. The first heat was won by Charlie Brown from early leader Gary Prior with Steve Brogan and Tony Negal third and fourth. Heat 2 was led for a long while by Charlie Brown with Brogan, David Heap and Doug Spencer giving chase. Spencer established himself in second place and then appeared in the lead at the end of lap six with Brown now way down the field. Spencer took the win from Brogan, Dominic Connelley, Negal and Heap.

Negal took the lead in the third heat but it had to be stopped on the second lap after Carl Antrobus was knocked unconscious after a coming together with Robin Chuter which resulted in Antrobus's kart turning over. Antrobus soon recovered and the heat was restarted. Negal again led, but half way through the race Spencer took the lead and pulled away to win from Prior, Brogan and Gary Blick.

Prior led the first two laps of the final from Brogan and Spencer. However, Spencer took the lead on lap three and began to pull away from a tremendous five kart battle between Brogan, Prior, Negal, Brown and Connelley. Places continued to change right up until the last lap when an incident eliminated Prior, Brown and Brogan which gave Negal and Connelley second and third behind Spencer. Wayne Bray took fourth from Guy Pratt, Blick and a delayed Brogan.

### 125 P & R

A good turn out of twenty two drivers in this class again produced some excellent racing. Heat 1 was lead from the start by Dale Spruce but his motor packed in with two laps to go giving the win to Ian Waller from Ian Warrington, Andrew Compton and Gary Needham. Heat 2 was lead all the way to the finish by Needham, being chased initially by Compton and Spruce. Spruce took second with Andy Hodges and Peter Crowson next home with Compton failing to finish. The last heat of the day was lead initially by Compton being challenged by Spruce. Spruce took the lead half way through to win from Compton, Warrington and Needham.

Compton did not appear for the final and it was lead from the start by Needham from Spruce. Spruce took the lead on the fifth lap and gradually pulled out a slight lead to win from Needham. Third place initially belonged to Warrington but he retired early and a close battle for third developed between Waller and Rob Dickinson. Dickinson took third going into lap eleven but Waller engaged in a very dubious barging manoeuvre and punted Dickinson off the last lap. Waller took third but was excluded from the results by the Clerk of the Course who

had seen the incident. This gave third to Crowson from Terry Cheesbrough and Andrew Hodgetts. Rob Johnson took the best novice trophy.

Scrutinner Mrs M. Brookfield presented the trophies and the Clubs thanks go out to all those marshals who helped to run the event. Our next meeting will be on October 20th when we are running the North West Championships and the third annual Champion of Three Sisters meeting.

### JUNIOR BRITAIN

1st S. Cook-Martin	Jeta/Parilla
2nd A. Hodgetts	Boxer/Arrow

### JUNIOR BOOSTER

1st S. Davies	Barlotti/Arrow
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### 100 SENIOR BRITAIN

1st M. Beddall	Zip/Arrow
2nd J. Spencer	Zip/Yamaha
3rd C. O'Hara	Jetta/DAP
4th R. Beecroft	Gillard/DAP

### 100 NATIONAL

1st D. Spencer	Sprint/Parilla
2nd T. Negal	ART/Parilla
3rd D. Connelly	Mondial/TKM
4th W. Bray	Wright/Parilla
5th G. Pratt	Barlotti/Arrow
6th G. Blick	TKM/TKM
7th S. Brogan	Sprint/Parilla

### 100 NATIONAL NOVICES

1st N. Blackwood	Dino/DAP
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### 125 NATIONAL

1st R. Crump	Stratos/Rotax
2nd P. Smith	Phoenix/Rotax
3rd D. Beecroft	Zip/Rotax

### 210 NATIONAL

1st M. Edwards	Zip/Villiers
2nd B. Barnett	Zip/Rotax

### 250 NATIONAL

1st K. Stevens	Zip/Maico
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### 250 INTERNATIONAL

1st J. Ashe	Star/Rotax
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### 125 P & R

1st D. Spruce	Zip/Honda
2nd G. Needham	Phoenix/Minarelli
3rd P. Crowson	Barlotti/Honda
4th T. Cheesbrough	Stratos/Honda
5th A. Hodgetts	Zip/Kawasaki

### 125 P & R NOVICES

1st R. Johnson	Zip/Yamaha
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## Beccles

SUNDAY, JUNE 16th

Sunday 16th June dawned bright and fair, but by the time the heats were over it all turned bad and we were treated to wet finals, no juniors were racing, one turned up and found he was alone, so his gear was left in the van. Only two 100cc Nationals turned up, David Peachey, who won all three heats and the final, and a novice, Steven Rudd, who managed to finish all three heats, and the final without mishap. The gearbox classes managed to turn out a combined 125/250 grid of six, and there were six 210s. Some of the public visiting the Sunday Market showed a great interest in the kart racing, so we hope some good will come out of that.

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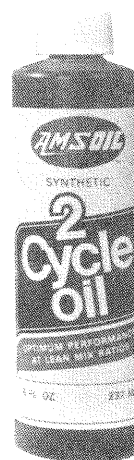


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# HOCKENHEIM SCORCHER!



The winners' rostrum — (l to r) Derick Irving 2nd; Perry Grondstra 1st Paul Guedel 3rd.

In sweltering temperatures young Dutchman Perry Grondstra storms home to win the second round of the World Championship and lead the series with 25 points after most of the 'names' succumb to tyre and engine failures. South African Derick Irving makes the long trip worthwhile with a fine second while Swiss driver, Paul Guedel claims third. Torgier Kleppe, Phil Glencross and Derek Rodgers fill the remaining places with good displays of quality driving.

Report: Ed McCormick  
Pics: Doug Rees

The 11th to the 13th July saw the Formula E category descend upon Hockenheim-Ring, West Germany, for the second round of the Bridgestone C.I.K. World Series. The event was combined with a round of the World Endurance Championships for Group C cars, a round of the German F3 Championships and an Historic Sport Car meeting. A total of 69 drivers were entered for the meeting with British and German competitors by far the greatest in numbers, 16 and 18 respectively. Switzerland, France, Denmark, Austria and Sweden averaged out at 6 per nation, with the minority countries being — Netherlands, Norway and South Africa, totalling five. All the points scorers from the Le Mans opening round in April were present and eager to improve their standing. Others, like Lennart Bohlin and Roger Goff, not fortunate enough to pick up any points during the French meeting, were out to make the supreme effort. Martin Hines, who collected only one point previously and Reg Gange, who failed to finish at all, were determined to carry the banner for the Hermetite-Zip marque. Notable by his absence was EDR driver, Steve Stylin, though the reason for his non-attendance has not yet been made clear.

The schedule was the normal one for such events — Timed Trials, Heats, Pre-Final and Final. On Thursday, in brilliant sunshine which grew increasingly hotter as the weekend wore on, the meeting kicked off with the first of two one and a half hour practice sessions, commencing at noon. The only criticism of the way the sessions were arranged was that if a driver broke down he was stuck on the circuit for the remainder of the session. This in fact did happen to several drivers, some of whom found themselves stranded for an hour or more. It would have been better if the practice sessions had been shorter, though on reflection the

intensity of the complete programme of events would have made such arrangements unworkable.

The circuit used by the karts was the 2.63 Km (1.63 miles) circuit, taking in the main Pits Straight, round the Kleiner Kurs and into the tight infield section of Sachs-Kurve, involving a right hander followed by a 180 degree left, banked hairpin and two more right handers before coming back onto the Straight. The surface is abrasive and very hard on tyres, both the Bridgestone and Dunlop suffered a lot during the weekend. To compound the issue further were the extremely high temperatures at the circuit, especially on the Saturday when temperatures in the Pits were reported to be in the 90's F!

Derick Irving, who finished eighth at Le Mans, was the sole South African representative. He turned up with the Dino Rotax outfit which he used in the first practice session, before swapping to an EDR right-hand engine mounted chassis taken over by Ed Duckett and expressed himself quite satisfied with the arrangement, which was more than could be said for the Dino camp! Derick's sponsor is Wolfgang Pinder and he raced under the yellow and black 'Pinder Reisen' logo. Pinder is also heavily involved with the 'New Man Joest Racing' Group C Porsche team, headed by Klaus Ludwig and after the final the two 'New Man' Porsches and Derick's kart were photographed with the drivers in the Pits lane for promotional and publicity purposes. Derick has been nicknamed — 'Whizz Kid One' after successfully redesigning a F3 in South Africa! Word is also about that Giles Butterfield is 'Whizz Kid Two' following a similar exercise at Silverstone recently!

Timed Trials to decide the heat groupings was allocated one hour and commenced at 4.30pm on

Thursday. Only one British driver failed to record a time and that was Brian Heerey who crashed out with a seize at the first corner. Brian's main concern was that he might not be allowed to race at all, consequently he breathed a sigh of relief when the 'Force Majeure' was applied and he was allocated to Group A, albeit running off the back of the grid. After Timed Trials the list down to tenth place was as follows:

Roger Goff	1 min 06.39 secs
Poul Petersen	1 min 06.58 secs
Derek Rodgers	1 min 06.97 secs
Martin Hines	1 min 07.17 secs
Tim Parrott	1 min 07.43 secs
Derek Irving	1 min 07.61 secs
Eric Gassin	1 min 07.88 secs
Paul Guedel	1 min 08.14 secs
Lennart Bohlin	1 min 08.29 secs
Mikael Janson	1 min 08.58 secs

The drivers were then allocated to three heat groups — A, B and C, to be run between 9.00 and 11.00am on Friday. They were allocated to groups in the manner — fastest in Group A; second fastest in Group B; third fastest in Group C; fourth fastest in Group A and so on. The order of racing was A versus C; B versus C and A versus C and the groups were as follows:

Group A	Group B	Group C
R. Goff	P. Petersen	D. Rodgers
M. Hines	T. Parrot	D. Irving
E. Gassin	P. Guedel	L. Bohlin
M. Janson	P. Glencross	P. Grondstra
S. Papworth	S. Gill	H. Dahlman
R. Wimmer	R. Owsianny	J. Jackson
D. Herzog	R. Kremer	B. Mortensen
D. Collier	R. Gange	P. Hartog
J. Bergmann	D. Ihle	R. Rath
S. Ziemelis	T. Kleppe	B. Reader
C. Rauscher	B. Westman	C. Willie
I. Petersen	T. Krosby	A. Wiederkehr
H. Kiefer	P. Tschanz	W. Batmalle
B. Seibold	R. Arnold	R. Linke
M. Mueller	K. Pedersen	P. Wickstroem
P. Lozza	J. Bruun	A. von Allmen
H. Vogler	J. Urhofer	A. Zinner
J. Flume	B. Schwartz	A. Eastwood
J. Perschl	C. Roehl	O. Christensen
M. Strath		
B. Heerey		

The first on Friday morning was A versus B and the grid line-up took the following aspect, with pole position being on the outside for the first corner of the six lap race.

(Pole) R. Goff	P. Petersen	M. Hines
T. Parrott	E. Gassin	P. Guedel
M. Janson	P. Glencross	S. Papworth
S. Gill	R. Wimmer	R. Owsianny
D. Herzog	R. Kremer	D. Collier
R. Gange	J. Bergmann	D. Ihle
S. Ziemelis	T. Kleppe	C. Rauscher
B. Westman	I. Petersen	T. Krosby
H. Kiefer	P. Tschanz	B. Seibold
R. Arnold	M. Mueller	K. Pedersen
P. Lozza	J. Bruun	H. Vogler
J. Urhofer	J. Flume	B. Schwartz
J. Perschl	C. Roehl	M. Strath
B. Heerey		

## GROUPS A versus B (09.00-0930)

As the lights changed to green it was Goff and Hines who left the line together, with Goff looking to get the advantage through the first corner whilst behind charged the pack trying to sort themselves out.

One lap almost complete Goff just had the edge over Hines as they exited the infield and came

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Lerclus (10) followed by Vignjevic/Donaldi (18) with Robinson (6) going round the outside during the Ile de France.

Strangely enough, the PCR used abroad most the short stroke (Britian) engine — these have been seen to be much quicker than the very fashionable Jubilees.

Things are very different across the Channel, all I want to know is — Why? We have in this country some very well respected tuners — Deavin, Turney, Evans and the rest, so why are we head and shoulders behind the continentals? I hope that our International sprint race drivers bear me out here. Maybe our class system needs a look at, we have no proper International classes. People in this country probably think IBEA carburettors are a Swiss breakfast cereal! The average, or should I say better than average, driver never has the chance to gain experience of Super tyres, carburettors or engines and therefore has a huge disadvantage when competing abroad and on an occasional basis. The only way to do it seems to be to form very close links with the big names in Italy, which is potentially very expensive. I am sure that the Channel would be far less of the Great Divide if we went some of the way to meeting the European class system. There is no reason why we should not have good grass roots economy classes. Why has there never been a continuation from the non-Rotary/McCulloch class. All our racing is too similar. The current 100 Britain is really 100 National with a restrictor and harder tyres. A quick Britain will see off half of a Club National grid and probably finish in the places!

The farce regarding 100 Britain engines should not exist either. I remember when Parilla introduced the SS 20, firstly it had a flat plate to fit a Dellorto pump onto the front faces of the crankcases; second, it had insufficient meat to the front of the cases to T port it effectively. Please correct me if I am wrong. There are £500 engines competing in Britain classes I know. Surely the class structure could stand a base class for the ultra-reliable reed valve engines. All manufacturers make them and every country uses them, except Britain. It seems ludicrous that we have our base class running engines that are too expensive to run in our top National class and should be in proper International with the right tyres, weight and carburettors.

This harmless story of the Le Mans race has become a little political — I make no apologies. When I retired from racing in 1974 the British team was in its death throes. Since I have returned there really is no team for the young hopefuls to aspire to. Maybe no one wants to wave the flag for Britain, either from a driver or trade viewpoint anymore. I note your efforts — Weatherley, Alcorn and some others, do not think I decry them. Back to endurance racing, the next report relates to a race organised by the Dourdon Club, south of Paris, whose track is near Angerville.

## 6 Hour — Ile de France Villeneuve

Soon after the Le Mans 500 Kilometre, word reached Reg Dormer that the Kart Club Dourdon

was to run a six hour at their circuit just outside Angerville, about 45 miles SSW of Paris. Thierry Ranchin soon contacted the club and reserved entries for the Remrod Team and our own Zip Team of Roger Moth and myself.

On arrival at Angerville we found a real old provincial town which did not look as though it had changed for hundreds of years. I think we all expected the kart circuit to be the same! You can imagine our delight when we found the track, at the nearby village of Villeneuve to be in excellent condition with very good facilities.

Our teams were well depleted on Saturday; Roger and I had only one mechanic — Mark, who usually works for me during the week! Remrod and Co were even more depleted with none of the usual drivers present. Reg was away on business, Mark Tilley had been on a racing drivers' course (about time!), at Maigny Cours in France and Thierry was on his way back from Toulouse in a truck that could just manage 50mph full clog! John Dormer, Eric Holland and new face, Dave, soon had their kart circulating as did Roger.

Saturday practice passed uneventfully and by the evening both teams were happily on the pace — little did we know what was in store for us on race day! Thierry arrived at about 5.00pm in the most amazing Renault truck, call it a Super camper if you like, normally used for desert work. We all repaired to the hotel where Dave declared his hand as a good drinking man! Mark arrived at 8.00pm, just in time for dinner.

Race day dawned with heat haze! I tested the tyres, as Roger had done all the setting up on Saturday and we decided on YBK for the start, expecting to change to SL fronts at half distance.

The start was uneventful for us, Roger left grid 6 and by lap three had assumed command of the race. Some time later a very rapid 125 came by but otherwise all seemed well, until 50 minutes when the carb broke off at the flange. It is quicker to change engine with all parts attached than try to change carb. So, off I went for my first stint. After ten minutes the engine seized on the fastest bend of the circuit and I reversed towards a huge corn field. Change engine, ten minutes later the carb spindle broke, the other engine was still in a bad way. One of the gudgeon pin circlips had broken

damaging the liner and piston. A lengthy pitstop ensued to fit another carb. I then had a reasonable drive for about half an hour until bang, engine number two seized with broken circlips! Into the pits and Roger takes over. After a trouble free drive for three quarters of an hour Roger dragged the kart in with a broken crank! I take over with an engine of much reduced power, due to clipped port and scored liner, but we are still as quick as most. Going round the flat out bend the engine just died — the rotary valve had broken up! During the last half hour I came into the pits three times, first with a loose throttle bracket, second with a broken down plug and, thirdly, the butterfly came out of the carb and wedged on full throttle, just by the corn field again! Hats off to Kelgate for giving us a brake that not only stopped me but continued to do so for a whole lap until I could get to the pits.

So ended our race, disaster is too mild a word. From this parable fo tragedy you could assume we have learnt nothing about the game. In our defence I say this, endurance racing is so different it should be another sport, the very best teams have off days and big disasters.

The Remrod team had it even worse than us; one engine blew a hole in the piston and Mark Tilley had a bit shunt, not his fault and bent the kart like a banana. Eventually they finished tenth, a lap down on us in ninth. At least our kart was as good at the finish as it was at the start.

There were thirty entries in all. The track about 800 yards with gearing about 10/90 meant there was plenty of traffic to keep you interested. The entries were evenly distributed over the French classes of 125 Expert, 125 Series (P&R), Yamaha Clapet(Reed) Nationale, (similar to 100 Britain) and Inter-continental 100.

The regular French enduro teams included Venon, Venon, Rager from Orleans; Lesage, Colin, Lesage from home club Dourdon and eventual winners — Bougent, Breteau from A.C.O. Le Mans. This team Yacco are sporting full Carigiet Kart-Shop equipment this year, Allkart/PCR with Hetchel gear drive. Although they do not achieve the professionalism of Carigiet, they have the equipment and that counts for a lot. Annoying that it is, both British teams are quicker than them on the road but, nevertheless, it's laps that count so they ran out worthy winners, three laps clear of Felten, Fabre from Paris, with Commere Lucien in third place, five laps adrift. It is interesting that at a mean 40 seconds per lap the first five places were within six minutes of the winners — very competitive after 6 hours racing.

This column would not be complete without a mention for kart No 23 — Guiot, Moreau which was always a pleasure to go by. One of those two was one very good looking lady! And not a bad driver either.

