

K AND S

THE INTERNATIONAL MAGAZINE

KART AND SUPERKART

OCTOBER 1985

80p

Features include

Bridgestone United
Kingdom
Championships —
Penultimate Round
Three Sisters



Gary Parker
— 210 National

**Snetterton and Cadwall Park
British Championships
Rounds 4 + 5**

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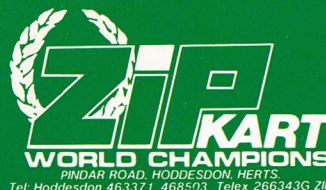
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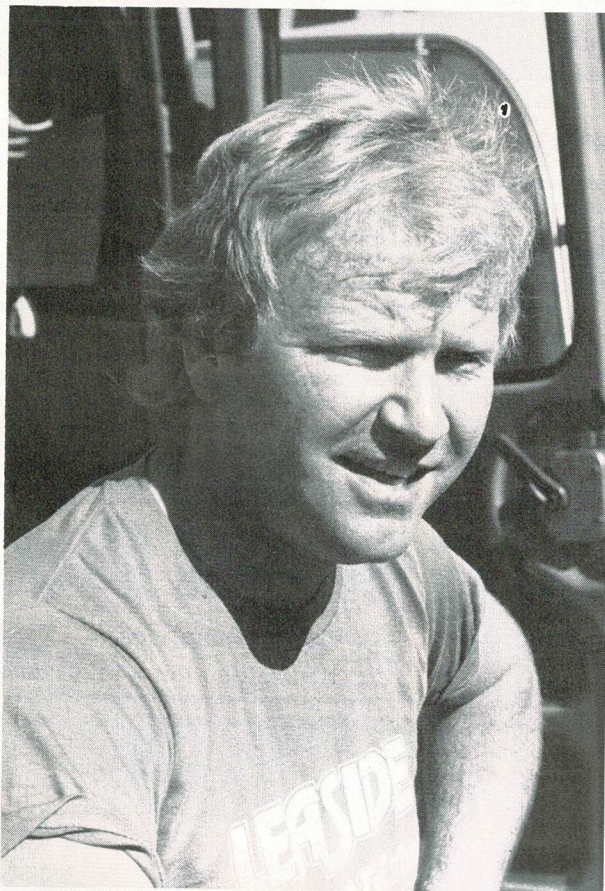
FRONT COVER:

Jason Plato (22) in action at Jesolo.

Inset photo:- Gary Parker (210 National) motored home to a fine Cadwell victory.

(Pic: Doug Rees)

No. 82



Philip Glencross, Leaside Tyre & Exhausts Boss — a satisfactory first year in Formula E.

(Pic: Doug Rees)

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WHERE AND WHEN

Where and when to see karting during the coming month.

Commencing on page 17 and by kind permission of the RAC MSA, we publish in its entirety the long awaited 'Green Paper' on karting. We have adopted this approach because we feel that, if the proposals were condensed or summarised, it might be seen as an attempt to influence karting opinion. Neither have any editorial views on the proposals been put forward in this issue — the intention is to seek your comments because you will be the ones directly affected by any change. A comments sheet has been provided at the end of the paper and you are asked to submit your conclusions as soon as possible to these offices, in order that a summary of the general feeling may be published in the next issue of *Kart and Superkart*.

Please address replies to: *Kart and Superkart* Magazine, Pindar Road, Hoddesdon, Herts. EN11 0DE.



Please note the new address for the Association of Scottish Kart Clubs:-

Willie McLeod,
"Reiss",
Sibell Road,
Golspie,
Sutherland,
North of Scotland.
Telephone: 04083 3683

MALLORY NOTES

At the final round of the 1985 RAC British Long Circuit Championships on Sunday 15th September, the British No 1 plates were awarded to the following drivers:-

FORMULA E

Martin Hines (3rd year running) — Hermetite Zip/Zip Rotax

250 NATIONAL

Mark Allen (GP winner) — Barlotti/KMP KTM

125 NATIONAL

Stephen Coward (GP Winner) — Zip Field Rotax

210 NATIONAL

John Newton — Zip/Longtune Villiers

(Full report and pics next month)

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



Paul Scutchings in 100 National action at Kimbolton (see 'Club Scene').

BITTER WORDS

The Bridgestone United Kingdom Championships reached conclusion at Rye House on Sunday 22nd September. The presence of Murray Walker as guest Commentator and Prize Presenter helped to pack the spectators in and, along with the efficiency of Reg Deavin and the Hoddesdon Kart Club, it turned out to be a splendid event.

There was only one really unpleasant and totally uncalled for incident to mar an otherwise excellent meeting. That was the unwarranted behaviour of the 100 National Series winner who took to task the Championship organiser and sponsor, Mr Mark Hines, over the distribution of the prizes and whose bitter words and ungrateful attitude caused distress to Mr Hines and have placed in jeopardy the staging of a Series next year.