The next race is another we have not done before, at Loudan between Orleans and Tours on 1st September.

Following the race we hightailed back to Le Havre. My van will never be the same again, thank you Roger! Had a meal opposite the quayside, laughed, joked, drank some beer and missed the bloody boat! We had to find an hotel and got back to England finally at 2.00pm on Monday.

See you soon.



Roger Moth (6) weaving through a mixed bag of classes in the Ile de France.



Roger Goff (36) and Martin Hines (0) battle in the first heat — A versus B.

through the right hander. There was a cloud of dust as Paul Petersen went off but managed to regain the track at the expense of a few places. Third out of the corner was Glencross pursued by Parrott, Gill and Guedel.

The second tour and Goff was still at the front with Hines on his tail; Glencross was holding his own with Parrott and Gill but Guedel had lost out to German driver Hans-Peter Kiefer through the infield and now sat in seventh. Frenchman Eric Gassin brought up the rest of the pack while Brian Heerey unfortunately spun out on that lap to continue his run of bad luck.

At the halfway stage there was no change to the immediate order, until the end of the fourth lap when Goff charged down the straight, this time with Glencross chasing him. Parrott and Gill were next along, then Hines who had slipped back to fifth. Kiefer, Guedel, Kleppe, Gassin and Gange were the next group along.

On the penultimate tour Goff looked really on form and had stretched out a considerable lead over the others. Glencross was still running in second, whilst Parrott, Gill and Hines were furiously struggling over third place. As the flag hung poised Goff crossed the line to take a convincing win, with Glencross second and Parrot third. Gill, Hines and Kiefer completed the order to sixth, with Guedel, Kleppe, Gange and Gassin filling the other places.

Roger Goff rolled off the six laps in 6min 45.95secs — 140.172Km/h.

### GROUPS B versus C (09.45 — 10.15)

(P) P. Petersen	D. Rodgers	T. Parrott
D. Irving	P. Guedel	L. Bohlin
P. Glencross	P. Grondstra	S. Gill
H. Dahlman	R. Owsianny	J. Jackson
R. Kremer	B. Mortensen	R. Gange
P. Hartog	D. Ihle	R. Rath
T. Kleppe	B. Reader	B. Westman
C. Willie	T. Krosby	A. Wiederkehr
P. Tschanz	W. Batmalle	R. Arnold
R. Linke	K. Pedersen	P. Wickstroem
J. Bruun	A. von Allmen	J. Urhofer
A. Zinner	B. Schwartz	A. Eastwood
C. Roehl	O. Christensen	

Petersen and Rodgers were off the line as one with Glencross, Bohlin and Irving crowding. One lap complete and Rodgers was at the front with Petersen tucked in close behind. Irving had taken up the running in third spot ahead of Glencross and Bohlin.

As they appeared on the infield section Rodgers still held sway over the proceedings, but it was Irving and Bohlin who were scrapping over second place as Petersen slipped down the order to fourth; Glencross was bringing up the rest of the field in fifth.

By the halfway stage Rodgers was looking set for a win whilst, behind, the action was hotting up as Bohlin and Irving frequently exchanged places, dicing through the infield side by side round the

tight 180 degree right hander. Petersen still ran in fourth, chased by Glencross, Parrott, Grondstra, Kleppe and Gange.

Gradually Bohlin and Irving began to haul in Rodgers, with Bohlin succeeding and slipping through into the lead. Rodgers, though, managed to hold off the South African's attempt to get through into second. Glencross had regained his earlier fourth ahead of Petersen and Parrott. Grondstra was next along with Gange on his tail whilst Steve Gill slugged it out with Torgjer Kleppe.

The remaining two laps saw no change in the first four places, with Bohlin holding steady at the front. Parrott managed to demote Petersen to sixth whilst Grondstra, Gange, Gill and Kleppe completed the order to tenth. Paul Guedel and Rainer Rath occupied the next couple of places. Chris Willie unfortunately only completed one lap before a big off wrecked his equipment, thus relegating him to the spectating role for the rest of his weekend.

Lennart Bohlin's race time was 6 min 43.69 secs — 140.957Km/h.

### GROUPS A versus C (10.30 — 11.00)

(Pole) R. Goff	D. Rodgers	M. Hines
D. Irving	E. Gassin	L. Bohlin
M. Janson	P. Grondstra	S. Papworth
H. Dahlman	R. Wimmer	J. Jackson
D. Herzog	B. Mortensen	D. Collier
P. Hartog	J. Bergmann	R. Rath
S. Ziemelis	B. Reader	C. Raescher
	I. Petersen	A. Wiederkehr
H. Kiefer	W. Batmalle	B. Seibold
R. Linke	M. Mueller	P. Wickstroem
P. Lozza	A. von Allmen	H. Vogler
A. Zinner	J. Flume	A. Eastwood
J. Perschl	O. Christensen	M. Strath
B. Heerey.		

On the green it was Martin Hines who made the



World Champion Bohlin collected two heat wins and pole for the Pre-Final.

best of the break to lead into the first corner with Derick Irving hanging in tight in second. Out through the infield, the order was — Hines, Irving, Rodgers, Bohlin and Gassin. Roger Goff was suffering early problems and lagging down the field but trying to make up ground.

The end of the second tour saw no change to the leading quartet, though Hines was noticeably drawing away from the rest. As they tore into the infield Bohlin had managed to put breathing space between himself, Irving and Rodgers and set off after Hines. Gassin's Nissag was still running in fifth, with Janson, Kiefer, Grondstra and Goff all snaked out behind.

Collier, Heerey and Dahlman were struggling furiously over the next couple of places. Then, as they passed down the Pits Straight to the corner there was a cloud of dust as Heerey went off with a big end failure. Unfortunately Dahlman got involved and went out with him; Collier managed to avoid the melee.

By the end of the fourth lap Bohlin had wrested the lead from Hines, just, with Irving and Rodgers still clinging onto the next couple of places. Gassin continued to head the following group but was coming under pressure from Janson. Goff, too, was making inroads and was now sandwiched between Kiefer and Dutchman Grondstra while Collier led the rest of the field. Then Chaos struck at the end of Kleiner Kurs, Philippe Lozza went hurtling off into the banking. The pace car and the medical service were on the track and, when the karts appeared through the infield, Irving was leading Bohlin; both Hines and Rodgers had slowed and had their hands in the air, assuming the race had been stopped and with the services busy on the circuit, it really should have been. However, it continued, Irving and Bohlin had the advantage of a good one hundred yards on the rest and resumed their battle.

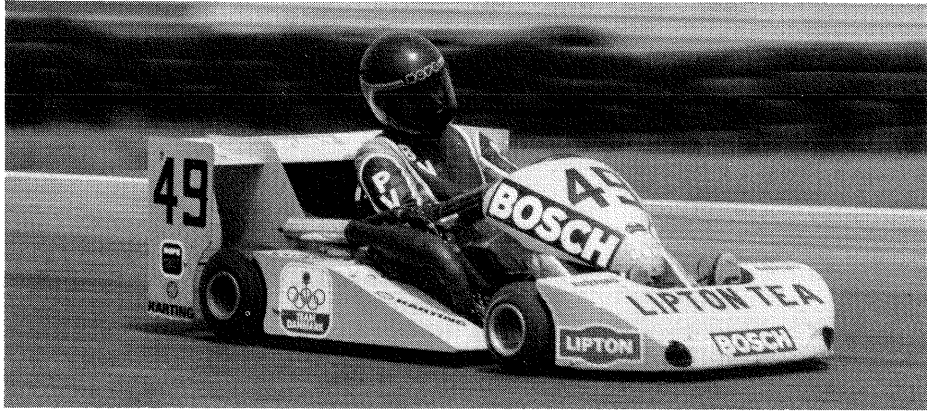
As they exited the corner onto the straight Bohlin just had the edge and held off Irving to take the flag. Martin and Derek finished in third and fourth. Roger Goff managed to beat Mikael Janson down a peg to make fifth. Gassin, Kiefer, Grondstra and Wimmer completed the first ten home. Ziemelis, out for the first time in a year on a 250, was acquitting himself well, a twelfth in the first outing and a fourteenth in this, the last heat.

Philippe Lozza sustained injuries to his leg and, though in some pain, was back in the Paddock on Saturday to spectate.

After weighing in, to compound the frustration, Derek Rodgers was declared to be about 3 kilogrammes under weight and put back to the tenth row for the Pre-Final!

After the heats each drivers points were tallied to determine grid positions for the Pre-Final. It works on the basis that heat winners earn 0 points; second man 2; third man 3 and so on. The points earned by the drivers on the first three rows were





Petersen looked the hot favourite in the Final after Hines' demise but, he too, suffered the same malady a short time later.

as follows:

Lennart Bohlin	0
Roger Goff	5
Derick Irving	5
Phil Glencross	6
Martin Hines	8
Tim Parrott	8
Steve Gill	13
Hans-Peter Kiefer	14
Poul Petersen	16

Where two or more drivers earn equal points grid selection is based on fastest time put in. The grid, therefore, for the Pre-Final took on this format: (Pole)

L. Bohlin	R. Goff	D. Irving
P. Glencross	M. Hines	T. Parrott
S. Gill	H. Kiefer	P. Petersen
P. Grondstra	R. Gange	E. Gassin
P. Guedel	T. Kleppe	R. Wimmer
R. Rath	S. Ziemelis	C. Raescher
D. Collier	B. Westman	R. Kremer
B. Mortensen	B. Reader	R. Linke
M. Mueller	D. Rodgers	W. Batmalle
D. Ihle	H. Dahlman	D. Herzog
K. Pedersen	P. Tschanz	P. Wickstroem
	I. Petersen	J. Bruun
	J. Flume	A. Eastwood
J. Urhofer	A. Zimmer	C. Roehl
J. Jackson	O. Christensen	B. Heerey
P. Hartog	M. Strath	A. von Allmen
J. Bergmann	A. Wiederkehr	
S. Papworth	T. Crosby	R. Arnold
H. Vogler	J. Perschl	B. Schwartz

### THE PRE-FINAL (9 Laps)

Two half hour practice sessions were allowed on the Saturday, commencing at 8.00am, which gave some time to hopefully sort out last minute problems. There were quite a few — tyres and seizures being the principal culprits. At noon approximately the karts formed up on the grid and toured round after the pace car on the warm-up lap.

Up to the lights, it was a nice clean start, with



Hines, a splendid Pre-Final victory.

as Guedel was intent on climbing the order a few more places; he succeeded on the last lap. Meanwhile, Gange had given way to pressure from Grondstra and had to be content to sit in his slipstream.

Round the last right-hander Hines charged up to take the chequered flag, with Bohlin running a lonely second. Glencross held out against Petersen for third, whilst Guedel and Irving followed up in fifth and sixth respectively. Grondstra, Gange, Parrott and Janson completed the first ten. Martin Hines recorded the fastest time, in the sixth lap, at 1 min 07.05 secs — 141.444Km/h.

With just over an hour before the final was due to be run, there were a lot of people with a lot of work to do if they wanted to make the grid. On the other hand, Ziemelis who finished the Pre-Final well down the order due to tyre troubles, opted to sit out the big one, likewise Steve Gill. Brian Heerey, after the big end failure, opted for his second motor, the one he used at the Donington World Cup, rather than cannibalise two to make one and had some anxious moments trying to get re-scrutineered and noise checked in time to make the grid.

A short time before the Final the grid sheet was posted, the finishing order of the Pre-Final being the grid order for the Final. One of the most excited drivers was Phil Glencross who was literally over the moon at having earned a front row position. (Pole) M. Hines L. Bohlin P. Glencross P. Petersen P. Guedel D. Irving P. Grondstra R. Gange T. Parrott M. Janson T. Kleppe D. Collier D. Ihle B. Reader P. Tschanze R. Rath H. Dahlman R. Kremer B. Westman W. Batmalle B. Seibold R. Oswianny S. Papworth T. Crosby A. von Allmen P. Wickstroem R. Arnold B. Mortensen I. Petersen C. Roehl B. Schwartz P. Hartog E. Gassin O. Christensen H. Kiefer M. Mueller D. Herzog R. Linke R. Wimmer C. Raescher R. Goff J. Flume B. Heerey A. Wiederkehr K. Pedersen J. Perschl J. Jackson D. Rodgers A. Zinner J. Urhofer J. Brunn M. Strath J. Bergmann H. Vogler

### THE FINAL (12 Laps)

At 2.00pm the karts were assembled on the grid amid searing temperatures and a substantial crowd of onlookers, including Group C and Formula 3 mechanics and drivers.

As the pace car led them away, second row man Derick Irving looked to have fouled on the line, until it was realised his clutch cable had snapped. After some persuasion and a bit of a struggle he managed to get away and join the rest.

Round and up to the lights and they were off. Hines, Bohlin and Glencross hit the front first as they entered the right-hander. Out through the infield section Hines was the leader with Bohlin, Irving had moved into third ahead of Glencross; Petersen, Kleppe and Janson were next along. Before the end of the initial lap Bohlin had secured the lead from Hines and Irving too was trying to oust the World Cup winner. Glencross had slipped back a little and was now stuck behind Petersen and Kleppe. Gange sat in seventh with Guedel seeking a way through; Parrott, Janson and Grondstra brought up the rest of the field.

As they came through the one-eighty degree corner Bohlin's hand went in the air and the horde tore past as he pulled off with sheared sprocket splines, his chances in the '85 World Series over; Hockenheim was his second non-finish.

Hines took up the lead again while Petersen moved up into second ahead of Irving. Kleppe was going well in fourth, chased hard by Glencross, Gange, Parrott, now in front of Guedel, Janson and

# ENDURO RACING — LE MANS 500K

## George Robinson reporting

### “Tilley-Ranchin closest yet to Kart-Shop at Le Mans 500K”



Rolf Carigiet on his way to another win.

**The annual 500 Kilometres race at Le Mans was run in near perfect conditions, brilliant sunshine with a slight breeze to cool the pits.**

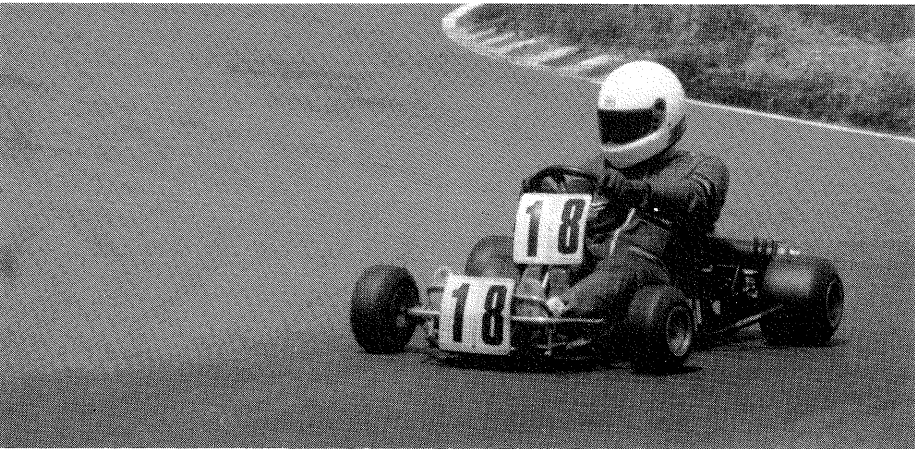
**The organisation at Le Mans was as slick as usual and Saturday practice ended at six pm with scrutineering, ready for a 10.30am start on Sunday. The 500K race is best undestood by a race distance of 417 laps for the winning team. The race time is 6½ hours in the dry and about 8 hours in the rain.**

Le Mans kart track, within the perimeter of the big Bugatti circuit, must have some of the best facilities in the world. The circuit itself is universally loved for its wide variety of types and speeds of bends. It's a masterpiece in kart circuit design and testing for both drivers and equipment. I believe that a fantastic driver on poor equipment would be lost here and the same goes for a poor driver on fantastic equipment. Kart-Shop's Rolf Carigiet and Hans Jörn Mischler arrived mid Saturday afternoon with new but familiar equipment — Allkart/PCR with Hetchel gear drive. They were soon on the circuit and down to good lap times. The whine from their gearbox announcing their arrival to everyone in earshot. At 5.30pm, while talking to Rolf Carigiet, he informed me that the race was to be run on Bridgestone YAK tyres. We had no idea at that stage that M. Leret had decreed a one compound race for the first time ever! Neither we nor the Remrod team had any YAK's, let alone new ones. We soon discovered that tyres could be bought for 950F a set (£82 approximately), about the same price as England. On collecting our set we soon found out why this new rule had suddenly arrived. The kart shop at the circuit had thousands in stock! What better way to use some up — have an enduro on them. Not silly these French. Much screwdriver bending and grunting later we had duly fitted tyres to rims and repaired to our hotel for the evening.

Sunday morning dawned warm and dry and by 8.30am we were all at the track preparing to do battle; Reg Dormer was conspicuous by his absence. The Remrod team consisted of Thierry Ranchin and Mark Tilley driving, John Dormer, John Fitzpatrick and two other helpers. For ourselves, Roger Moth and I just had my weekday employee trainee kart

climb back to third place at one hour. The only 135cc kart was leading at 66 laps, the Belgian team second, Thierry Ranchin fourth and Mischler a lowly (for them) eighth. Kart-Shop had to change an engine during this period but at 38 seconds for that job not even a lap is lost. At two hours the 135cc still led Mark Tilley, elevated to second, Belgians third, backman Kocher on Kart-Shop equipment fourth, ourselves and Carigiet equal on 127 laps fifth. Very little change at three hours except for Carigiet-Mischler who were beginning to show their professionalism by working steadily to run first with a two lap advantage by four hours. By this stage Roger and I had changed some sprockets and an engine, due to front sprocket failure and were lucky I think to be third at the fifth hour on 314 laps. Second was Tilley-Ranchin going well with the belt on 315 laps and first Carigiet-Mischler on 316 laps — very close after five hours.

The last hour was disastrous for us, with multiple chain problems and a sticking throttle cable caused by lacerations from a damaged chain. Mark and Thierry had developed brake trouble and were having to top up fluid between pit stops. The end result was Carigiet and Mischler running faultlessly to increase their advantage to three laps at the six hour mark; a position that was to remain unchanged to the finish. Another fine win for Kart-Shop. Nevertheless, Mark Tilley and Thierry Ranchin must be hoping to take the glory soon, having finished second to them twice, by the closest of margins. Roger and I have now matched them for speed but our reliability is another story. Certainly at Cabourg and Le Mans the drive, i.e., chains and sprockets, have proved to be the problem. The chassis and its fittings have never seriously let us down since the early days of strengthening steering and nerf bars. The engines may well be the next big change for us. We have four Arrows of varying age and performance; Roger, heavily Hewland indoctrinated has made them go very well. We have back-to-back tested them against very good works National Arrows and some other brands and still found that to be the best. However, I think they have reached their limit for performance/reliability ratio. We know that the continentals certainly have PCR, Parilla, DAP and (one) Rotax faster than us.



George in action at Le Mans.



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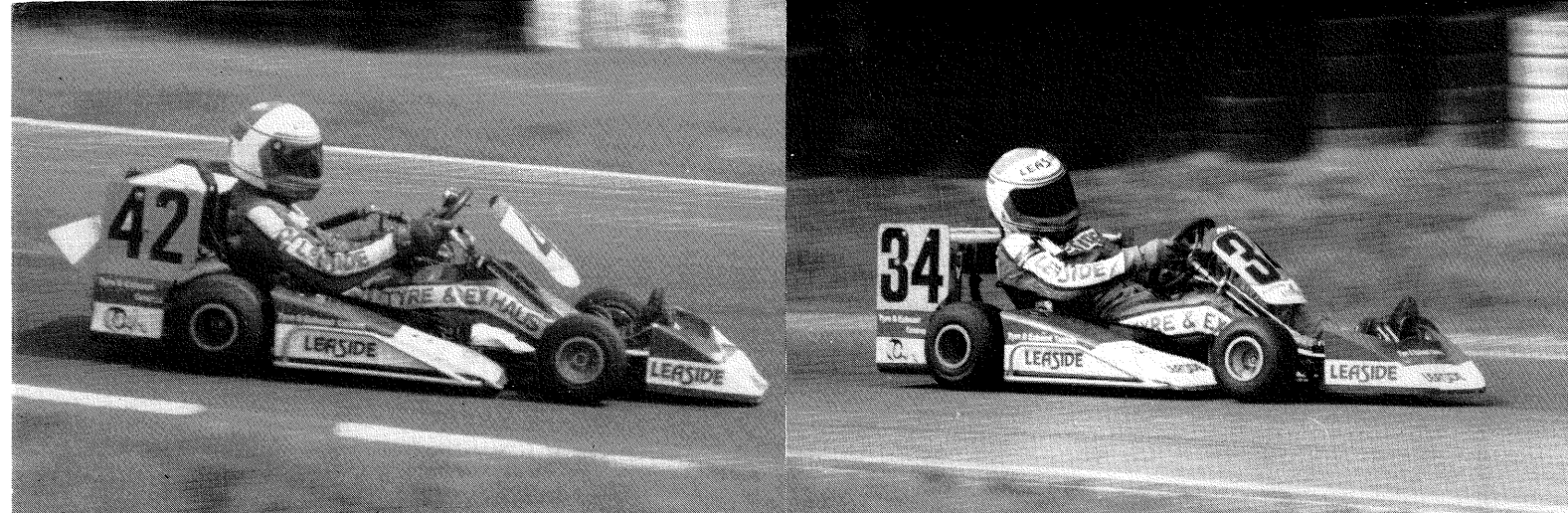
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*Derek Rodgers was pipped for fifth place.....*

*.....by team mate Phil Glencross.*

Grondstra. The rest of the British contingent, such as Rodgers, Goff, Heerey and Collier, were still down among the midfield, though Rodgers was notably making headway.

The order on the tour changed only in respect of Grondstra who moved up four places to slot himself in behind Gange and begin to pose a threat. Roger Goff called it a day when his motor richened up and was four-stroking along the straight; yet another top name out of the championship league.

A lap later Petersen had succeeded in hauling in

considering he started from way back on the seventeenth row. A lap later he had taken Janson and moved in behind his team mate Glencross.

Out front the lead changed again, dramatically, as Petersen went off with a tyre failure and Grondstra was elevated to the front. Irving still held second from Kleppe and Guedel while Rodgers homed in on Glencross and was through.

Onto the straight for the final time Grondstra took the chequered flag to head the World Championship with 25 points. A satisfied Irving was second,



*Derick Irving, second home in the Final and satisfied with his performance.*

Hines and dived in front to take up the lead. Irving was still lying in third with Kleppe, sporting EDR bodywork, on his tail. Grondstra had managed to get past Gange while Glencross had slipped back to eighth. Parrott, Guedel and Janson still held station. Round the tight infield section Grondstra forged ahead and tucked himself in behind Petersen and Hines, whilst Kleppe and Gange had both bettered Irving. Brian Heerey exited at the time with a seize to complete a disastrous weekend.

The next couple of tours saw no alteration in the front three places and Petersen, Hines and Grondstra set a furious pace in the very hot conditions. After a struggle Gange managed to get through on the inside of Kleppe and slot into fourth, there to sit for another lap until motor problems forced him into retirement.

It was a disappointing race for both Hermetite men, Reg had run a low qualifying time, had clawed his way to finish eighth and ninth and the heats, eighth in the Pre-Final and worked really hard for a good finish in the Final only to be forced out. Hines was next to suffer. After hounding Petersen for four laps and setting himself up for an overtaking bid, the engine side rear tyre shredded and took him out. He, like Bohlin and the rest, was out of contention in the Series.

Petersen now had the lead and looked to repeat the Le Mans victory, Grondstra was in second though some distance behind and Irving sat in third ahead of Kleppe, Guedel, Glencross, Janson and Rodgers. Rodgers was putting in a fine performance

followed by Guedel and Kleppe, while Rodgers homed in on Glencross and was through, though Phil stuck to his tail like a limpet all the way round. Rodgers exited the corner ahead of Glencross and looked set to take fifth but Glencross broke the tow, whipped out and passed him, crossing the line by half a kart length. Janson, Dahlman, Gassin and Tschanz completed the order to tenth. Dieter Ihle and Bobo Westman grabbed the remaining few points

The final round of the '85 Series at Silverstone promises to be very interesting indeed.....

<b>1st</b> Perry Grondstra	Zip/KCG Rotax
<b>2nd</b> Derick Irving	EDR/Rotax
<b>3rd</b> Paul Guedel	K.A.R.T./Rotax
<b>4th</b> Torgier Kleppe	Dino/Anderson Rotax
<b>5th</b> Phil Glencross	Zip/Anderson Rotax
<b>6th</b> Derek Rodgers	Zip/Anderson Rotax
<b>7th</b> Mikael Janson	Zip/Rotax
<b>8th</b> Hakan Dahlman	Zip/Rotax
<b>9th</b> Eric Gassin	Nissag/Rotax
<b>10th</b> Peter Tschanz	Zip/Rotax
<b>11th</b> Dieter Ihle	Zip/Rotax
<b>12th</b> Bobo Westman	Zip/Rotax

**Race Time:** 13 mins 30.99 secs — 140.329 Km/h  
**Fastest Lap:** (Perry Grondstra) — lap 6 — 1 min 06.80 sec — 141.973Km/h.

## BRIDGESTONE-C.I.K. FORMULA E WORLD CHAMPIONSHIP Current Points

<b>1st</b> Perry Grondstra	(NL)	25 Points
<b>2nd</b> Derek Rodgers	(GB)	19 Points
<b>3rd</b> Paul Guedel	(CH)	18 Points
<b>4th</b> Derek Irving	(SA)	17 Points
<b>5th</b> Torgier Kleppe	(NOR)	15 Points
<b>6th</b> Poul Petersen	(DK)	15 Points
<b>7th</b> Hans-Peter Kiefer	(D)	19 Points
<b>8th</b> Phil Glencross	(GB)	8 Points
<b>9th</b> Brian Heerey	(GB)	7 Points
<b>10th</b> Mikael Janson	(S)	6 Points
<b>11th</b> Hakan Dahlman	(S)	5 Points
<b>12th</b> Dieter Ihle	(D)	5 Points
<b>13th</b> Eric Gassin	(F)	4 Points
<b>14th</b> Richard Arnold	(GB)	4 Points
<b>15th</b> Peter Tschanz	(CH)	3 Points
<b>16th</b> Piet Hartog	(NL)	2 Points
<b>17th</b> Martin Hines	(GB)	1 Point
<b>18th</b> Bobo Westman	(S)	1 Point



*Perry Grondstra, after his victory, controls the show now with 25 points.*





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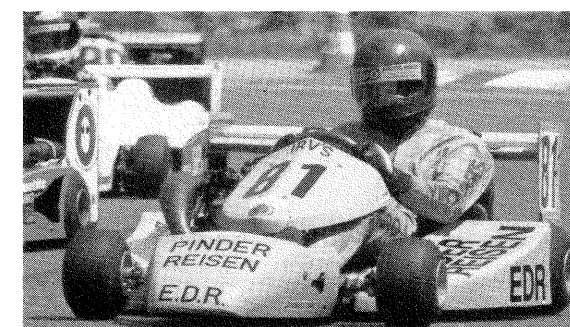
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AGAIN by Andersen in a blatant and futile manoeuvre, taking himself off too. A lap and a half later Haekkinen tried to do Amren and Kristensen together with the result that Amren had a comfortable lead! With Bott now elevated to 2nd, Mike Wilson was up into 6th place, one in front of Weatherley. As St. Guirons and Koene fell back, Bugatti towed past Bott on the straight only to seize shortly after.

So, at the halfway mark it was Amren from Bott, Wilson, Weatherley, Koene and St. Guirons. An ideal time for an 'inter-final flag' here, things were beginning to calm down a little.

Next on the drama list was Weatherley as he began to slow, Chris Callingham (long time mechanic and soon to be married — silly boy!) duly suspected the usual Weatherley trait — carb fiddling — however nothing so simple, his coil bracket had broken. Koene and St. Guirons were soon through as Richard struggled defiantly to drive and earth the ignition at the same time. Back at the front so as to speak, Amren was leading comfortably from the 'oh so consistent' Bott, Wilson (unable to make a further impression on the leaders), Koene, St. Guirons and Weatherley. That was how it ended.

Another round of the European Championship, another winner. Without doubt Formula K must be the most healthy class in Karting now, producing a different winner at every round. Consistency pays however as Bott maintains a comfortable lead in the European Championships with two 2nd's and a third to his credit. The next round is at Nurburgring, another new circuit, and as the season has shown to date, probably another winner — who?

Meanwhile Richard Weatherley will be supplying electricity to the Dartford area, the Junior World will be occurring, and the CIK has the time to stop all this contact driving by introducing stiff penalties for the offenders. Perhaps the RAC should also do something similar to stop it in Britain too.....?

# GRAND PRIX OF SWEDEN EM I FORMEL K

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8-9 JUNI 1985  
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# A CHANGE IN FORTUNES

Over 170 drivers had entered for the premier gearbox meeting of the year, held this time at Little Rissington. For reasons beyond the control of the Bromsgrove Kart Club, the organisation of the meeting was not quite up to the standard required, but as certain key personnel were missing due to accident, etc., it was understandable. Not so understandable was the standard of the starts which were simply diabolical. Karts were held on the grid far too long, the grid was allowed to compress up and, when the starter eventually consented to let them go, all the drivers anticipated the flag with ease. Things must improve at this circuit before it is allowed to stage another championship meeting.

## AROUND AND ABOUT

With the exception of John Atherton, all the reigning title holders were present to defend their crowns. Of the titles up for grabs, only Roger Goff's Formula E plate seemed beyond reach, with plenty of quick challengers for the other classes. Kurt Luby had a newcomer in his camp — Tim, the brother of the owner of Chicago Karting, was over on business and decided to take in a race meeting as well. This larger than life American had what seemed to be an insatiable appetite for hamburgers and possessed the sort of sense of humour which makes listening a painful experience.

Andy Martin's Stratos again featured the reversed barrel and he revealed that he was building up a 250 National outfit powered by the so far largely overlooked Maico motor. He is considering turning the barrel round on this one too!

The Disco on Saturday evening was very popular and saw the return of the Cumbria KRC Formation Conga Dancing Team, (albeit a shortened version), who won the spot prize for their rendition of the Can-Can. They're all mad I tell you.

## FORMULA E

This seemed to be a dead cert for Roger Goff aboard the Kelgate Zip, but nothing is ever absolutely certain in karting and there were a number of indecently quick Yamahas, as well as the odd Rotax ready to pounce at any sign of weakness. Roger Goff won the first heat with ease after taking the lead from Malcolm Turner on the second lap. Bob Kennings moved ahead of Turner on the next lap to secure second ahead of Turner and Ievan Davies.

Steve Fenny took heat two with a flag to flag display, ahead of John Gosling who was second all race long. Davies finished third, this time from the rear of the grid with Stuart May in fourth position.

Heat three again went Goff's way, with Roger moving up from fourth to first on the second lap before streaking away with the win. Malcolm Turner remained in second spot throughout, finishing just ahead of Trevor Cryer and Bob Kennings. The last heat went yet again to Goff, in front for the entire race distance. Gosling held second for the first two laps but Davies was through on the next tour to take it at the flag. Malcolm Turner deposed Gosling on lap four to make third his own, with Gosling eventually winding up in fourth.

## THE FINAL

Goff led the pack away and was undisputed leader at the end of lap one from Turner, Kennings, Davies, Gosling and Fenny. Kennings moved up to second on the second tour whilst Davies took hold of third next time round. It took Davies until lap eight before he managed to find a way round Kennings to take the second place he was not to lose. Once this overtaking move was made, the top four places were fixed. Dennis Mitchell moved steadily from the rear of the pack to finally finish in fifth position, the first of the lapped trophy winners.



Paul Elmore returned to karting with a vengeance and claimed the No 1 in 250 National.

The RAC Short Circuit Gearbox Championships at Little Rissington during 15th and 16th June saw a change in fortunes as all but the Formula E No 1 plates found different homes. Roger Goff held onto the Formula E title over Ievan Davies and Bob Kennings; Andy Martin scored a victory over Paul Woodward and George Bett, last year's holder, in 210 National; Chris Stoney relieved Kurt Luby of the No 1 and was chased home by Paul Molloy and Andy Bundy, while Paul Elmore returned to karting with a vengeance and snatched the accolade in no uncertain way from Mark Webster and Chris Tompkinson.

Report: Iain Blair  
Pics: Doug Rees

1st Roger Goff	Kelgate Zip/Goff
	Rotax
2nd Ievan Davies	Zip/Rotax
3rd Bob Kennings	Dino/Yamaha
4th Malcolm Turner	Barlotti/Yamaha

## 210 NATIONAL

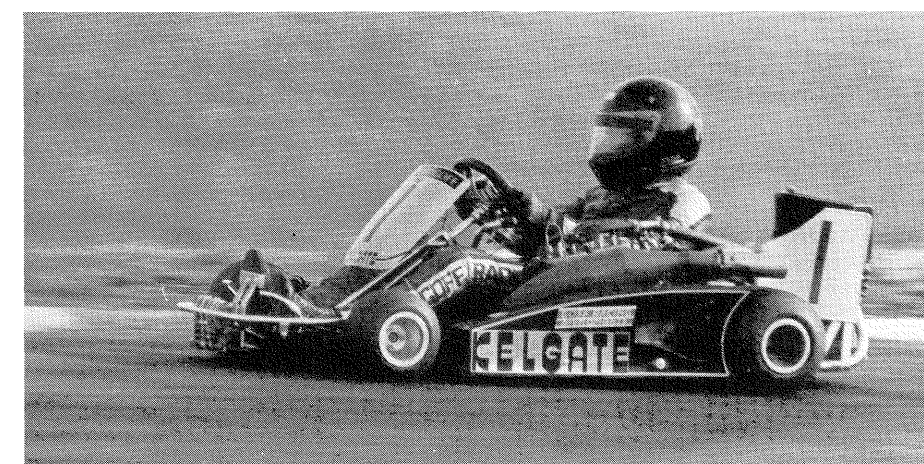
The Martin versus Bett Long Circuit confrontation continued at this meeting but the pair were under threat from several short circuit specialists. There were 210 Villiers Club decals everywhere, showing that there is still a great deal of affection for the venerable old mill which appears to be getting more reliable. The first heat was won by Charles Morris, taking the lead on lap two from Martin James who eventually finished sixth. Second came P. Tomkins

who nipped ahead of third placed man, Andy Martin, on the last lap. Phil Hemes wound up fourth ahead of Steve Thornhill in fifth.

Heat two was a flag to flag win for Paul Woodward and John Haigh and current number one, George Bett. Chas Morris finished fourth in this heat from Dudley Martin and Alan Poole.

Woodward was again victorious in the third heat, only taking the lead on the last lap from Morris. Leader for the first seven laps, Brian Finn, was the third placed man ahead of Glenn Clarke and Steve Thornhill.

Heat four was a flag to flag romp for Andy Martin, winning his first race of the meeting. Second throughout was Robert Peters with Steve Hurst moving up well through the pack to take third on the last lap. Dud Martin was 4th ahead of Glen



Roger Goff retained his Formula E No 1 plate.

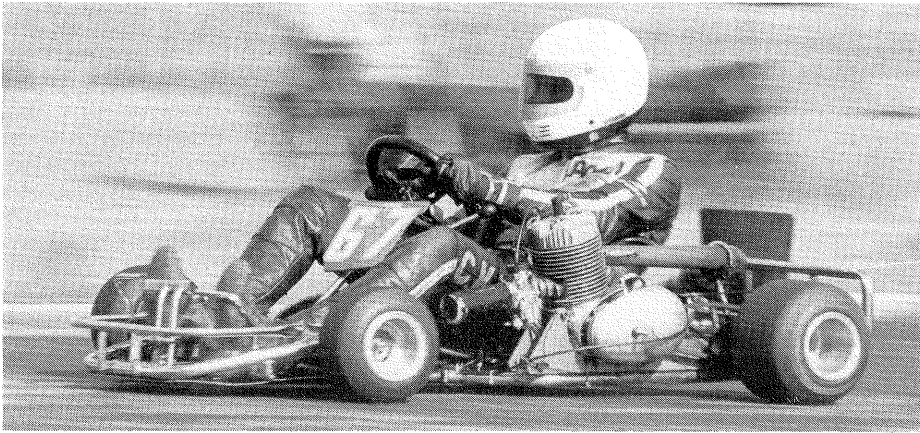
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Andy Martin, the new Villiers champion.