The TKM representative who had donated a kart as a prize further added acrimony by loudly proclaiming that he expected his prize to go to a TKM driver! It seems there is no pleasing some people.....

Those of you who have had cause to ring the editorial office of late will have spoken to a young lady other than Jayne. She is Jacqueline Somerfield, from Nazeing in Hertfordshire. Jacqueline assumes the role of Advertising Manager for *Kart and Superkart* Magazine in place of Jayne who has been well known to you for a number of years. Jayne leaves us at the end of October to take up domestic duties as a mother. We hope you will all join with us in hearty congratulations to Jayne and her husband John and wish them the very best for the future.

Ed

Mini Ads



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1985 RAC British Long Circuit Champions (l to r): Martin Hines (Formula E); Mark Allen (250 National); John Newton (210 National) and kneeling, Stephen Coward (125 National). In the centre is Mr Okawa, the Bridgestone representative over from Japan who presented the trophies.

(Pic: Doug Rees)

Next month's features include:- Rye House, Bridgestone United Kingdom Championships Final Round; Formula K World Championship, Parma; Mallory Park Long Circuit Finals and Cadwell Autumn Championships. (These items were correct at time of going to press). Publication Date:- Thursday 7th November.



Richard Dean would like to thank the drivers who stopped after his Formula E accident at Mallory Park when a rear tyre came off the rim. 'At Silverstone I raced on Dunlops and didn't use bead studs — I didn't need them, the Dunlops were such a tight fit. At Mallory I was back on Bridgestones and thought it would be alright. You know the rest.....'

He and his wife Wendy would also like to thank all the people who rang up asking after his health. He doesn't think he'll be racing again this year but will be around to watch. What with all the running about and excitement, Wendy got herself in hot water with their local visiting nurse. You see they are expecting their second baby at the beginning of March! Our congratulations and best wishes go to them both.

Congratulations to Tim Parrott and his wife Sue who announced recently that they are expecting an addition to the family next year. Word is about that father Ken is trying to design an automatic guidance and drive system to suit a pram, in the event he winds up as chief pusher!!

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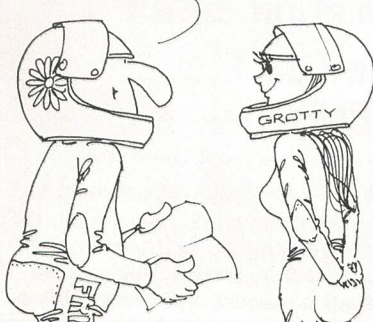
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FRIGGIT

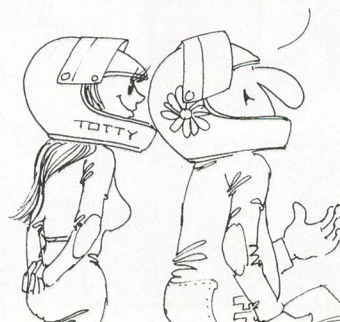
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... TO ALLOW HOMOLOGATED ENGINES TO DROP DOWN TO THE CLASS BELOW - I SUPPOSE THAT MEANS THAT BY THE TIME...



... RAC HAS IT'S 'WHITE PAPER' OUT, THE 250cc ROTAX SHOULD HAVE REACHED THE JUNIOR BOOSTER CLASS!



DOWN UNDER NEWS

Saturday 24th August and Bay Park, North Island, New Zealand was the venue for the Citrus Festival Superkart meeting. The event attracted a healthy entry from both North and South islands with a number of 'names' looking for the honours. The man most people's money was on was Christchurch driver, John Hamilton and John proved he was a wise choice with domination of the proceedings and a fine victory at the end of the day. Second place went to Phil Morley (Zip/Ehrlich Rotax) while Michael Wooley (Zip/Rotax) claimed third. Of interest, John Hamilton was using the power-valve version of the Rotax which has been appearing recently on the New Zealand scene. Other front runners were Jim Rouse (Zip/Rotax) and Brian Dawes (Zip/Rotax); Brian's outfit is the immaculate No 22 in the accompanying photograph — he bought it from Paul Larsen who returned 'down under' last October. Brian has also been hot on the sponsorship hunting trail and has managed to interest the 'Sunday News', NZ's leading Sunday paper, in karting. Unfortunately, Brian and Christchurch driver, Kevin Greenfell, had a coming together in the third heat which put paid to Brian's racing for the rest of the day — a bent axle was the only damage sustained.