Clarke and Poole.  
George Bett was the victor in the last heat of the day, taking the lead with two laps to go. Woodward followed Bett up through the field to finish a good second ahead of Martin who had also travelled up from the lower reaches of the grid. 4th was P. Tomkins and 5th was Mark Powell.

#### ‘B’ FINAL

The numbers entered meant that a qualifier was necessary to fill the final grids. Mark Powell, who had been 5th in the last heat, led throughout and took the first spot on the back of the main grid. Colyn Firth was 2nd at the end of the first lap but he succumbed to a problem and slipped rapidly out of the reckoning. Ian Sutton took up the cudgels in 2nd and carried it up to the flag before being excluded for failing to make the weight. Simon Bateman was credited with 2nd place ahead of Simon Quance and Robert Peters, who all qualified for the big one.

#### ‘A’ FINAL

Andy Martin started as he meant to go on, taking the race by the throat from the off. He led the droning mob round at the end of the first lap and was never headed during its course. There was plenty of action behind, however. John Haigh was originally in 2nd spot, but lost that on lap six to Paul Woodwad and lost 3rd five laps later to George Bett, who had not had a particularly good start but nonetheless worked his way through the pack with great aplomb.

Haigh’s tale of woe was not yet complete: with three laps left, Steve Hurst found a way past poor John to relieve him of 4th. So a deserved win for Martin, rewarded at last after a string of very good performances.

#### ‘B’ FINAL

1st	Mark Powell	Barlotti/Villiers
2nd	Simon Bateman	Aero/Villiers
3rd	Simon Quance	Zip/Villiers
4th	Robert Peters	Barlotti/Villiers

#### ‘A’ FINAL

1st	Andy Martin	Stratos/CKC Villiers
2nd	Paul Woodward	Zip/PUV Villiers
3rd	George Bett	Zip/Villiers
4th	Steve Hurst	Zip/KMP Villiers
5th	John Haigh	Barlotti/PRP Villiers

#### 250 NATIONAL

This class contained the usual number of long circuit stars Bisp, Webster, Allen, Bickerton etc but the lads were joined for this one by ex-Superkarter, Paul Elmore on a Zip/KTM outfit. Immaculately turned out as ever, Paul did confuse matters by wearing his helmet still in AK Racing colours in conjunction with his Hermetite Zip leathers. There has now been an interesting turn round on the motor front with KTM now in the majority over Yamaha, 18 to 14. Honda were represented by two drivers

Breeze and D. Bowen.

#### ‘B’ FINAL

1st	Mark Allen	Barlotti/KMP KTM
2nd	Ian Bickerton	Phoenix/Yamaha
3rd	J. Manklow	Zip/Yamaha
4th	Tony Brown	Phoenix/Maico

#### ‘A’ FINAL

1st	Paul Elmore	Zip/KTM
2nd	Mark Webster	Phoenix/KTM
3rd	Chris Tomkinson	Dino/TKM
4th	Mark Allen	Barlotti/KMP KTM
5th	Ian Bickerton	Phoenix/Yamaha
6th	Colin Breeze	Zip/KTM

#### 125 NATIONAL

With well over 60 entries including long circuit persons Goff, Molloy, Bisp, McCallum, Price, Shaw, Luby, Coward, Poole, Stoney etc etc and some useful short track specialists, racing was going to be HOT. It was good to see so many stars in attendance as this will undoubtedly encourage club racers to aspire to greater things.

There were no fewer than nine heats so I’ll just give the first three or four plus any snippets from each of them.

*Heat One* — 1st Roger Goff, 2nd Chris Stoney, 3rd Ian Shaw, 4th Paul Molloy. Kurt Luby suffered gear linkage failure in this heat, but once fixed he raced round to finish 13th.

*Heat Two* — 1st Colin Poole, 2nd Rob Cooper, 3rd Number 14!, 4th Adrian Wilcox. Pretty straightforward race this.

*Heat Three* — 1st Andy Bundy, 2nd Keith Bisp, 3rd J. Williams. Cumbrian hopeful, Mike Ballantyne retired at two-thirds distance whilst challenging well with a broken motor.

*Heat Four* — 1st Roger Goff, 2nd Ian Shaw, 3rd Rob Cooper. Good race for Shaw as his grid was in an un-favourable middle spot. John Cooke had been 2nd for four laps but retired towards the end.

*Heat Five* — 1st Chris Stoney, 2nd Kurt Luby, 3rd Colin Poole, 4th Keith Bisp. Derek Price was well placed at first but dropped back from lap 5 onwards as did Gary Docker who broke both his seat stays and finished the race with a warm bum.

*Heat Six* — 1st Paul Molloy, 2nd Phil Middlehurst, 3rd Peter McCallum, 4th Stephen Coward. Several notable drives in this heat, the winner came up from a lowly grid, as did McCallum who had suffered a comprehensive engine failure the previous day. Coward led for half the race but was pushed back in the latter half.

*Heat Seven* — 1st Ian Shaw, 2nd Peter McCallum, 3rd Michael Morris. Goff had led briefly but had a rather lurid spin dropping him down to 13th. Shaw had pulled through well, taking the lead on the last lap from McCallum, who had been in touch for the whole race.

*Heat Eight* — 1st Derek Price, 2nd Paul Molloy, 3rd Phil Middlehurst. Steve Coward had started well but dropped a couple of places by the end. Leader for the first two laps, M. Williams, was gradually hauled in and passed by the top three over the course of the race.

*Heat Nine* — 1st Andy Bundy, 2nd Chris Stoney, 3rd Rob Cooper. Stoney had a good romp up the pack and Mike Ballantyne recorded his first finish after all sorts of bothers during the weekend. Kurt Luby had another bad one as an early 4th place gave way to a 15th following a puncture.

#### ‘C’ FINAL

This race belonged to the dynamic Cumbrian duo, Mike Ballantyne and Gary Docker. After lap 3 the pair were circulating nose to tail with Gary sniffing away at Mike’s bumper looking for a way through. There was no way past the experienced Ballantyne, however, and they crossed the line in formation to progress to the next final. Joining them was Malcolm Sandford, who had shadowed the lead pair for the entire race. Jim Fletcher fought valiantly throughout

## SWEDISH GRAND PRIX — FORMULE K 135cc

‘Birel score their first victory this season with surprise winner — Amren, Big names falter and Bott extend his championship lead in a well run, but very wet meeting.’

Gothenburg — where the ‘Gootbugs’ come from — is situated on the west coast of Sweden and as part of the massive development programme for sports facilities, Torslanda — Gothenburg now sports a brand new full International track. Situated close to the enormous Volvo factory and set in a rocky horseshoe, the circuit comprises of numerous sweeps, straights and hairpins up and down undulating hills, similar in some respects to Rowrah.

To get to Sweden requires a lengthy and costly boat trip courtesy of the DFDS shipping line who enjoy a virtual monopoly on the route (hence the prices!). The alternative to the 2½ hour boat trip is equally if not more expensive, and certainly more tiring — across the channel and drive — so at the end of the day you have to accept that they’ve got you by the short and curlies. The one consolation on the return trip however was that the school holidays had just begun, needless to say younger members amongst our party — not including of course the ‘karting newspaper’ reporter who was suffering a rather higher blood pressure than normal — could choose a little more selectively.

Back at the track, ace spannerman (!) ‘T.S.’ witnessed another side to the Swedish culture — whilst attending to the necessary under a stone cold shower, a Viking swept back the skimpy curtain, revealed his armoury and dived in alongside. Silent shrieks and alarm bells ensued as a gallant ‘True Brit’ T.S. took fright, dried in record time and within seconds disappeared.....

Friday’s testing was wet, well O.K. it was coming down like ten buckets of s..t a second! As always happens in such conditions, drivers explored the very limits of the run off areas in their attempts to both learn the circuit and record some respectable times. British interests as seems usual these days, rested with K & S driver John Alcorn and the Sprint mounted Richard Weatherley. Both seemed reasonably happy at this stage, albeit sceptical over tyres — Dunlop’s new wet tyre was supposedly 8/10ths quicker than the available Bridgestones, both Richard and John had only the latter.

Saturday dawned wet, the night had seen much rain and howling winds that sent many a tent across the crowded pits — some would be in for a surprise on their arrival at the circuit in the morning. Free decibel tests concluded that 80% of the field were over the CIK’s prescribed limit and so a meeting of the drivers was called. After many multi-lingual bollockings it was decided that the two most noisy drivers Jorn Haase and John Alcorn, should lap continually until the noise meter was found in position where by the readings would be under the limit — Reg Deavin take note!

Petty CIK officialdom now satisfied with their major contribution to mankind, Time qualifying could commence, the results are as follows:

1st	Mike Wilson	(I)	51.97
2nd	Tom Kristensen	(DK)	52.59
3rd	Jorn Haase	(I)	53.04
4th	Thomas Neubert	(D)	53.05
5th	Allan Andersen	(DK)	53.06
10th	Richard Weatherley	(GB)	53.39
12th	John Alcorn	(GB)	53.68

With 3 heats being compulsory since Jesolo’s decision to run only one, the afternoons racing programme would be full — the club were also running 100 International A as well as Scandinavia’s own Formula Nordic.

*Heat One* — saw Wilson lead off from pole, followed by Kristensen, Neubert, Andersen and Haekkinen with Weatherley and Alcorn in 7th and 9th places. By about halfway Wilson was some 15 lengths clear of Kristensen, Amren, Andersen and a grafting Alcorn. At the dop of the hill, with two laps to go, Alcorn finally caught up with Andersen and swept by on the inside, then to everyone’s amazement not least a suitably unimpressed Brit, Andersen ‘removed’ Alcorn from the race to leave Wilson, Kristensen, Amren, Weatherley and Bollingtoft ahead of the rest of the field.

*Heat Two* — with the rain still falling Kristensen took off from pole to be followed by Hasse, a fast starting Haekkinen, Andersen, Forsman and Eriksson. Further back Alcorn was charging, fired by his first heat traumas no doubt, on lap two he edged inside Forsman to claim fourth and then exactly as before he was taken out, at the same corner, this time by Forsman who to add insult to injury maintained his own position. The race was by no means settled however as Haase dropped further each lap and Haekkinen tore Kristensens hefty lead to go by at the halfway mark. A couple of laps later Haekkinen suffered a similar fate to Haase and at the finish Kristensen retook the lead from Forsman, a slowing Haekkinen, Andersen and Eriksson.

*Heat Three* — The rain had stopped soon after the second Formula K heat, and with several supporting races in between as well as some organisational hiccups the track dictated a switch to slicks. Wilson was in this one again and he quickly asserted his authority at the start. Close behind Haase, Forsman, Erickson, Bugatti (more at ease in the dry conditions) and Weatherley bided their time as Wilson pulled further in front. Haase

was soon slowing as in a previous heat and eyes turned towards Wirtanen who had sliced his way through the field with consummate ease. For sure he would take Wilson — wouldn’t he! Mikes experience decreed otherwise, a titanic psychological struggle saw Wilson edge across the line inches in front of his less experienced adversary who in turn lead home ‘that man’ Bott, Bugatti and Forsman.

Sunday dawned bitterly cold and wet — racing on the continent isn’t all sun and holiday you know — practice being a repeat of the previous day. By now everyone with the exception of Alcorn, was on the new Dunlop wets, John preferring to remain loyal to Bridgestone (who were present) in the hope that freak conditions might favour the latter make.

As the last lap of practice ended, the rain stopped. With 2½ hours to go until the Pre-Final what would happen? As the mechanics set about preparing wet and dry karts for the afternoon’s racing, old faces drifted through the pits; Thomas Danielsson and Steven Andskar both of whom are now in the ultra-competitive and ultra-expensive world of Formula 3, Lars Forsmann’s old mechanic with his wife and baby, and Leif Larson and many others. The pits were a mass of people, the perimeter of the track filling with spectators, the sun breaking through and suddenly.....a Saab Dracken fighter plane! An erie silence proceeded each ear shattering pass in a breath taking solo aerobatic display. The Swedish car manufacturer must know more about aerodynamics and high speed stability than any of old Henry Ford’s or Audi’s engineer could ever wish for.

As the plane disappeared across the seas, the first of the afternoon’s races got underway with one of the Nordic classes. Just about every Formula K driver stood watching to see just how the track was affecting the state of play.

*Pre-Final* — As pole man Mike Wilson crossed the line he was pushed from behind, Kristensen took the lead then from Haekkinen, Neubert was out and still on the first lap, Forsman spun. Wilson moved into 4th, only to be taken out again by Wirtanen who had over cooked it, as a gap now separated Haekkinen, Kristensen and Bugatti from the rest of the field. A seized engine for Bollingtoft allowed a slow starting Weatherley to move into 7th place, one down on his starting position, and further ahead Amren finally drifted by St. Guirons into 4th. Further back Grossman and Alcorn (both of whom had started on the back row with two non finishes apiece) were up into 14th and 15th places making good use of Bridgestone’s superior dry rubber. As the laps ran out, Kristensen slipped by Haekkinen for the lead as Weatherley took a slowing Bott for 6th and Alcorn gained another two places to finish 13th.

*Final* — With both Wilson and Haase at the back of the field, pole position became the province of Kristensen. A melodrama on the dummy grid delayed the start for some 20 minutes as Richard Weatherley explained to the lap scorers that he did in fact finish 6th in the Pre-Final and was not as they claimed a lap down. All arguments settled, the field finally emerged for the big race, with young Tom Kristensen spinning on the rolling lap. Nerves, adrenalin and place nicking finally under control, CIK official starter Gianfranco Riva raised the Swedish National flag. At the first corner Kristensen led from Bugatti, Haekkinen, Amren, St. Guirons and Koene. Next time round Alcorn was in 7th up from grid 13, as Amren displaced Haekkinen and then Bugatti. At the tightening curve, Alcorn went by Andersen into 6th, only to be knocked of YET ►





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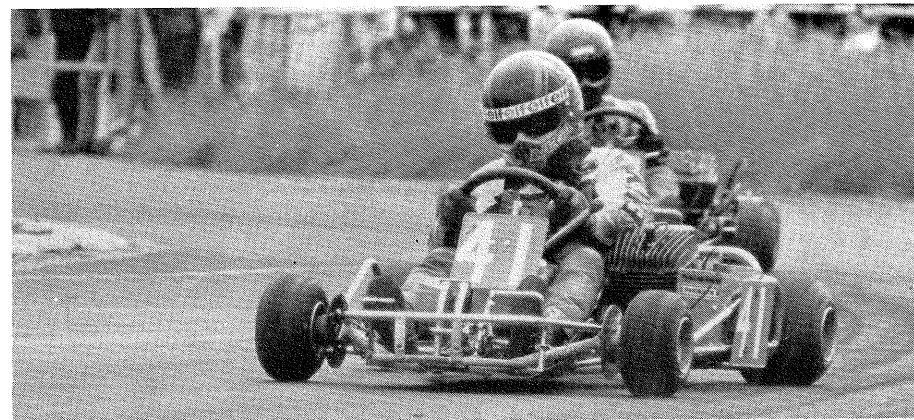
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Kurt Luby, holder of the championship for 2 years.....

the race and was amply rewarded with the last place  
on the 'B' Final grid.

1st Mike Ballantyne Phoenix/BDR Rotax  
2nd Gary Docker Zip/BDR Rotax  
3rd Malcolm Sandford Phoenix/Rotax  
4th Jim Fletcher Zip/Rotax

#### 'B' FINAL

A high powered trio of Derek Price, Peter  
McCallum and Kurt Luby were all near the front  
so the battle appeared to be on for the last qualifying  
place.

Price led the race for the first five laps before Luby  
took over in what is an accustomed position for him.  
McCallum's challenge was short-lived as he sailed  
off into the dense long grass on the third lap and  
didn't manage to extract himself to prolong his  
challenge. Martin Barnes took over the mantle of  
third place upon McCallum's demise which he held  
until lap 11 when he failed to appear handing over  
his place to Mike Ballantyne. In the space of 11 laps,  
Ballantyne had disposed of some twenty karts in  
order to gain his position, no mean feat considering  
that there were karts all over the place. Maggie Dell  
was holding on to 4th place but a fresh challenge  
was looming from 'C' finalist, Gary Docker. As the  
flag loomed ever larger, Docker could be seen  
homing in on her bumper and made a last gasp  
attempt in the final sprint for the line, just failing  
by inches. So Luby won from a very close Price,  
Ballantyne and Dell.

1st Kurt Luby Phoenix/LD  
Minarelli  
2nd Derek Price Zip/EKR Rotax  
3rd Mike Ballantyne Phoenix/BDR Rotax  
4th Maggie Dell Zip/SRS Rotax

#### 'A' FINAL

The scene was set for what was surely the final of .....lost out to Chris Stoney in 125 National.

the day. The grid rolled round to the line, stopped  
and waited, and waited some more. Finally the flag  
was dropped and then the fun started. Person or  
persons unknown hit Ian Shaw who slewed round  
into Richard Whitman. Shaw came to rest the right  
way up and was quickly despatched on his way.  
Whitman was temporarily inverted but was soon  
righted and the track was cleared before Stoney  
burst through in the lead. At this point the false  
start flag was displayed although I couldn't see it  
for the grassy background. Next time round, the  
red flag was waved which WAS seen by all who  
responded accordingly. The restart (from original  
grid positions which didn't please the Luby camp  
as Kurt was around 6th) was, in all fairness, just  
as bad as the first but the race continued anyway.