Superkarting in North Island is going from strength to strength and this coming summer, (our winter!) the Superkart Drivers' Club will be holding a Club Championship series, which will include racing at a new circuit in Taupo. In fact the circuit at Taupo was laid some six years ago but has never been used. Other news is that a number of Kiwi drivers will be at Adelaide on November 3rd for the Superkart meeting prior to the Formula One Grand Prix. There is hope also that there will be some form of International Series this year, along the lines of the LEP International which ran previously. On the 100cc front, plans are well in hand to run a 100cc International series and past British Champion, Gary Moynihan has been confirmed as an entry. Dates and venues will be announced as soon as they are available.

Back to the Superkart scene — there are now quite a few really top line karts in New Zealand and the full body configuration is beginning to catch on. The only thing worrying drivers out there is the gradual appearance of the power-valve Rotax. They seem to be quicker than the conventional setup and there is a strong body of opinion that wants to ban them for a year until they have been raced in the U.K.

(Info and Pic: courtesy Gary Harrison)



Brian Dawes (22) on Paul Larsen's old outfit.

SCOTTISH CHAMPIONSHIPS

The results of the Scottish Championships, held at the North of Scotland Kart Club's circuit of Golspie during 7th-8th September are as follows. It is hoped to provide full details of the meeting a little later.

Junior Booster	Graeme Melville	(Polmont)
Junior Britain	Alan McNish	(Dumfries)
Senior Britain	Robert Wilson	(Thornton)
100 National	Gordon Murray	(Glasgow)
125 National	Paul Cook	(Peterhead)
125 P & R	Andy Whitefield	(Wishaw)
210 National	Peter Baxter	(Kirkcaldy)

BY BARRY FOLEY

your letters..

Dear Ed,

Through the pages of your magazine I would like to write a few lines in direct reply to the article '100 Scene', in which the reporter, nameless as always but well known to me, criticises the Officials of Bolton Kart Club on their lack of organisation at the 100cc RAC British Championships.

1. There was a very good reason for no practice facilities on the Friday before the meeting and this was known by all drivers, the RAC and the Kart Committee. A practice day was arranged on the 4th of July from 10.00am to 8.00pm and was very well attended by most of the top class drivers. Free practice was held on Saturday morning from 9.00am to 1.45pm, so why harrass the Officials all day on the Saturday of the meeting, instead of letting them get on with their jobs.
2. As for the point '30 plus' on the grid in practice — the 'plus' were the drivers who tried to cheat, either by changing number plates, having no numbers or trying to sneak out on the exit to obtain more practice. When Black Flagged for these offences, one excuse was — "I made a mistake" — this was just one of many given to the officials. Incidentally, the Black Flag went missing on Saturday and was not found until that evening in the Paddock area. Have *you* any idea who could have hidden it, as you seem to have missed nothing at the meeting? The track licence allows 36 on the grid and with such a big entry it was necessary to field 32 drivers on the grid in the heats and the finals. Had we not done so, what time would there have been for free practice on the Saturday? If there had been less practice time you would have had more to write about!
3. As for 'poor grid marshalling' — we were very lucky to have some marshalls left to marshall, as they were fed up taking abuse and bad language all day Saturday! The overall marshalling during the two days was carried out voluntarily by numerous top class gearbox drivers, so what complaints have you got there? Please give credit where it is due; without marshalls and helpers there would be no racing.
4. As for 'lack of atmosphere', you must be joking! The organisers tried their best to make it a

successful meeting. There were a few people who tried to introduce a bad atmosphere but they are not worth bothering about. The majority of drivers and their families enjoyed their weekend at Three Sisters and the numerous telephone calls we received after the meeting only go to substantiate the claim.

5. The circuit telephones are for the benefit of Lapscorers, Signing-On and the Scrutineers and were in action all day Saturday and Sunday and the only interruption to communications was when the Clerk of the Course was called away to deal with offensive and offending drivers which, unfortunately, was pretty often.

Just for the record, 180 drivers were smashing and the other half dozen or so who tried to corrupt proceedings are not worth wasting breath or words over.

Yours sincerely
Else Price
Bolton Kart Club

100 Scene reporter — take note.

Dear Sir,

Is it True?

I was at the Scottish Championships at Golspie in Sutherland, sponsored by Aviemore Raceway and, to my surprise, I discovered that it was Tom McLaren who sponsored this great Scottish event. Also with him was Tich Hendry whom I have not seen for 14 years. These two lads did a great deal for Scottish karting in the past and I have heard a whisper around the Pits they are intending to come back into karting. Tom McLaren raced Class IV in those by-gone years and also raced Class 1 100cc International along with Tich in the Scottish Team. Is it true they are about to get back into the sport? I also heard Tom has joined the North of Scotland Kart Club and that Tich has opened A & J Karting in Grantown-on-Spey. It'll be great to see old faces drifting back — "Haste Ye Back lads!"

A. Spectator
Inverness

Dear Ed,

Having just read the September edition and the comments regarding the organisation at the 100 Senior Championships at Three Sisters, I am concerned that since the meeting there have been considerable adverse comments about the event from many competitors. The Bolton Club took on a major event and obviously had some difficulties in certain areas. However, let us not overlook the fact that all clubs are run by people dedicated to our sport and severe criticism will dent their enthusiasm. It is essential that ex-drivers, fathers and mechanics put back into karting some of the blood that they suck from it during their racing. No club can operate without adequate backup and I would humbly make a plea on behalf of Bolton

Kart Club, with whom I have no association, to karters and ex-karters in Lancashire to rally round and provide support. The track at Three Sisters is excellent and top class racing at this venue must be encouraged. I was concerned to see some of the problems from the Championship recurring at the Bridgestone United Kingdom event, although I feel it would be unfair on the Manchester and Buxton Club to go into further detail. Kart meetings can be well organised to the benefit of all with a strong committee, as we have proved this year at Kimbolton, where we have been fortunate to collect together an excellent, hard-working group.

Finally, thank you Bolton Kart Club for an enjoyable experience, for Glenn, wife Chris and myself at our first Senior Championship.

Yours faithfully
Duncan Taylor

Dear Ed,

I think your comments in the July issue of *Kart and Superkart* on 'knocking off' have gone home to the drivers you had in mind. At the Bridgestone UK Champs meeting we had 135 entrants from nine classes who completed, throughout the day, some 230 racing laps in both wet and dry conditions without a single incident or accident which could be attributed to what a Cheshire correspondent described as a 'dubious barging manoeuvre'. The conduct and standard of driving of *all* the drivers was excellent and, on behalf of the officials, I would like to thank them. Keep it up lads.

I apologise if there were any discrepancies in my report but to do your duty as Club Steward and write a race report in the pouring rain is, as you know, very difficult.

Regards,
Brian Waller
Club Secretary
Manchester & Buxton Kart Club

P.S.

The official RAC Noise Meter Man was in attendance all day. During practice all karts, except three out of the whole entry, were over the permitted 'Blue Book' noise level. They were told and some efforts were made to reduce the noise. I would be obliged if you would mention this, in view of next year's proposals.

B.W.

OOPS!

In last month's *Pit Talk* there was a short update on Mike Mulhearn's karting business which was recently revamped and had its name changed from F.R.E.D. to 'Kart Sport'. The information was taken over the telephone and, unfortunately, instead of Kart Sport it was quoted as Kart Shop. The Editor takes responsibility for the error, apologises profoundly to Mike, has had his hand slapped and been advised to apply for a hearing aid!



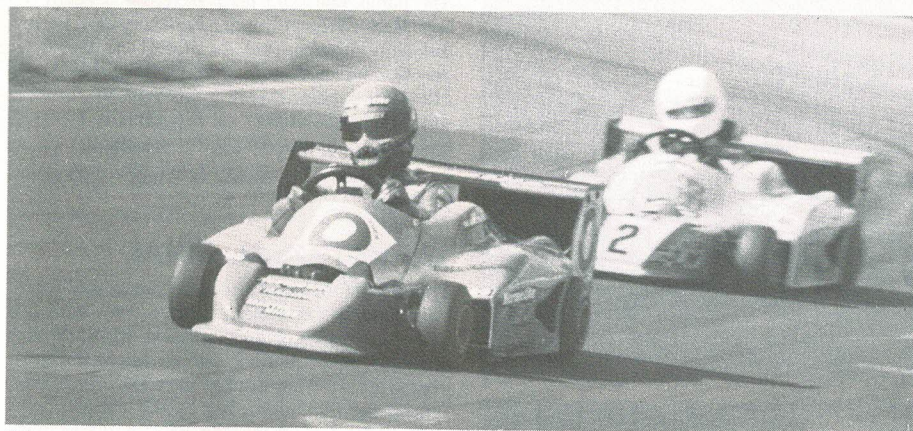
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MH takes MM



Hines outmanoeuvred parrott(2) in the Formula E final and went on to take the Martyn Merritt Trophy for the third time and collect 9 valuable Championship points.

Martin Hines wins the Martyn Merritt Memorial trophy for the third successive time, driving the Formula E machinery over the line ahead of Tim Parrott and Paul Cook. In 250 National a surprise victory for Jamie Vale, with Mark Webster and Rob Hipkin following for 2nd and 3rd. 210 National and a win for Sanderstead's John Newton, leading home Glen McAdam and Graham Sykes. Chris Stoney and Stephen Coward provide the action in 125 National and a furious scrap all the way; Stoney just making it to the line from Coward while Adrian Wilcox leads the rest of the field.