Stoney led again from Andy Bundy, Rob Cooper,  
Colin Poole and Stephen Coward with Paul Molloy

not far away in 6th as they completed the first lap.  
Poole soon moved up to 3rd but tumbled down to  
12th on lap 4 to begin another slog up the grid. Paul  
Molloy had by this stage latched onto Bundy's  
bumper and began angling for a way past. After  
around six laps, Ballantyne was up to sixth place  
and closing on Rob Cooper who seemed to lack the  
sheer pace of the race leaders. Within the next few  
laps, Ballantyne's race was run, big end failure being  
the culprit. This was the motors third hard race in  
quick succession so perhaps it was to be expected.  
Luby took 4th on the ninth lap but was too far away  
from the battle for 2nd to be able to improve  
matters. poole had sunk back into 6th place but was  
destined not to make any further inroads into the  
places. By this time Goff had pulled into the pits  
to retire and Price and Bill Stoddart had got caught  
up in someone elses argument which eliminated the  
pair of them. Adrian Wilcox (the only man I know  
who cheers himself at trophy presentation) and  
Keith Bisp were having the sort of scrap which only  
drivers with the utmost respect for each other have;  
hard clean and fair. Bisp emerged victorious from  
this one and landed 7th into the bargain.

Whilst Stoney was winding his merry way through  
the backmarkers, Molloy had managed to slip by  
Bundy and pulled out a few yards to assert himself  
as the worthy runner up behind Stoney's dominant  
win. Molloy was 2nd from Bundy, Luby, Cooper,  
Poole and Bisp. The top ten was completed by  
Wilcox, Graham Stephens and Alan Sorensen.

1st Chris Stoney Stratos/CSK Rotax  
2nd Paul Molloy Stratos/Rotax  
3rd Andy Bundy Zip/Hockey Rotax  
4th Kurt Luby Phoenix/LD  
Minarelli  
5th Rob Cooper Zip/Rotax



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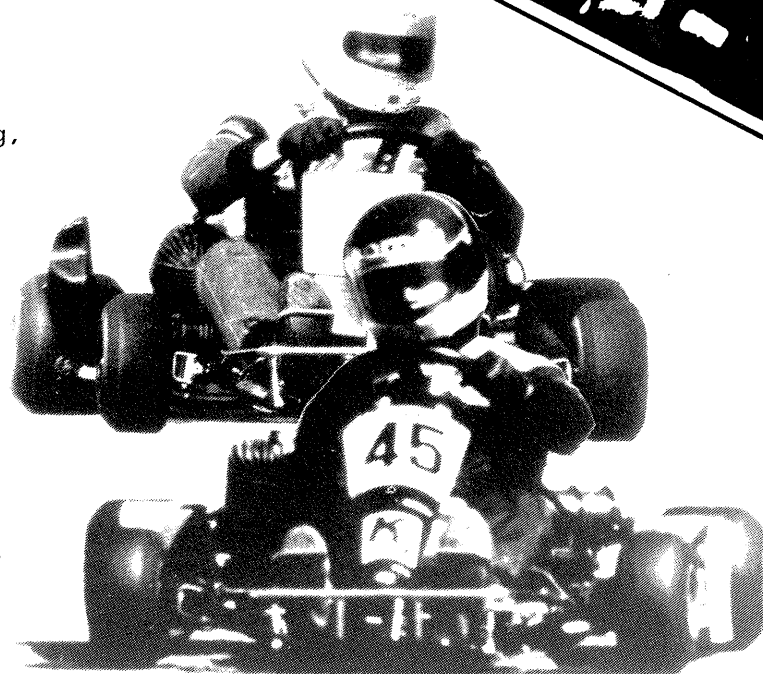
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Thompson (11) was on pole for the final, but spun out of contention. Darron Gibbs was the eventual winner.

lengths. Rhodes was a lonely third and Webb led the next bunch from Newman, Rees and Hart.

1st Darron Gibbs	Zip/Arrow
2nd Gary Chapman	Kali/Redhill TKM
3rd Mark Gailer	Gillard/Komet
4th Craig Booth	Dart/TKM
5th Shaun Hollanby	Dart/TKM

## 100 NATIONAL

This class necessitated eight heats and produced seven different winners, the results were as follows:

Heat 1	Heat 2	Heat 3
Simon Sutton	Ricky Grice	Doug Spencer
Nigel Edwards	Graham Pettit	Darrell Beasley
Gary Prior	Steve Tillett	Derek Higgins
Jack Brown	Steve Brogan	Paul Jackson
Heat 4	Heat 5	Heat 6
Ricky Grice	Derek Higgins	Jamie Kavanagh
Steve Tillett	Gary Prior	Darrell Beasley
Neil Hann	Simon Sutton	Ricky Grice
David Malcolm	Steve Brogan	Malcolm Budd

Sixteen drivers lined up for the repechage, with the first four from this, the 'B' Final, to go onto the rear of the 'A' Final grid.

Innocent led the pack through the Esses on the first lap, followed by Budd, Gary Parker, O'Hara and Bowes. Budd took up the running but spun out with Innocent and Parker on lap nine to let O'Hara into the lead. Sykes had been charging from grid eleven and took up the lead on the last lap to be followed in by O'Hara, Cuff and Bowes.

## 'A' Final

Grice occupied pole with Higgins alongside, while the second row consisted of Spencer and Beasley. Row three was held by Brogan and Jackson, with Kavanagh and Sutton on the rank behind.

Grice immediately jumped into the lead and at the end of the first lap was followed by Higgins, Beasley, Spencer, Brogan and Sutton. Grice pulled away from the pack and the race for first place was settled as he ate up the twenty-five laps at an average speed of 67.65mph. The championship leader, Brogan, retired on lap three and Spencer took second spot on lap seven from Higgins, Beasley and Moynihan who had been charged through from grid ten.

Beasley went missing and Moynihan dropped back as Tillett and Sutton showed their pace. Higgins also dropped back as his motor went off, allowing Tillett, Moynihan, Sutton and eventually Jackson overtook him in the closing stages. Sykes, the winner of the 'B' Final, charged from the back of the grid to reach tenth by halfway, but could not improve further on this position. The deserving winner was Grice, with Spencer second and Tillett third. Moynihan and

Sutton finished in fourth and fifth respectively. The remaining top ten places were taken by Jackson, Higgins, Brown, Pettit and Sykes.

1st Ricky Grice	TKM/TKM
2nd Doug Spencer	Sprint/Parilla
3rd Steve Tillett	Gillard/Parilla
4th Gary Moynihan	Wright/Parilla
5th Simon Sutton	Gillard/Parilla
6th Paul Jackson	Fullerton/PCR
7th Derek Higgins	Allkart/Parilla
8th Jack Brown	Zip/PCR
9th Graham Pettit	Gillard/Parilla
10th Stephen Sykes	Fullerton/Parilla

## JUNIOR BRITAIN

### The Heats

The Junior Britain class fielded seventeen karts for the heats and final. Shaun Nicholson dominated the heats with two wins and a fourth place. David Coulthard won the first heat and the Series points leader and British Champion, Nicky Hart, could only manage one second place, as did Ivan Turner, just second in the Series. Local driver Richard Walton took third in the first heat on his new Jeta kart before the rear axle started to move. Local Club Champion James Rhodes had a fourth but consistency gave him next to pole for the final.

### Final

The start of the final was very fast as the young drivers rushed to get on with the job. Nicholson led through the Willows, followed by Rhodes, Turner, Steven Webb and Coulthard. By lap three Nicholson was ten lengths clear of Rhodes who in turn was the same distance in front of Newman, who was elevated to third when Turner spun off; Coulthard had taken fourth from Webb. One lap later and Coulthard was third, having passed Newman at Stow Corner. Nicholson looked safe in the lead as Rhodes dropped further back and Coulthard was charging to bring him ever closer. Further back Webb, Newman, Rees and Hart were battling for points with Worden trying to get on terms. Coulthard took second place from Rhodes on lap nine and set off in pursuit of the distant Nicholson.

Nicholson's engine had lost its edge and Coulthard slowly cut down the gap until, with two laps to go, he was slipstreaming Nicholson and looking for a way past. The leaders were among backmarkers as they approached Stow for the last time and, as Nicholson was baulked, Coulthard dived past and took the chequered flag by two lengths. Rhodes was a lonely third and Webb led the next bunch from Newman, Rees and Hart.

1st David Coulthard	Wright/TKM
2nd Shaun Nicholson	Boxer/FRED Parilla
3rd James Rhodes	Wright/Parilla
4th Steve Webb	Spyda/Parilla
5th Oscar Newman	Kali/Parilla



Junior Britain's Shaun Nicholson (19) finished second in the final, here in the heats with Nicky Hart (1) who ended his day in seventh.



# GRICE IS KING AT KIM!

The 6th Round of the Bridgestone United Kingdom Championships at Kimbolton.



Ricky Grice (57), the deserving 100 National winner.

**Ricky Grice clinched the 100 National ‘A’ Final with a flag-to-flag victory over Spencer and Tillet; Dario Franchitti won again in style in Junior Booster; David Coulthard stole the Junior Britain honours from Shaun Nicholson while Darron Gibbs took the Senior Britain prize with Chapman second.**

**Report: Duncan Taylor  
Pics: Jonsport Photos**

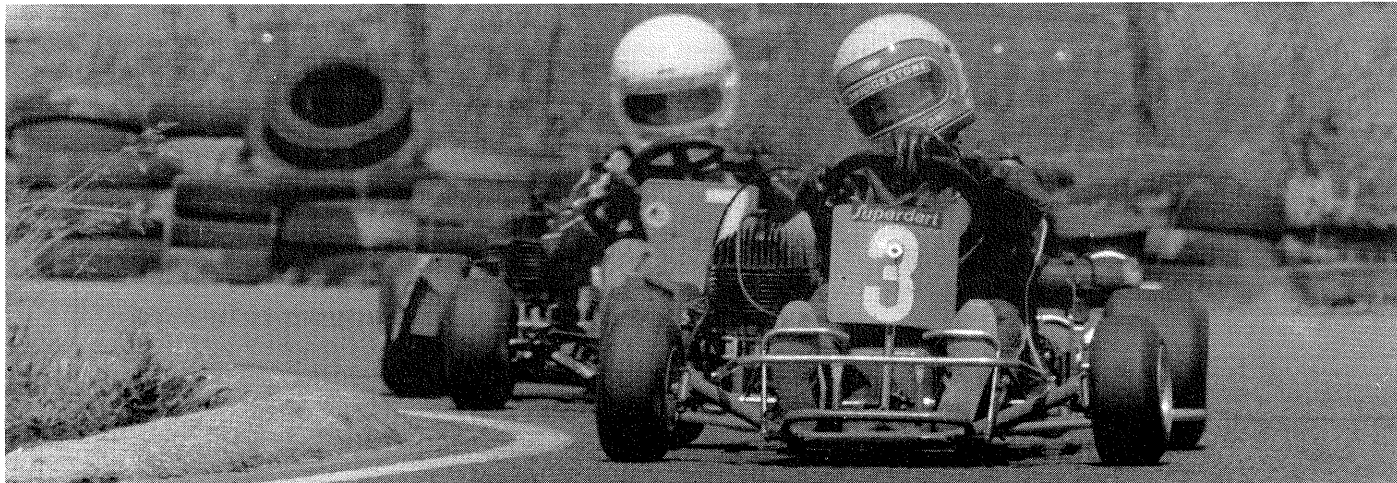
A well planned Sunday the 23rd June dawned wet and grey but after the rain stopped, as if to order, at 8.00 o'clock the track was dry for practice. The day was planned immaculately, with more than adequate officials and Commentator, Stu Perry, found some of the drivers nervous about talking to a mike when he did his ‘walkabout’ on the grid before each final. The sun shone throughout the afternoon and winners, losers and spectators found the organisation put in by the club made it a day to remember and the fast, exciting racing matched the occasion of a major motor racing meeting, with average speeds approaching 70mph.

## JUNIOR BOOSTER

### The Heats

Dario Franchitti dominated the heats with two wins but spoiled his hat trick by spinning when leading heat two, giving the race to young Jamie Spence. Spence also had two second finishes to his credit, thus gaining pole for the final. Stuart Capstick showed his potential with two third places in heats one and three.

Dario Franchitti's Junior Booster (7), tucked in behind Jamie Spence, took the flag again for his class.



### The Final

With Spence on pole for the 20 lap final, the question was, could he hold off the attentions of Franchitti? Spence got through Stow Corner first followed by Capstick and a surprisingly slow-starting Franchitti; next through were Stilp and Donely. Franchitti passed Capstick on the second tour and turned his attentions on Spence, passing him on the line as they commenced lap four. Franchitti started to ease away and built up a commanding lead as Capstick started to haul in Spence. Stilp and Donely battled throughout for fourth, followed by first round winner, Wilson, who could not get on terms. By lap thirteen Franchitti had lapped backmarker Hession and lapped Oliver Gavin next time round. Franchitti ran out the winner and Capstick had played a waiting game and took Spence on the last lap at Stow Corner; Donely did a similar manoeuvre over Stilp to finish fourth behind Spence.

<b>1st</b> Dario Franchitti	Wright/Arrow
<b>2nd</b> Stuart Capstick	Wright/Rut. Arrow
<b>3rd</b> Jamie Spence	Dart/Arrow

## SENIOR BRITAIN

### The Heats

The Junior Britain class fielded seventeen karts for the heats and final. Shaun Nicholson dominated the heats with two wins and a fourth place. David Coulthard won the first heat and the Series points leader and British Champion, Nicky Hart, could only manage one second place, as did Ivan Turner, lying second in the Series. Local driver Richard Walton took third in the first heat on his new Jeta kart before the rear axle started to move. Local Club Champion James Rhodes had a fourth but consistency gave him next to pole for the final.

### Final

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Whilst the outcome of the World Championship final at Silverstone for the 250 men is excitingly open, if the recent 125 races are anything to go by, the closest actual racing in the finals promises to be in the smaller capacity class. Unless someone such as Chris Stoney or Stephen Coward manages to break away from the pack, the current trend would seem to suggest an awe inspiring race long bunch of up to 10 karts battling it out to the flag. In the past the 125 class has resulted in an equal share of the unexpected and the favourite coming home in glory.

In the main event, the 250 arena, it goes without saying that the two greatest threats are totally out of contention for the World Championship, both Hines and Bohlin having experienced appalling fortunes at the Le Mans and Hockenheim events. Hines experiencing tyre failure, and Bohlin gearbox sprocket failure. Of the latter the word went round that the sprocket had worked loose, suggesting it was never tight in the first place. This in fact was not the case, the nut was still tight and the locking washer still in place, the actual drive spline in the centre of the sprocket had torn out. Whilst not being consolation for anyone concerned, it was nevertheless a curious failure, which I trust will not occur again to the reigning World Champion.

The championship outcome, devoid of the two previous champions, has become more open than it has ever been in the two previous years. Perry Grondstra, the Dutchman now has to be favourite, having shown both speed and reliability at previous rounds. Petersen has to win the dual or come second with Grondstra failing to finish in the top twelve to win which puts a lot of pressure on him racing against others with nothing to loose. Derek Rodgers — South African Derick Irving now on an EDR, have a chance, but only on the dependence of the other two failing, to some extent. Another not to be forgotten, with a ‘‘mathematical’’ possibility is the Swiss Paul Pudel on the German K.A.R.T. chassis. The possibility of a World Champion with the engine mounted on the ‘‘wrong’’ side cannot therefore be ruled out!

Having said that, I think the winner of the actual race will be one of the following:- Hines — Goff — Gange, Parrott or Bohlin, who has succeeded in winning the final round on the two previous occasions. Why Parrott? Tim pointed out to me — hopefully I think — in previous years the winner of the meeting prior to the Silverstone has usually won the G.P. Tim Parrott won the Mallory meeting, the last fast circuit event before the ‘‘big one’’.

One very improtant ingredient of success or failure at Silverstone is always tyres. One or two people have lined up a supply of the American Burris type through Sandy Dalgarno who has handled them for some time. In conditions of longer races than we normally have, on equally fast circuits they have emerged as a very popular

brand of rubber in the United States. You may remember that last year Kerkhoven got into the pole position spot at Silverstone using 6’’ Burris rears.

Mike Smith and Rodger Calvert should be congratulated on the great deal of hard work they have obviously put into their recently published book ‘‘Long Circuit Karting’’, it is in the Haynes-Foulis publications *Drive It!* series. Other than Alan Burgess’ early effort in ‘‘Starting Karting’’ — it is the first serious British attempt at any such comprehensive work. This book covers the initial emergence of karting in this country which then led onto the first motor racing circuit event at Olivers Mount near Scarborough in 1960, the introduction of the 250 class and the inaugural World Championship year. The 25 year history of karting I was mostly looking forward to reading, proves to be rather brief, but as I was originally asked to contribute that chapter but never got down to it, I can hardly level a criticism. I would have liked to have seen more mention of the one-off specials which had such a strong influence on the development of karts in the early days. John Dent’s Montesa and water-cooled Villiers Specials — Paul Biaghi the Scots refrigeration engineer, who built a hydraulic disc braked, fully suspended, aluminium monocoque, glycol-cooled Bultaco in 1963-64, and Peter Burgess’ early semi laydown kart of the early 70’s which wouldn’t look out of place even today. Possibly with the obvious success of this book, Mike Smith may be encouraged into exploring the archives of Karting Magazine’s Bank House, to see if record of these machines still exist. Putting those comments aside the book is excellent. Some of Rodger Calvert’s photographs would earn praise in any setting. The book even manages to convey an atmosphere of glamour to karting, something which would have been impossible to achieve up to a few years ago! The book does not attempt to be particularly technical, that is not a fault though. They — Calvert and Smith have made a massive contribution to karting by producing this book, being a Haynes Publication it will benefit from a very comprehensive distribution. My first introduction to ‘‘go-karts’’ was in the form of a book, an American publication I found in a pokey little bookshop in WHitehall, London, called Motor Books and Accessories. On the cover was an adrenalin stimulating picture of Duffy Livingstone power sliding a twin Konig engined device around the original Azusa track in California. I was immediately hooked, that was July 1959. Somewhere along the line I either lost or lent the book. I do though have a fairly old American book on Karting, also authored by a man called Smith, Leroi ‘‘Tex’’ Smith — would you believe, which Drew Liddle gave me — judging by the flyleaf he stole it from Walbottle High School Library!