Report: Ed McCormick
Pics: Doug Rees

The entry was poor, considering past events at Snetterton, with only 90 odd drivers for all classes turning out. A British Championship round to boot! The reason? Most drivers had spent out at Silverstone a couple of weeks earlier, that and the fact it was a Saturday meeting, helped to deplete the entry.

Sleeping Friday night in the Renault van was a bit like being inside some pop group's snare drum — when it was being played! The Rain! Thoughts on Saturday's racing were very dismal indeed. Remember September last year for the final round of the Championships? However, spirits were given a hefty shot in the arm when, after a damp start, Saturday became bright and sunny, if a little windy.

As there were a little under 40 125 Nationals competing, a couple of heats and the qualifier were dropped. With Peter Carter in control and the club's usual efficiency, racing got under way on time — 125 National leading the heats order.

THE HEATS

The first heat was to see a Stoney-Molloy race long confrontation as both Stratos men struggled to hold the lead. Wilcox and Poole fought a frantic battle for the whole six laps with Beaumont and out-going 'GP' title holder Glendening trying to get a look in. At the line Chris Stoney took the flag with Paul Molloy on his heels. Adrian Wilcox held steady for third from Colin Poole, Ian Beaumont and Keith Glendening.

In the second session it was the Stoney-Molloy duo again who established themselves at the head of the field, there to sit in that order to the flag. Stephen Coward, Ian Shaw and Peter McCallum ran a good race, frequently changing order as the laps rolled by, but it was McCallum to snatch third spot

when the flag came out, a fraction ahead of Coward, with Shaw bringing up Westwood for fifth and sixth places respectively. Barrington, Wilcox, Key and Luby filled the other slots.

250 National fielded a modest entry but had all the ingredients for some interesting action — new crowned 'GP' man, Mark Allen, Mark Webster, Alan Cheetham, Mike Doble and so forth. The first session saw an all out battle between Webster and Allen with Rob Bicknell nosing in on the action. Further back Mike Doble, Jamie Vale and Frank Rowntree were struggling over the next few places. Out front the battle continued, Webster eventually beating Alan to the line. Bicknell held steady for third, whilst Rowntree and Vale managed to demote Mike Doble to sixth spot.

The last heat for 250 National saw a reversal of

roles at the front, with Mark Allen taking the honours from Mark Webster. Rob Bicknell again claimed a third; Alan Cheetham improved with a fourth, ahead of Jamie Vale and Keith Bisp. Mike Doble finished in seventh over Rob Hipkin.

210 National managed to field just under twenty drivers, with Gary Parker on the CKC Villiers putting in a fine first heat performance, keeping John Newton in check to take the flag. Recent 'GP' winner, Andy Martin finished third, with Alan Ogden, Glen McAdam and John Underdown filling the other places to sixth.

The next session and Newton again put to the test, this time by McAdam as the Stakeford man ran home the winner, leaving Newton to Struggle for second place ahead of Ogden. Andy Martin beat Graham Sykes to the line, whilst John Underdown took another sixth.

The two Formula E heats produced two different winners. In the first outing Martin Hines was pressured constantly by the Leaside pair of Phil Glencross and Derek Rodgers. Paul Cook, Steve Gill and Steve Styryn were a little down on the leading three. Hines fended off the Leaside attack to take the flag, Rodgers beat his team mate for second, whilst Cook, Gil and Styryn were next along; Tim Parrott finished in seventh.

The last outing gave Rodgers the advantage, Glencross hanging on close behind, while Parrott and Hines fought a running battle for the duration, Steve Gill looking on. Glencross could not find a way past Rodgers and, at the line, had to settle for second. Parrott beat Hines after a concerted struggle to take third, whilst Steve Gill and Paul Cook claimed fifth and sixth, respectively.

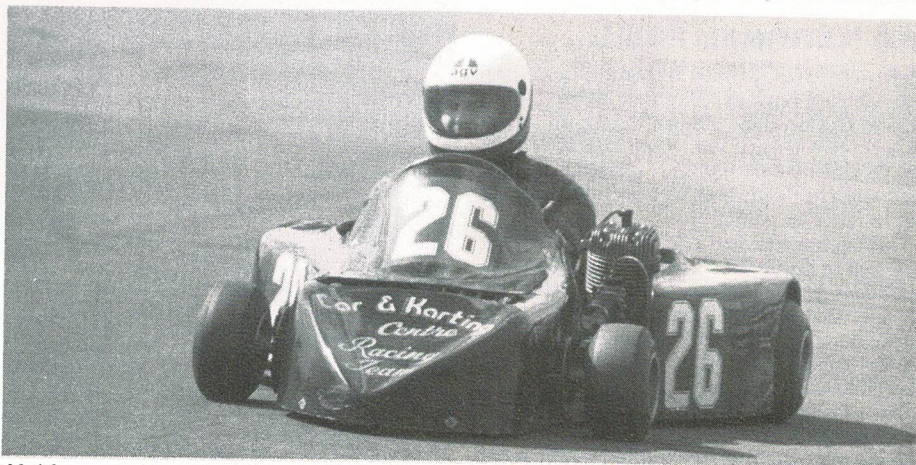
210 NATIONAL FINAL

The Villiers contingent was the first group to take to the circuit for the 10 laps. John Newton's two second places in the heats gave him pole position, with McAdam, Ogden and Andy Martin alongside.

On the Green light it was John Newton who had the advantage, from McAdam, Ashwell and Sykes as they headed for Riches. Gary Parker, after a promising heat performance, was sidelined with Gremlins below the commentary box. Alan Ogden had failed to get a good break and ran off with the midfield men. 'GP' winner, Andy Martin, was also well down the field and was trying to work his way through the pack as leader Newton completed one lap. McAdam was on his tail, whilst Ogden had made good ground, late braking out of the back straight to slot into third. Sykes was next along, heading Ashwell and the Stratos of Andy Martin.

Another tour completed, Newton was still at the front but McAdam had slipped and sat in fourth, Ogden and Martin occupying second and third. Sykes lay in fifth whilst John Underdown had made headway and led Igor Ashwell.

Newton had built up quite a considerable lead though Martin, having deposed Ogden from second, ►



McAdam — a win and a 5th in the Villiers heats.



John Newton ran out the winner in 210 National after Martin's demise.

was noticeably hauling him in. Sykes had moved ahead of McAdam while the order to their rear remained unchanged.

By the halfway stage Martin had closed right up on Newton and was benefiting from the Sanderstead man's tow and already they began encountering back markers, Newton trying to use them to advantage to put some distance between himself and the Stratos threat. Further back a frantic struggle was going on between Ogden, Sykes and McAdam, with the position frequently changing during the course of a lap. The struggle for the leadership was on in earnest, Martin gaining the edge through Russells, only to lose it into Riches when Newton slipped through on the inside.

While the leaders vanished into the distance the battle for third spot still raged, until Ogden was forced to retire and McAdam took the running — just — from Graham Sykes.

Into the last lap it was the 'GP' man, Andy Martin a fraction clear of John Newton, but it was still anyone's race. Martin held off Newton down the Revett Straight and through the complex turns looking for the flag; Newton was close behind waiting for an opportunity round Coram and Martin was out of contention as he pulled off. Newton took up the running and homed in on the flag, a comfortable winner, over, McAdam, Sykes, Underdown, Howard and Ashwell.

1st John Newton	Zip/Longtune Villiers
2nd Glen McAdam	Aero/CKC Villiers
3rd Graham Sykes	Zip/Longtune Villiers
4th John Underdown	Zip/Villiers
5th Ralph Howard	Zip/Villiers
6th Igor Ashwell	—/—

Race Time: 14min 06.9 sec — 81.49mph

Fastest Lap: (A. Martin) — 1min 17.7 sec — 88.81mph

250 NATIONAL FINAL

Mark Allen, Mark Webster, Rob Bicknell and Jamie Vale. On the green it was Allen from Webster, whilst Hipkin quickly came through to take up station ahead of Bicknell and Vale. Keith Bisp, after some frantic activity in the pit lane, managed to join the race, albeit half a lap down with his work really cut out to make up ground.

One lap complete and Allen was demonstrating how well he has his KTM sorted, he was stretching out a considerable lead over the rest. Webster held second, Vale in third from Hipkin and a fast encroaching Alan Cheetham. Next up came Mike Doble's Yamaha, pursued by Colin Fletcher, Frank Rowntree and Jon Bunyard.

For a further two laps Allen held sway over the proceedings before his motor failed him at the halfway point and he retired, leaving Webster to take up the lead from Vale. Cheetham and Hipkin were

constantly disputing third with Cheetham gaining the edge after a furious struggle. Mike Doble still led the rest of the field, composed of Fletcher, Rowntree, Bunyard, David Brown and Kings Lynn driver Colin Breeze.

As the laps unrolled Webster held command from Vale while Cheetham stuck to his guns and successfully fended off Hipkin. Doble lost out on his struggle with Fletcher after resolutely defending fifth. Meanwhile, Frank Rowntree was coming under threat from Harpenden driver, Jon Bunyard, the latter weaving and darting seeking a way through.

Into the penultimate tour Webster looked good for the victory until an exhaust retainer worked itself loose and power began to drop off as the engine started to blow; Vale slowly hauled him in and closed for the kill. Lap nine saw the demise of Alan Cheetham which allowed Rob Hipkin to take up the running in third.