Last month I made mention of the fact that in three years the lap times had not improved significantly at Donington. In this connection Nigel Smith reminded me that John Ball in fact had done a 1min 12.9sec lap two years ago, this was a generous correction on Nigel's behalf as they weren't always one another's greatest admirers. Nigel Smith also told me that he had offered a trophy for the Silverstone G.P. to be awarded to the man who posted the fastest lap, and also £25 to anyone who broke his three meeting old lap record. Apparently the reception to his offer was a little hesitant as the organisers thought it may lead to disputes arising from possible shortcomings or missing a fastest lap by the time keepers. I would have thought that at best, that was a somewhat ungracious and negative response to a well intended offer. Whether the award will eventually be received, as yet I don't know, some nasty little soul suggested it should be called the Avgas Trophy, but that's another story!

The Australian G.P. event I earlier mentioned is definitely on, for 8 drivers from Europe to travel down under all expenses paid. At the very least three of the people going should *not* be English, Petersen — Bohlin and Grondstra richly deserve a passage to the land of the Foster's Amber Nectar. I wouldn't be foolhardy enough to suggest the five remaining names from these shores though at this stage.

And now for a snippet of totally irrelevant and useless information. When you are, as I think I am fortunate enough to live on a farm, surrounded by beautiful scenery, just as in karting when there is work to do you are never short of weekend helpers. A couple of weeks ago I was assisted in a somewhat "grotty" task by a friend of a friend who turned out to be a highly qualified driving test examiner, who also has designed and built a couple of 500cc Suzuki powered Hill Climb specials. That however, is not the useless information, 60% of driving examiners are registered disabled, mainly as a result of "occupational" hazards! Not many people know that! So remember when you are screwing yourself up to take Stowe Corner flat in sixth

gear, statistically you are far better off than a much maligned driving test examiner, when it comes to sustaining bodily injury — just a thought.



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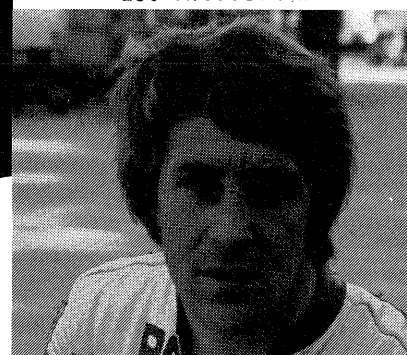
'85 WORLD CUP FORMULA E



MARTIN HINES  
'85 WORLD CUP 210 NATIONAL



JOHN NEWTON  
'85 BRITISH CHAMPIONSHIPS  
250 NATIONAL



PAUL ELMORE



holding on to 2nd spot but was under constant fire from Des Davidson, Jimmy Gordon and Terry Percival. Davidson's persistence paid off with five laps to go as he deposed Mee down to 3rd and set about the leader but Addie's cushion was sufficient and his knowledge of the track too much for Davidson who had to settle for second place. There was a final change in the order towards the end as Percival made a supreme effort and took 3rd place away from Bill Mee. So the race positions when the chequered flag fell was Gordon Addie in first, Des Davidson 2nd, Terry Percival 3rd and Bill Mee 4th.

#### 125 National & P&R

Gilbert Keenan led the pack round at the end of the first laps in heat one only to be passed by Mike Ballantyne who retired immediately afterwards with sheared axle sprocket bolts. Keenan thus regained the lead and held it until the sixth lap when Kevin Park stole it off him. Bill Stoddart was moving up well and annexed second for himself by lap ten, but he could do nothing about Park's lead. The P&R's were mixed in with the rotaries and tended to be slower than their compatriots resulting in most of them being lapped. The first man home was Dave Marshall from Jackie Ferris, Francis Hynds and P. Blyth.

Heat two was a flag to flag victory for Keenan although Mike Ballantyne had him under pressure the whole race. Third up until the last lap was Kevin Park although this became second when part of Ballantyne's clutch broke causing massive clutch slip. Bill Stoddart almost took advantage of this but was beaten on the line by a whisker for third by Ballantyne. The battle for P&R honours was just as closely fought, Ferris was the winner this time from Marshall, Andy Harvey and P. Blyth.

The third heat was won at last by Ballantyne after pressing Kevin Park for half the race. Park's race ended on lap 7 when his kart was struck by clutch basket failure and this unfortunately terminal

malady also kept him out of the final. Gilbert Keenan took over in second place from Jim Brolley and Gary Cordner. Andy Harvey won the P&R category from Jackie Ferris and Dave Marshall.

#### Final

Keenan led the pack away at the start of the race but had to give best to Ballantyne somewhere round the first lap Mike appeared in the lead at the end of lap one. Thereafter, Keenan was engaged in keeping a rejuvenated Billy Stoddart at bay for virtually the whole distance. Ballantyne did pull out a small gap on the chasing pair, for that's all it was; no-one else had the pace to stay with them, but was noticeably slower in the second half of the race as a top end misfire was robbing him of some 2000 rpm. On the seventeenth lap, Stoddart foxed Keenan at the hairpin and managed to sneak by Ballantyne at the end of the straight to move from 3rd to 1st on the same lap. From that point on, Stoddart held his line and left no way through for Ballantyne to realistically regain his first place. So at the end it was Billy Stoddart victorious over Mike Ballantyne and Gilbert Keenan, these three the only ones on the same lap.

The P&R progress was much harder to chart as they were swamped by the sheer speed of the leading trio but undoubtedly the drive for the race came from Andy Whitefield. From dead last at the end of the field lap he worked his way up through the field to eventually run out the winner. Dave Marshall had been an early leader but disappeared from the lap charts on lap four. Jackie Ferris then took up the initiative and held on to the premier spot until lap eight when Whitefield moved up to the front. Also having a good charge was John Brolley (no I'm not going to do any rain jokes!) who was following the wake left by the flying Whitefield. He was unable to get on terms with Ferris, however, and had to settle for third position at the flag.

So a successful meeting drew to a close with all

classes still wide open. The final round is at Rowrah where the Championship trophies will also be presented. Don't miss it.

#### JUNIOR BOOSTER

1st Barry Forsyth	Wright/Arrow
2nd Laurance Keenan	Wright/PCR
3rd Dougie Clarke	Premier/Arrow

#### JUNIOR BRITAIN

1st Vicky Starkey	Zip/TKM
2nd Erick Cristofferson	Premier/Arrow
3rd David Greig	Jeta/DAP

#### 100 NATIONAL NOVICES

1st Alan Moffat	Stratos/TKM
2nd Bob Bouse	Dart/TKM
3rd Alan Blythe	Sprint/DAP

#### 100 NATIONAL

1st Andy Buchan	TKM/TKM
2nd Louis di Resta	Sprint/DAP
3rd Jim Forsyth	Wright/Parilla
4th Gordon Wilson	Zip/Boyce PCR
5th Roy Dickson	Superdart/Dickson TKM

#### 210 NATIONAL

1st Gordon Addie	Barlotti/Villiers
2nd Des Davidson	Zip/Villiers
3rd Terry Percival	Zip/Villiers

#### 125 P&R

1st Andy Whitefield	Phoenix/Honda
2nd Jackie Ferris	Barlotti/Honda
3rd John Brolley	Zip/Honda

#### 125 ROTARY

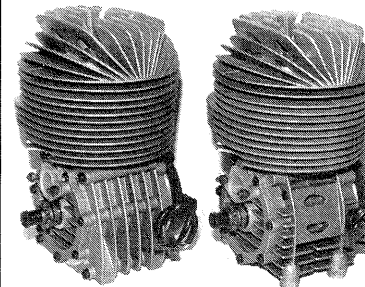
1st Bill Stoddart	Zip/Rotax
2nd Mike Ballantyne	Phoenix/BDR Rotax
3rd Gilbert Keenan	Zip/Boyce Rotax

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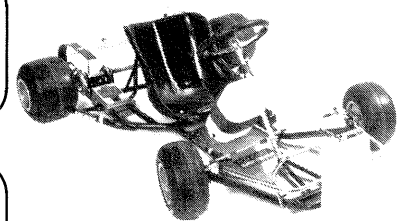
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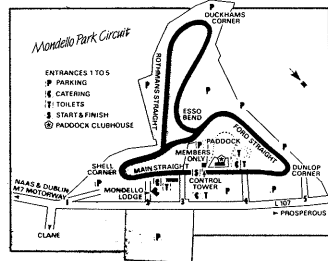
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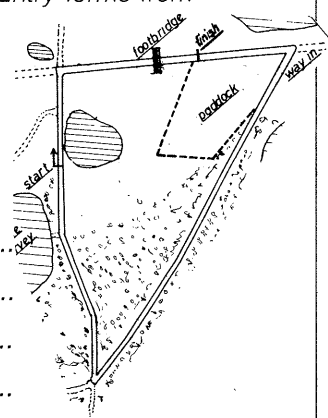
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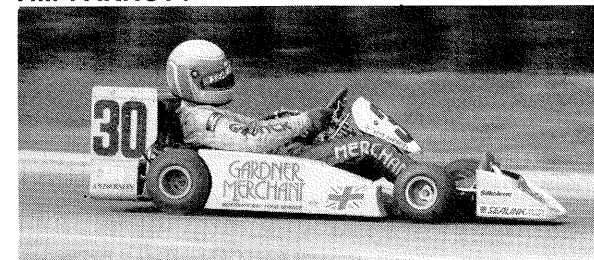
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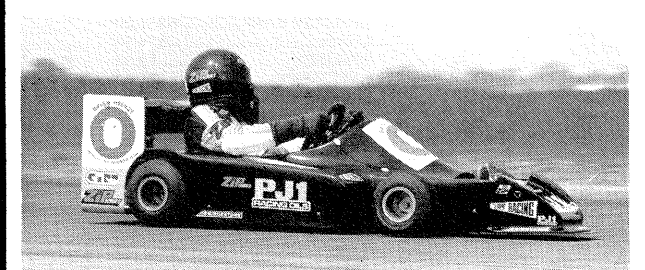
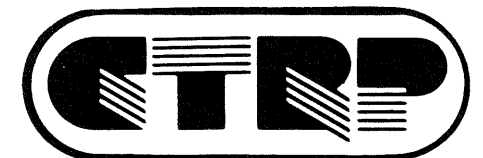


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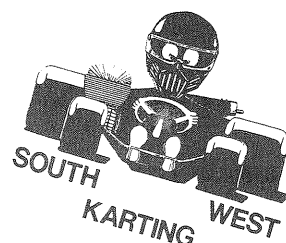
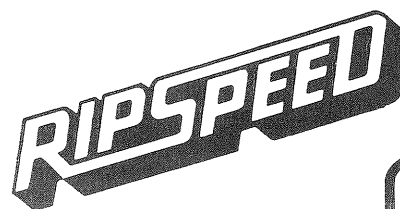
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## 210 CHALLENGE — ROUND 1 — FULBECK

June 23rd found the 210 Challenge "Circus" moving into Lincolnshire to the Fulbeck circuit the meeting being run by the Lincs Kart Club.

After the early morning rain had cleared and the damp patches which were evident on the track in practice, had dried, the rest of the day was quite pleasant and in the afternoon the sun actually shone, quite an event in the awful weather we have been suffering in June.

The first heat had Lionel Sifleet leading until he was pressed by Paul Woodward on lap 5. John Haigh also managed to find a way round Lionel on lap 8 to leave the finishing order 1st Paul Woodward, 2nd John Haigh, 3rd Lionel Sifleet, 4th Edward Mellor, 5th Ian Cramp.

Heat 2 was lead by Brian Finn until John Haigh passed him to take up the lead on lap 4. Paul Woodward took 2nd place on lap 6 but 2 laps later Paul Woodward understeered himself off near the pits entrance and hit one of Fulbeck's unyielding earth banks. This left the finishing order, 1st John Haigh, 2nd Brian Finn, 3rd Edward Mellor, 4th John Cheeseman, 5th Ray Walton.

Paul Woodward suffering a lot of good natured banter from his team after his heat 2 indiscretion, came back to make amends in the 3rd heat and after being 7th on the first lap he came through the field to finish an excellent 1st followed by R. Harpham, Ed Mellor, Lionel Sifleet and 5th Brian Finn. And what of John Haigh? He had put his spare motor on for heat 3, but this had expired on the first lap so needless to say the original motor was going back on for the final.

And so to the final. Sitting on pole position was Ed Mellor after three good and consistent heat results. John Cheeseman sat along side him, John doing a good job in the heats as he has recently come back to Karting after a 12 month lay off and was still, to quote his own words, "feeling rusty." The second row had P. Hunt and Paul Woodward, Paul Woodward being tipped by a few of his fellow drivers to be in with a good chance of victory in this round. The 3rd row had John Haigh & Ray Shirley and on the 4th row Brian Finn and R. Harpham were keeping each other company. The 5th row had Lionel Sifleet and Ray Walton with the rest of the field stretching down another 7 rows.

After a slow rolling lap the field formed up under the starters flag. The poor drivers on the first few rows must have wondered when they were going to be given the start as there was a pause while Simon Batemans stricken Kart was removed from the grid, Simons clutch cable having broken just as he selected first gear. As soon as the grid was clear the flag was dropped and they were off with pole man Edwards Mellor taking the lead at the first corner, followed closely by John Haigh, who had made a superb start. Further back down the grid their was chaos involving quite a few karts when Ian Cramps kart suffered a rose joint failure, the resulting steering loss putting a few karts out and delaying others, as Lionel Sifleet said afterwards "I was very carefull into the first corner determined to keep out of trouble when bang I was off and with the engine stalled that was it".

Meanwhile as the leaders came to the straight John Haigh was along side then passed Ed Mellor and as lap 1 was completed in the same order except that R. Harpham on his tail. Lap 2 was completed in the same order except that R. Harpham was now in front of P. Hunt.

Lap 3 and now John Haigh had a small gap to Ed Mellor who also had managed to put a small amount of daylight between himself and Brian Finn, still with Paul Woodward close behind. Further down the field there was a good battle between Pete Shirley, Jon Mark, Pete Ingall and Ron Smith.

Unfortunately Pete Shirley lost his exhaust and dropped out of this group and Pete Ingall also disappeared on this lap. As the leaders completed lap 5 they were already into the back markers and on lap 7 John Haigh managed to get two back markers between himself and Edward Mellor who had opened a gap to Brian Finn, Brian having Paul Woodward still close behind waiting for any mistakes then came another gap to R Harpham and P. Hunt. The next three laps unfolded with Ed Mellor closing slightly on John Haigh, John being troubled with a loose exhaust, (on inspection after the race the exhaust was very loose and probably would not have lasted many more laps).

These problems apart, John Haigh took his third consecutive 210 Challenge race with Ed Mellor close behind after driving an inspired race and as he said afterwards "I think thats the best I have ever driven". In third place was Brian Finn slightly unhappy at not quiet getting on terms with the leader, and wishing it had been wet for the final, as he said "I like the wet". In fourth place was another unhappy driver Paul Woodward. Paul hoping for a better result but the pace set by the three in front of him was fast and furious and 4th wa a good result under the circumstances. In 5th place was R. Harpham after driving a good race as did 6th place man P. Hunt. 7th was taken by John Cheeseman and 8th by Tony Lees. First novice home was David Lovell-But in 13th place — well Done David.

Three rounds of the 1985 210 Challenge have now taken place at three different circuits and all three have been won by John Haigh. Who can stop him on this form? There is a lot of head scratching by the other drivers. Roll on round 4 at Kimbolton.

### 210 CHATTER

Paul Woodward arrived at Fulbeck on the crest of a wave after his superb showing a week earlier at the British Short Circuit Gearbox Championship where he had pole position for the final and finished an excellent second. Well done Paul.

The reason for John Haigh changing his engine for the third heat was because his original motor had suffered a cracked crankcase, but after the spare engine stopped in heat 3 the original went back in the chassis, araldited up and fingers were well and truly crossed.

The Lincs Kart Club had a different starting procedure, the gearbox classes starting in a 2 by 2 grid formation on the main straight. It seemed to work very well and the drivers had an extra ½ lap for their money.

The first few finishers in the final had their engine bore sizes checked — all were legal.

**Yours in Karting  
IAN HUNTER**

### Here are the top 20 point scorers:-

1st John Haigh	60	11th Simon Bateman	13
2nd Paul Woodward	46	12th R. Hopham	12
3rd Steve Jones	34	12th Lionel Sifleet	12
4th John Cheeseman	34	12th Mike Edwards	12
4th Edward Millor	18	15th P. Hunt	10
6th Brian Finn	16	15th Mark Powell	10
6th Charles Morris	16	17th Paul Umney	9
8th Tom Thacker Jnr	14	18th Steve Hurst	8
8th Tony Lees	14	19th John Browning	7
8th Glen Clarke	14	19th George Brown	7

Barbara

## ULSTER NEWS

### NUTTS CORNER GRAND PRIX

On Friday and Saturday, 31st May-1st June, the Ulster Karting Club promoted the Club's Grand Prix at Notts Corner motor circuit near Lisburn. As usual each class was well represented by local lads and a number of very welcome entrants from Southern Ireland. For this highlight of any karting season the weather was obedient with blistering sun on both days. At stake were the GP plates to be worn by winners of all classes for 1985, thus there were the ingredients for a successful two days racing.

Through local advertising a large number of spectators attended and were not disappointed and hopefully the sport had gained many converts and possibly new drivers.

### RESULTS

#### JUNIOR BRITIAN

- 1st John West
- 2nd Roger Drumm
- 3rd Jonathan Wilkinson
- 4th Harry Johnston

#### JUNIOR INTERNATIONAL

- 1st Francis Stewart
- 2nd Alistair Johnston
- 3rd Fabian Ferrity
- 4th Colin McKitterick

#### 100 INTERNATIONAL

- 1st Alan Vance
- 2nd David Allen
- 3rd Graeme Wright
- 4th Richard Smythrick

#### 125 P&R

- 1st Ronnie Knox
- 2nd Chris Pentland
- 3rd Mark Playle
- 4th Fred Kelly

#### 125 NATIONAL

- 1st Brian Kennedy
- 2nd Alan MAl dran
- 3rd Leslie Curry
- 4th Henry Crossman

#### 250 NATIONAL

- 1st Harold Montgomery
- 2nd Alan Wallace
- 3rd William Lyttle
- 4th Lester Beattie

#### FORMULA E

- 1st Raymond Lyons
- 2nd Trevor Roberts
- 3rd Dick Curran
- 4th Seamus Deery

On 16th June the Ulster scene focussed on Portrush Car Park which featured the third round of the NIKA's track championship. Because Portrush is a short twisting car park track not all drivers attended. Despite this, these meetings are always most enjoyable, both for drivers and spectators alike

### RESULTS

#### 125 P&R

- 1st Gordon Crossett
- 2nd Mark Taggart
- 3rd R.J. Dunlop

#### 125 NATIONAL

- 1st Leslie Curry
- 2nd Ralph Sanford
- 3rd William Hamilton

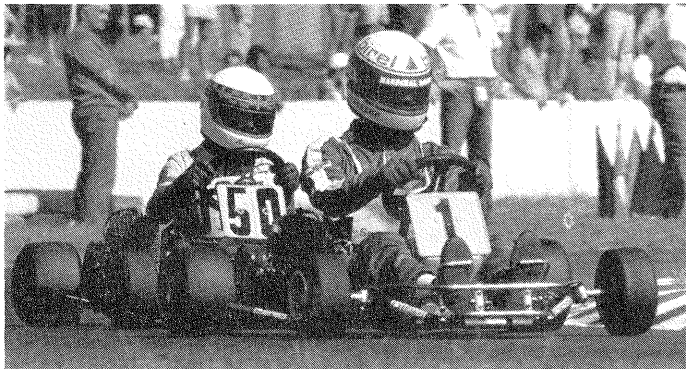
#### 250 NATIONAL

- 1st Dessie Black
- 2nd Hugh McDowell
- 3rd Gordon Robinson



# LE MANS — JUNIOR WORLD

Report & Pics: Jon Anderson  
John Hopkins



Champion for another year, Gilardi (1), chased hard by McNish who finished 3rd after a brilliant drive.

On Sunday 7th July the Junior World Championship was held at the Le Mans Kartway, within the famous 24 hour circuit. Four drivers were there to fly the British flag: James Rhodes, John Lowther, Francis Stewart and Alan MacNish. They, as well as the other 75 entrants, were all there to try and take the trophy away from the current World Champion — Italy's No1, Gilardi.

The Championship began on Thursday with the official practice sessions, all the karts having to pass through scrutineering at the end of the day. Problems reared their heads here as 1985 karts were rejected — the scrutineers were working to a 1984 rule book.

It must be said here that without the assistance of Emily Newman and her father Paul, racing under Italian colours, then perhaps Rhodes and Lowther would not have managed to race at all. Rhodes' kart frame suffered bad distortion from an early mishap but he was able to borrow a spare from the Newmans. Lowther had a batch of new carbs, which were unfortunately all one thousandth of an inch oversize in the bore. Once again in stepped the Newmans to help out.

Getting the correct compound of tyre makes a vast difference on the circuit — it really is fast, and very hot under the French sun. Lowther had his share of this problem to add to his collection, wearing out 3 sets of tyres before the real racing had begun. His team put it down to experience and bought another set, this time getting the right set — an expensive way to learn.

The sun shone down on the event from start to finish, perhaps trying to make amends for the appalling weather earlier in the year when the long circuit was used. Throughout the week the French climate was constant, never faltering, surely causing more problems during the racing as temperatures rose.

Adding the points up from the earlier races dictated the grid positions for the later stages and showed signs that the finals could be very close although World Champ Gilardi did not start off as well as he was expected to, four consecutive wins were good enough to take to second place by the end of Saturday's racing. With a not so impressive record, but with better earlier positions, Frenchman Muller came out on top and Britain's MacNish just held off Germany's Schumacher for third place.

## Sunday, July 7th

Early in the morning, local karters descended onto the circuit for their own club meeting. No racing was due to take place until two o'clock that afternoon so the few people not involved with preparing machinery could sit back and be entertained — a build up for the highlights to follow. Young riders on small motorcycles and in tiny cars also added interest as they paraded around the circuit twice,

but with Saturday's terrific battles still in everyone's minds the eagerness for the finals was growing.

At 14.30 hours, after half an hour's warm up, the teams gathered to present themselves, for once not hidden behind all their protective clothing, to the anticipant crowd. Cameras clicked as loyal fans tried to capture a picture of their's and other teams. A sight to be remembered as fourteen nations paraded around the circuit.

## Federation Cup — Pre-Finale

All those who hadn't made it to the World Cup Group had their own cup to fight for and it really promised to be a tough race.

Even before the racing got under way the warm up laps provided incidents as two karts spun off the track, one driver was given a warning and then they were all called in for a dressing down from the Clerk of the Course. Another warning was given on the next warm up lap but racing wasn't delayed any more and straight from the off No 42, Finland's Anttalaillen, shot into the lead.

By the end of the first lap he was out on his own with Seyd (Italy 11) and Fittipaldi (Brazil 33) in second and third positions. The main excitement throughout the race though was for fourth place as Iivonen (Finland 46) tried continuously to overtake Zampedri (Italy 15). His efforts were rewarded towards the latter stages of the race but Fittipaldi, despite some strong challenges had to settle for third place.

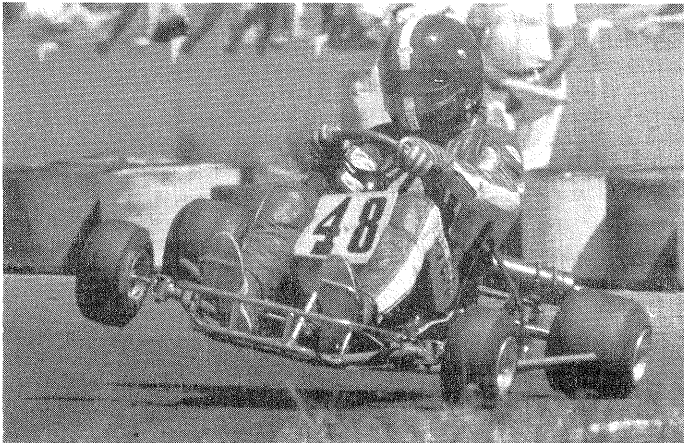
## World Cup — Pre-Final

This was the next race to thrill the spectators, all wondering if Gilardi would be put under the same pressure as 24 hours ago when McNish tried so hard to gain pole spot on today's grid.

Unlike the Fedreation Cup the warm up laps were uneventful, the race getting away first time. Once again Gilardi shot into a strong lead reaching the first bend with a clear space behind him. Muller (France 26) and Schumacher (Germany 72) were the next to round the bend but Britain's McNish definitely wasn't too keen on being back in fourth place, testing the German on every curve.

Some where around the third lap Muller makes a mistake which puts him way down the field, only to make another two laps later which puts him out of the challenge.

The race seemed an evenly matched battle as one long line of karts negotiated every bend, but by now Gilardi had built up an impressive lead. McNish and Schumacher break away from the line but have no chance of catching the leader, but on lap 10 of this 15 lap (18km) race the Scot takes second place. Schumacher tries to repeat the manoeuvre next time around, fails and loses a lot of ground, but despite catching up again has to be content with third.



The Lowther 'wheelie'!



It was Paul Molloy who notched up a fine win, hard pushed by Peter McCallum (6) and a very on form Adrian Wilcox (2).

leadership. McCallum had driven well and climbed into second place a fraction ahead of Molloy, whilst White was next along.

The penultimate lap and as they came out of Taylor's Wilcox and Molloy were abreast, racing up the hill; McCallum had slipped to third, both White and Westwood had gone into retirement and Colin Poole was now in fourth with Paul Harrison and Ian Shaw in fifth and sixth respectively.

The final lap was frantic with plenty of close action and in-fighting at the front. Molloy had gained the lead and was desperately fending off both Wilcox and McCallum. Round Taylor's for the final time Molloy held steady, McCullum squeezed through on Wilcox to take up second and began closely chasing Molloy to the flag. Time and distance though were against the Scot as the Hertfordshire driver beat him to the line. Colin Poole, Paul Harrison and Ian Shaw completed the top six order.

1st Paul Molloy	Stratos/CSK Rotax
2nd Peter McCallum	Zip/Boyce Rotax
3rd Adrian Wilcox	Zip/Rotax
4th Colin Poole	Zip/Goff Rotax
5th Paul Harrison	Zip/Rotax
6th Ian Shaw	Zip/Rotax

Race Time: 10min 28.66secs

Fastest Lap: Kurt Luby — 1min 00.72secs — 76.4mph.

## FORMULA E

Roger Goff's fine win and a second in the heats put the Kelgate Kart Racing Team driver on pole position. Alongside sat Tim Parrott, Sandy Dalgarno who had proved that a one year lay off had in no way blunted his racing skills, and Steve



.....while Steve Styryn sat close on his tail for 6th.

driver, Phil Glencross, chased by the recently married Mrs Carolynn Hoy, Rob Kerhoven and Trevor Causer.

The third tour showed no change to the front four places but fifth spot had come under serious contention when Parrott managed to slip through on Hines to secure himself another notch up the ladder, though Hines was fighting back furiously and kept the pressure on the Gardner Merchant driver all the way round the track. Glencross still led the secondary group while next along were 'Kerky' and Causer who had both pulled ahead of Carolynn. Paul Cook and Tony Holmes brought up the rearguard, totally involved in their own personal dispute and it was another lap before Holmes managed to get through, though it was to be short-lived elevation, for a while at least.

Roger Goff continued to stretch his lead on the field, now something like fifty yards on second man Dalgarno. Sandy, likewise, was well clear of Derek Rodgers in third. Tim Parrott was driving a very determined race and had moved into an attacking position behind Styryn. He got alongside him out of Taylor's and began pressing the issue up the pits straight, secured the best line and was through into fourth before the complex section. Hines also was bent on passing Styryn and achieved it on the same tour. Behind Steve came Rob Kerhoven, having pushed Glencross back to eighth, then Causer, Carolynn, Cook and Holmes.

Barring mechanical incidents it was Goff's race and there was no change to the front two places through the remaining laps. Parrott though and Rodgers fought a tremendous battle over the next couple of laps, Parrott eventually gaining the upper



Martin Hines finished 5th in the Formula E final.....

hand and moving into third, though Dalgarno had such an advantage that there was little chance Tim would haul him in before the chequered flag came out. Behind Rodgers the order was still a very close Hines and Styryn. Then there was a good gap back to the remaining pack — Glencross and Causer ran ahead of Kerhoven, Carolynn and Bryan Reader.

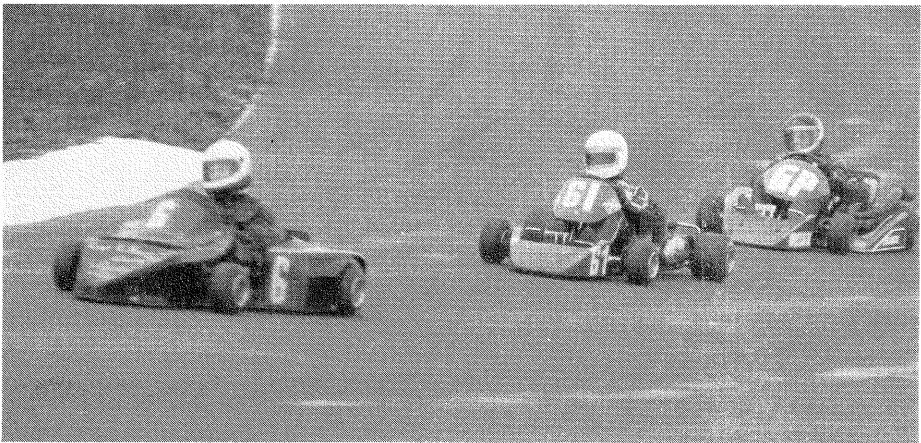
So it was a highly elated Roger Goff who took the flag and the trophy in this the 'International Race of Champions' and it was a very satisfied Sandy Dalgarno who went home to Aberdeen with the second place accolade.

1st Roger Goff	Kelgate Zip/Goff Rotax
2nd Sandy Dalgarno	Zip/Anderson Rotax
3rd Tim Parrott	Zip/Anderson Rotax
4th Derek Rodgers	Zip/Anderson Rotax
5th Martin Hines	Hermetite Zip/Zip Rotax
6th Steve Styryn	EDR/DRE Rotax

Race Time: 9min 16.40sec

Fastest Lap: Roger Goff — 54.13sec — 84.94mph





Glenn McAdam (6) took the Villiers win, followed home by Martin (61) and Bett (GP).

chances by sorting out fifth spot for himself, whilst Dudley Martin headed the secondary crew of Peter Baxter, Graham Sykes, John Brennan, Mark Lockley and Tim Price.

Still no change to the leadership next time around but there was some close dicing going on between Martin and Bett, with the ‘GP’ plates moving into second place on the sixth tour; Ogden and Green still held station but Baxter had pushed Dudley Martin down a peg and was trying his utmost to catch Green. Sykes sat in eighth whilst Wallace and Dave Thacker had altered things in their favour by pulling ahead of Brennan, Lockley and Price. John Newton had managed to rejoin the race, albeit a couple of laps down.

Three laps to go and Bett had secured the lead, trying to emulate his previous heat victories, while the order behind was — McAdam, Martin, Ogden and Green; Dudley Martin was still trying for a way past Baxter who lay in sixth.

As they came out of the hairpin an up the pits straight McAdam broke Bett’s slipstream to retake the lead. George looked a little uncomfortable in second, with Martin breathing down his neck; David Green had demoted Alan Ogden, Dudley Martin had achieved his aim by getting past Peter Baxter; Graham Sykes was still in eighth ahead of James Wallace, Tim Price, Mark Lockley and John Bennis.

One lap to go and McAdam was determinedly fighting off all attempts to relieve him of the lead. Bett was struggling, futilely as it happened, to hang onto second from Martin because, as they crossed the line at the flag, the order was McAdam, Martin, Bett and Green. Alan Ogden was fifth home whilst Peter Baxter beat Dudley Martin to the line for sixth.

1st	Glen McAdam	Aero/CKC Villiers
2nd	Andy Martin	Stratos/CKC Villiers
3rd	George Bett	Zip/APV
4th	David Green	Zip/Villiers
5th	Alan Ogden	Zip/APV
6th	Peter Baxter	Barlotti/Villiers

**Race Time:** 10 min 46.53sec

The small 125 P&R contingent gave some close racing, the main action centered around Brolly and McNeight, though it was McNeight who proved the most redoubtable when he tool the flag for the third time.

1st	Ken McNeight	Barlotti/Honda
2nd	Jim Brolly	Zip/Honda

## 250 NATIONAL

Mark Allen’s fine performances saw him on pole position for the final and quickly off the line as the lights changed, chased hard by Mark Webster and

off better as they raced for the flag. He managed to edge ahead of Webster before the line. Mark Allen held on for third ahead of Mike Doble then followed a gap back to Hipkin, Fletcher and Hodgins.

There was to be an alteration to the finishing order — after post race scrutineering Rob Bicknell was excluded from the results due to the legality of the size of front tyres used. Everyone, therefore, was elevated one place and the final results were posted as follows.

1st	Mark Webster	Phoenix/Coward
		KTM
2nd	Mark Allen	Barlotti/KMP KTM
3rd	Mike Doble	Zip/Yamaha
4th	Rob Hipkin	EDR/TC Yamaha
5th	Colin Fletcher	Zip/Yamaha
6th	Mike Hodgins	Zip/KTM

## 125 NATIONAL

Chris Stoney and Kurt Luby each had a heat win and a second placing but it was Stoney who occupied pole position. On the green Luby shot away into the lead as Stoney put a hand in the air and crawled off the line with what later proved to be coil problems. In Luby’s wake went Molloy, Wilcox, Westwood and Kennedy; Stoney managed to join the grid at the back. One lap complete and Luby had built up a considerable lead; Wilcox was now in second with Molloy hanging on his tail. Irishman Kennedy had slotted himself into fourth and was going well with Stephen Coward looking for a way through.

As Luby all but vanished into the distance, the action was centred around the continually swopping order of the next four places. Molloy had managed to gain the better of Wilcox after a bit of a struggle and Kennedy was still in fourth, whilst Duncan White of Hazard Racing had moved into the scene and was exerting pressure on Westwood’s fifth spot.

Into the fifth tour and Luby had set up a commanding lead when he crossed the start-finish line with gear selection problems, ones which unfortunately were to see his race end before the lap was complete. With a bit of convincing driving and weaving Brian Kennedy had forced his way passed Molloy and Wilcox and adopted the leadership role with the demise of Luby. Westwood and White were still hard at it, though White was having difficulty getting past the former and was not to achieve anything significant for another lap. Peter McCallum, who had not thus far enjoyed much success, was rapidly moving through the pack after a lowly start and closing, along with Colin Poole, on the scrapping pair of Westwood and White. Stephen Coward had gone into retirement to complete a dissatisfying day for him. Ian Shaw who was suffering from brake troubles had clawed his way up and was lying around the tenth slot.

Out front Kennedy still hung on grimly to the lead but he had Wilcox, White, McCullum and Westwood all line astern, sitting on his tail. Two laps from the end Kennedy had effectively ‘blown it’, he was back in fourth and Wilcox had taken up the

## Federation Cup Final

The grid looked like this:

Seyd (I)	Anttalainen (SF) Pole
Ilvonen (SF)	Fittipaldi (BR)
Salminen (SF)	Zampedri (I)
Simonen (SF)	Giao (P)
Passanha (P)	Middledorp (NL)
Van Der Sluis (NL)	Jourjon (F)
Laine (SF)	Nielsen (DK)
Trifoni (I)	Rhodes (GB)
Gassman (D)	Lowther (GB)
Jacovitti (I)	Veijalainen (SF)
Duhamel (F)	Dieu Donne (F)
Osterholm (SF)	Rontynen (SF)
Herten (D)	Guimaraes (BR)
Maio (I)	Hellmig (D)
Haapalainen (SF)	Svensson (S)
Boullion (F)	Korper (NL)
Corberi (I)	Avigni (I)

Once again the tension was high as the warm up laps started, several karts spinning off. The racing was soon under way this time though and as before Anttailen was the first to the corner, this time pursued closely by Seyd, Fittipaldi, Ilvonen, Zampedri and Simonen (Finland 39).

This group managed to pull away from the rest but Anttailen’s lead was short lived, dropping back to fourth place. While Fittipaldi moved up to front this pack, several other battles were taking place behind them, none of them had the ferocity of the leaders though as the Brazilian refused to lose an inch.