At the flag Jamie Vale, elatedly, took his first victory with Webster in second and Hipkin in third. Colin Fletcher, Mike Doble and Frank Rowntree claimed the balance of the points to sixth.

1st Jamie Vale	EDR/DRE KTM
2nd Mark Webster	Phoenix/KTM
3rd Rob Hipkin	EDR/T&C Yamaha
4th Colin Fletcher	Zip/CJF KTM
5th Mike Doble	Zip/Yamaha
6th Frank Rowntree	Zip/Yamaha

Race Time: 12min 25.1sec — 92.62mph

Fastest Lap: (M. Allen) — 1min 12.00sec — 95.85mph

125 NATIONAL FINAL

The entry of under 40 drivers in no way robbed the class of some fine racing. Chris Stoney, with two heat victories, had pole position whilst Stratos colleague, Paul Molloy, sat alongside. As the lights went to green Molloy just had the edge, from Stoney, Wilcox and McCallum, but by the completion of one tour Stoney had the lead, Molloy tucked in his slipstream. McCallum, Wilcox and 'GP' Stephen Coward tore up the start-finish straight abreast, each fighting for the advantage as they went into Riches. Both Colin Poole and Boyd Barrington were sidelined with problems on that lap.

Another time around and Stoney had pulled out a sizeable gap, Coward was up to second with Molloy, Wilcox and McCallum close in tow, fighting for the honours. Steven Key, Malcolm Clark and Ian Shaw were next along whilst British Champion, Kurt Luby was lying in the mid-field.

Coward began to close on Stoney and, round Coram on the fourth tour, was tucked up Stoney's exhaust. Out of Russells Coward had the lead but lost it on the approach to Riches. McCallum was in third with Wilcox and a relegated Molloy hanging on in the tow.

The halfway point it was Stoney from Coward, stretching out a considerable advantage over Molloy,



250 National and Jamie Vale took his first win of the season, while...



...Mark Webster finished second.

now in third, Wilcox and McCallum. Ian Shaw had vanished from the order, Malcolm Clark lay in fifth, with Steven Key, then Kurt Luby; Ian Westwood, Les Cooper and Terry Keegan followed.

As the lead two battled it out, the scrap behind continued — Wilcox led then it was McCallum, then Molloy. Luby disappeared during the closing stages as, out front Coward wrenched the lead from Stoney and hung onto it for a clear lap until Stoney successfully hit back. Side-by-side they exited Coram. It was Coward out of Russells with Stoney on his tail up the hill. Stoney broke the tow and edged past, less than half a kart length to take the victory flag. Wilcox beat Molloy for third, with Steven Key and Malcolm Clark filling the other two places.

1st Chris Stoney	Stratos/CSK Rotax
2nd Stephen Coward	Zip/Field Rotax
3rd Adrian Wilcox	Zip/Anderson Rotax
4th Paul Molloy	Stratos/CSK Rotax
5th Steven Key	Zip/Rotax
6th Malcolm Clark	Zip/Rotax

Race Time: 12min 41.3sec — 90.65mph

Fastest Lap: (Coward/Stoney) — 1min 15.00sec — 92.01mph

FORMULA E FINAL

It was Derek Rodgers who sat on pole from Martin Hines when the Formula E paraded out for the last race of the afternoon; Phil Glencross and Steve Gill completed the front row. On the green, Gill got the jump from Parrott, Rodgers, Glencross and Hines; Roger Goff was a non-starter, completing a totally disastrous weekend, with another big end failure.

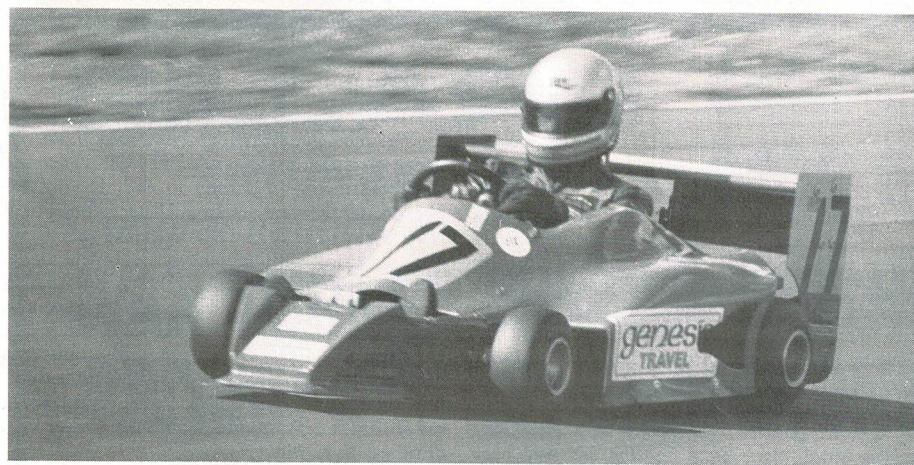
One tour complete it was Tim Parrott with Martin Hines and Derek Rodgers tucked in close. Out of Riches and round onto the Revett straight Parrott held steady from Hines and Rodgers, with Glencross