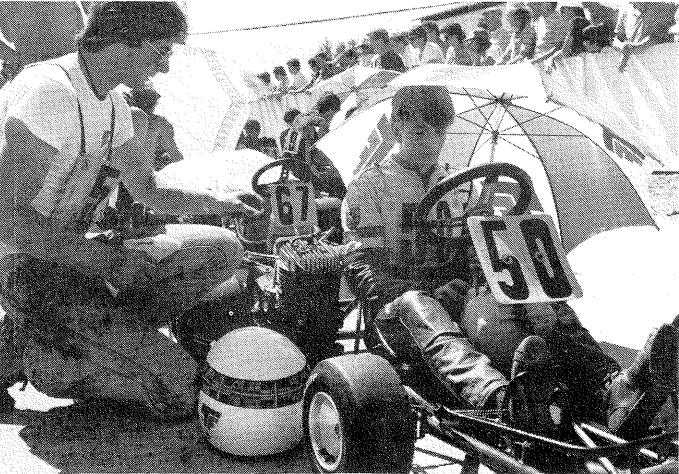
Simonen disappeared from the race towards the latter stages leaving five karts in a small bunch to cross the finishing line ahead of all the others.

A marvellous victory for Fittipaldi with Seyd, Ilvonen, Anttalainen and Zampedri hot on his heels. The next home were Giao, Jourjon, Rhodes, Salminen, Herten, Maio and Middledrop.

## World Cup Final

The grid looked like this:

McNish (GB)	Gilardi (I) Pole
Orsini (I)	Schumacher (D)
Malevaut (F)	Couvrier (F)
Gomez (F)	Goossens (B)
Koene (NL)	Boveleth (D)
Aiello (F)	Van Es (NL)
Stridh (S)	Bugatti (I)
Collard (F)	Zetterstrom (S)
Lemmens (B)	Bahler (CH)
Bracquart (F)	Beggio (I)
Campestrini (F)	Castro Santos (P)
Wams (NL)	Cazzago (I)
Ekblom (S)	Maassen (D)
Arpino (F)	Viladomiu (E)
Liesner (D)	Bijl (NL)
Muller (F)	Newman (I)
Stewart (GB)	Benetti (I)



Alan McNish waits pensively on the grid.



Gilardi (1) and Schumacher (72) during the Final.

Now it was time for the World Cup Final — all eyes surely on Gilardi. Could he hold the trophy for a second year or would one of the others take it from him. The two most promising and likely to succeed if the earlier races were anything to go by must be Schumacher and McNish.

As expected the race started without any problems and Gilardi immediately zoomed into the lead. This time he had a tough battle ahead of him because, true to form, the German and the Scot were right behind him.

Building up their lead over the rest of the challengers these three would not have seen the spectacular attempt at flying (man and machine) of Ekblom (Sweden 64) as he collided with Liesner (Germany 74) into the start of lap 3. Although both were unhurt and walked away from the incident their day’s racing was definitely over.



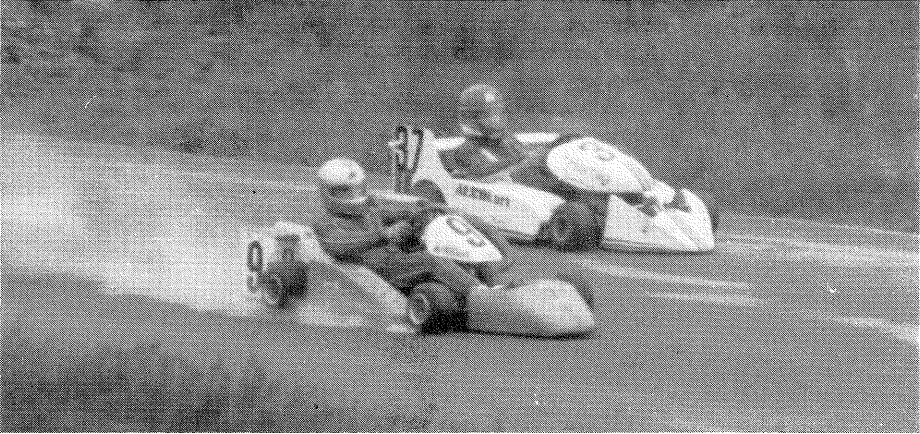
Francis Stewart.

Meanwhile, the situation was far from over up front as the gap increased. On the 11th lap Orsini (Italy 10) breaks away from the second group but there’s no way he’ll catch the leaders.

With four of the 19 laps (21.6km) to go McNish begins to fade but is surely happy to cross the line a successful third and rightfully take his place on the winners rostrum.

So Gilardi does it for a second year! No one would deny that he is definitely the champion, ice cool under pressure. Schumacher tried hard but could not find that extra bit of power necessary to pass such a good leader. Orsini held on to this fourth place in front of Aiello, Malevaut, Goossens, Gomez, Boveleth, Bracquart and Cazzago. Stewart finished an impressive twelfth after a run of bad luck put him on the back row of the starting grid.

This year’s championship was over and all the karters had the long journeys home ahead of them. A week of exciting racing concluding with two tremendous finals gave everyone something to talk about for days to come.



250 National and Webster (9) smoking into the hairpin on the inside of Bicknell.



# SCOTS MIST!



A view up the pits straight gives some impression of what conditions were like. Fortunately, the weather cleared to allow an excellent day's racing.

**Roger Goff leads the Championships with a Formula E victory over, Sandy Dalgarno and Tim Parrott; Glenn McAdam heads home Andy Martin and George Bett in 210 National, while Mark Webster scores a 250 National win from Mark Allen and Mike Doble. 125 National sees a deserved victory for Paul Molloy closely followed by Peter McCallum and Adrian Wilcox.**

**Report: Ed McCormick  
Pics Doug Rees**

Most drivers arrived on the Thursday prior to the meeting on Sunday 23rd June, a few like Sandy Dalgarno who was racing for the first time since Silverstone last year, arrived on the Wednesday to practice. Thursday and Friday, however, were a total waste of time, the weather was lousy — heavy low cloud and mist completely obscured the circuit making driving impossible. Saturday was also bad, but the mist did lift for a short time around noon and most people managed to put in a few practice laps. Sunday dawned the same and it looked as though everyone might be on the way home by lunchtime, some without even having seen the circuit at all, including Peter Carter, Clerk of the Course and his staff! There was a lot of deliberation and long faces at the prospect of an abandoned race programme. Reg Gange and Derek Price didn't bother to wait past 11.30am and started the long trek home — half an hour before the mist lifted.

So much was at stake, so much money, time and effort had been put into the joint promotion of the meeting between the Central Kart Club and the circuit owner Derek Butcher and his friend and associate from the Kingdom Kart Club at Crail in Fife, John Thompson. The public had been hit by an intensive advertising campaign through the press, local radio and television, it would have been totally disastrous had it been necessary to cancel the event. The promotional efforts paid off as the public began to turn up in droves to experience, most for the first time, a taste of long circuit karting.

Just after noon the mist had lifted sufficiently for the C of C to declare three laps of practice for each of the four classes, then if it held reasonably fine the race programme would go ahead as planned. With practice over there was only a short interval between it and the first heat.

At 1.30pm or thereabouts, 125 National with a grid of 45 in all including a couple of late entrants led out the heats. That first outing was to be a Luby victory, after some pressure from White and Stoney. Shaw retired to the Pits with a circlip gone, whilst Coward ran into the Pit lane on the last lap with



Andy Martin claimed a 2nd and a 4th in the heats, though it was (GP) George Bett, on home ground, who took the wins in each case.

## Heat Results

Heat 1	Heat 2
1st Luby	1st Stoney
2nd Stoney	2nd Luby
3rd White	3rd Molloy
4th Crossman	4th Westwood
5th Ashurst	5th Kennedy
6th Wilcox	6th Milburn
7th Key	7th Coward
8th Westwood	8th Wilcox
9th Milburn	9th Poole
10th Harrison	10th Grimes

210 National fielded a good grid of 25 drivers, with four 125 P&R Nationals running off the back. The first and second Villiers heats were both hotly contested and the mainstay of the action centred around four men — current GP title holder, George Bett, operating on home territory, George hails from Fulton, Northumberland's Andy Martin, Sanderstead's John Newton assisted by everyone's favourite Billy Longdon and Glenn McAdam who has been making serious inroads against the principal contenders so far this season. That is not to say there was not other action amongst the rest of the field — on the contrary, names like Ogden, Sykes (known affectionately as 'Syko'), Dudley Martin, Igor Ashwell and Tim Price.

Anyway, back to the racing, the first heat saw John Newton definitely on form, though just managing to hold firm against the pressure of George Bett, at least until things got really serious towards the end, the result was that George beat John to the line. Glenn McAdam and Andy Martin likewise had a tremendous scrap, the outcome of which saw McAdam hold fast for third over Martin; David Green and Igor Ashwell filled the next couple of places.

The second outing and Newton wasn't so lucky, which left Andy Martin and George Bett to argue the toss as to who was eligible for the chequered flag. McAdam again was there, right on their tails, looking for a way through whilst Newton sat in the slipstream. After eight laps Bett emerged the victor, taking his second heat, much to the adulation of the local crowd. Andy Martin followed home a good second, while McAdam, Newton, Ogden and Dudley Martin made up the rest to sixth.

The 125 P&R guys, oft times overlooked, put in fine performances, encroaching well into the 210 ranks before the end of the heats. In each case it was Ken McNeight who managed to hold sway over the proceedings, with Glasgow's Zip/Honda mounted, Jim Brolly a close second.

## Heat Results

Heat 1	Heat 2
1st Bett	1st Bett
2nd Newton	2nd Martin
3rd McAdam	3rd McAdam
4th Martin	4th Newton
5th Green	5th Ogden
6th Ashwell	6th D. Martin
7th D. Martin	7th Price
8th Ogden	8th Sykes
9th Baxter	9th Baxter
10th Price	10th Swankie

## Heat Results

Heat 1	Heat 2
1st McNeight	1st McNeight
2nd Brolly	2nd Brolly

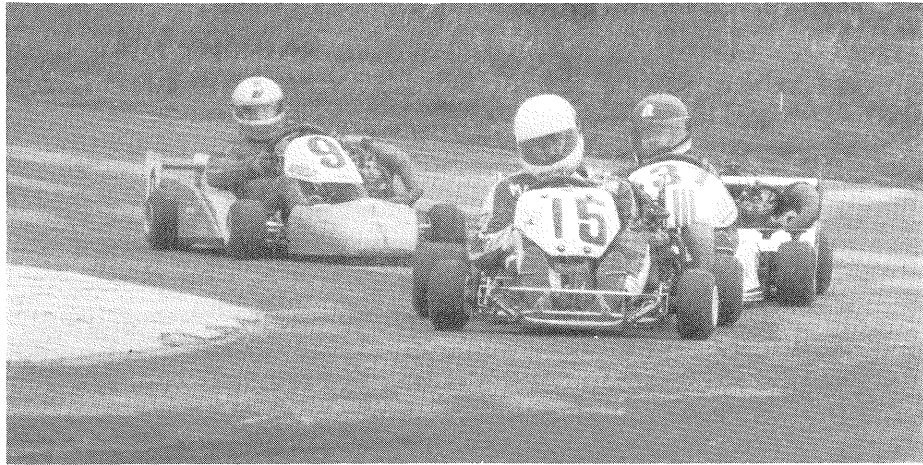
250 National saw a very on form Mark Allen stamp his authority on the class as he put the Barlotti-KTM through its paces. Initially, GP holder, Mike Doble, gained the advantage but quickly fell foul of Mark Webster and Allen. Mike Hodgins, after some impressive driving, was forced to pit with only three laps run.

Allen and Webster continued to struggle furiously over the number one spot, Allen eventually gaining the upper hand to take the flag with Webster a close second. Mike Doble followed up in third, while Rob Bicknall, Colin Fletcher and Alan Cheetham completed the order to sixth. The fast lap was credited to Mark Webster — 78.30mph.

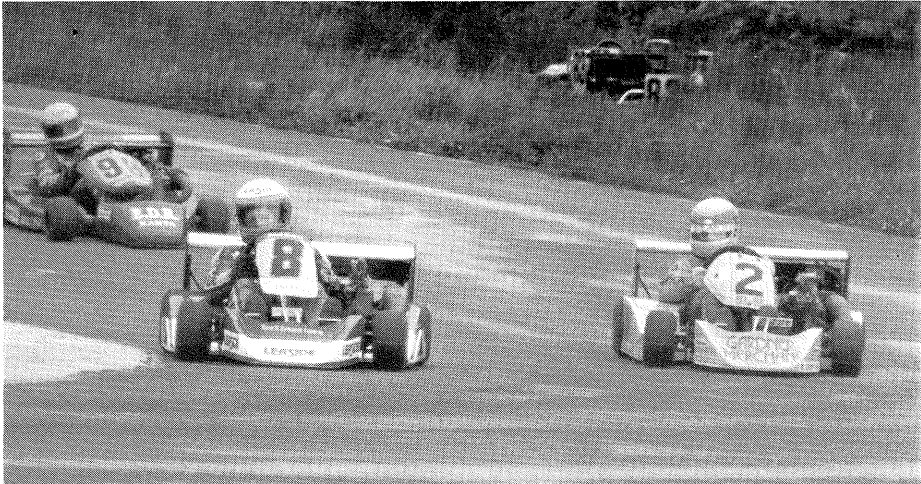
The second session saw Allen again get the jump with a very quick start on the green light and beating Webster up to the first corner. Doble and Hipkin were locked in a furious early struggle along with Bicknell. Ian Woodcock unfortunately only lasted three laps before trailing up the pit lane. Alan Cheetham found himself out of the race by mid distance and had to be towed in at the end. Mark Allen held off Mark Webster, Webster falling foul of Bicknell before the line, while Webster held steady for third, ahead of Doble, Hipkin and Fletcher.

## Heat Results

Heat 1	Heat 2
1st Allen	1st Allen
2nd Webster	2nd Bicknell
3rd Doble	3rd Webster
4th Crossman	4th Westwood
5th Ashurst	5th Kennedy
6th Wilcox	6th Milburn
7th Key	7th Coward
8th Westwood	8th Wilcox
9th Milburn	9th Poole
10th Harrison	10th Grimes



250 National saw Mark Allen (15) take both heats, seen here shadowed by Bicknell (37) and Webster (9). It was Mark Webster who went on to victory after Bicknell was excluded from the results.



Tim Parrott (2) was the winner of heat 2, while Rodgers (8) didn't fare so well. Stylin (99) had a 2nd and an 8th.

The first Formula E heat saw Geoff and Hines smartly off the line together, while Rob Kerkhoven started well, quickly making his way through the pack ahead of colleague Sandy Dalgarno.

Very quickly Goff established himself at the front with Hines slipping back a little in favour of, first Stylin and then Kerky, allowing Roders to tag onto his bumper. Steve Gill, after a good start, had clawed his way up to sixth just ahead of Dalgarno and that was the order at the flag, with Bangor's Dick Curran, Tim Parrott and Phil Glencross bringing the tally to ten. To Stylin went the credit of a quick lap of 55.81sec — 83.15mph. The previous track record at Knockhill was set by Ron Haslam on a 1000cc machine at 56.40sec.

The second session and again Goff was out front, this time beating Trevor Causer away from the line. A little further back Derek Rodgers was struggling with Sandy Dalgarno as they entered Taylor's hairpin where Dalgarno gained the advantage. Parrott was another incursor on the scene and cleared Rodgers to tuck himself in behind Dalgarno. Then commenced a furious struggle between these three for the lead, with Dalgarno hitting the front by the halfway stage; Goff and Parrott were glued to his bumper. Trevor Causer was going well and now occupied fourth position whilst Kerky was out of the proceedings with mechanical problems.

It was a classic scrap, the racing of the quality expected in the final rather than a heat. Goff managed to regain the lead a couple of laps from the end, leaving Sandy to the attentions of Tim who managed to get through on the penultimate tour. That last lap was a frantic dice between Goff and Parrott, Parrott trying for the inside line through the hairpin. Side by side they came up to the flag, Parrott taking the victory by the length of his front faring. Dalgarno and Causer held the next two places while Curran and Glencross completed the

first six home. Rodgers, Stylin, Hynes and Genesis Travel man, Paul Cook, were the next quartet along. The lap time came down again, this time to 55.24sec in favour of Roger Goff, equating to 84.00mph.

## Heat Results

Heat 1	Heat 2
1st Goff	1st Parrott
2nd Stylin	2nd Goff
3rd Kerkhoven	3rd Dalgarno
4th Hines	4th Causer
5th Rodgers	5th Curran
6th Gill	6th Glencross
7th Dalgarno	7th Rodgers
8th Curran	8th Stylin
9th Parrott	9th Hines
10th Glencross	10th Cook

## THE FINALS

Because of the possibility that the weather might again close in, the announcement from the C of C was that there would be no interval and that the finals would commence as soon as the grid sheets were posted. The first group out was 210 National.

## 210 NATIONAL

George Bett had taken both heat wins and occupied pole position but, when the lights changed to green, it was Andy Martin and John Newton who made the best of the break and sped up to the first right hander. Glenn McAdam hung on behind third man Bett as Martin and Newton jockeyed for the lead; Alan Ogden was high up in the order as well.

Down the back straight and Newton had the lead, McAdam had moved into second whilst Bett still sat in third, Martin on the other hand had slipped back to fourth.

Out of Taylor's and McAdam was at the front as they tore up the hill past the start-finish line. Alan Ogden had moved into second ahead of Newton and Martin, whilst Bett had dropped a couple of places to fifth.

Into the third tour and Bett got his act together as he manoeuvred the rest and moved into second spot heading Ogden and Martin; Newton was lagging a little in fifth.

McAdam continued to hold the front, establishing a safety 'buffer' between himself and the others where a fair old scrap was being enacted by Bett, Ogden and Martin, Martin getting the better of his colleagues as another tour unfolded. Next along came Dudley Martin but John Newton had gone missing from the head count.

A lap later the McAdam was still looking comfortable in the lead, Martin was in second but didn't seem able to haul in the leader. Bett had relegated Ogden to fourth and began to close a little on the lead pair. David Green had improved his