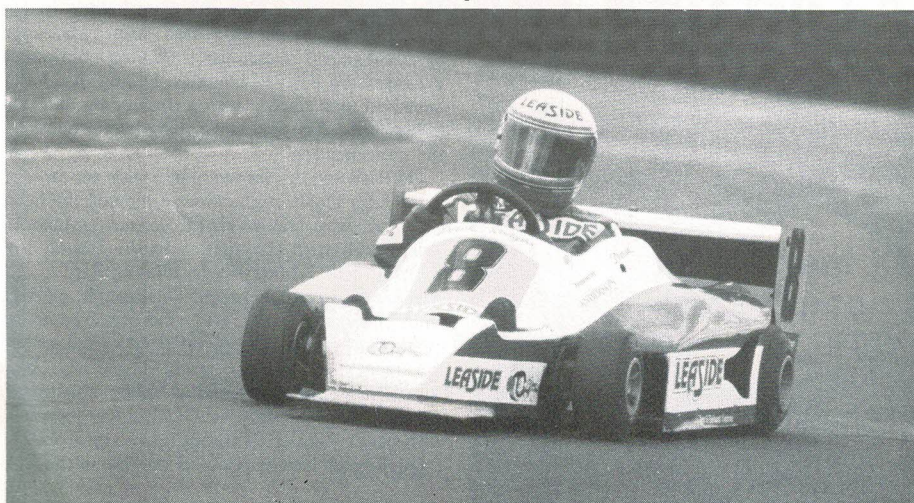
Wilcox(2) managed to hold off Molloy(177) for third in the 125 National, but...



...Stephen Coward(GP), here leading Chris Stoney(89), was forced to settle for second place.



Genesis Travel, Paul Cook, a fine Formula E third place.



Leaside's Derek Rodgers — motor 'nipped' when he looked like collecting some championship points.

clammering for a look-in. Gill was next up leading Steve Stylin.

Tightly bunched Parrott was fighting desperately to hold the front, Rodgers had slipped through, demoting Hines to third. Glencross was still in fourth defending himself from Gill and Stylin. Genesis Travel driver, Paul Cook, was going well, hanging onto seventh.

Down Revett into the complex Rodgers hit the front, Hines following through and Parrott was back to third; Glencross still held station. Cook had demoted Gill and was looking to take on fifth placed man Stylin.

Round Coram into the halfway stage Rodgers was still heading the field, Parrott was up to second with Hines and Glencross breathing down his neck.

The Leaside duo suffered a total rout when leader Rodgers disappeared from the order with a 'nipped up' motor and Glencross retired at Russells when his Rotax threatened to rev itself to death!

Parrott and Hines were left to battle it out, Parrott leading but unable to shake the orange Hermetite Zip threat. Cook headed the rest of the field after the appreciable gap, consisting of Gill, Adam Philpotts, Kevin Bullard and Tony Holmes; Steve Stylin had disappeared from the reckoning.

Two laps to go and Hines outmanoeuvred Parrott and began to edge away, there was nothing the Gardner Merchant driver could do to haul him in.

At the flag it was Hines, Parrott, Cook, Gill, Philpotts and Bullard who collected the Championship points.

1st Martin Hines	Hermetite Zip/Zip Rotax
2nd Tim Parrott	Zip/Anderson Rotax
3rd Paul Cook	Zip/Rotax
4th Steve Gill	Zip/CSK Rotax
5th Adam Philpotts	Andrews Zip/Goff Rotax
6th Kevin Bullard	Zip/Rotax

Race Time: 11min 24.9sec — 100.76mph

Fastest Lap: (Hines/Parrott/Rodgers) — 1min 07.3sec — 102.54mph

THE MANX MEET

Saturday 7th September Report: Paula Brain; Pics: John Waterson

The very first 'Round the Houses' karting event run on the Isle of Man by the newly formed Isle of Man Kart Racing Association was a huge success. An estimated 9,000 people turned out in less than ideal conditions, with rain drizzling down for most of the day, to view the Peel meeting. The UK and Ulster drivers found the previously untried course an exciting challenge and the local drivers, all in their first road race, shone throughout the heats and finals. The Dave Hudspeth Carpets trophies were fought hard for by all.

The 250 National and International classes ran combined and local drivers, Malcolm and Keith Stoddard showed great promise for top placings in next year's event, Malcolm being just pipped into fourth place by Trevor Cryer in the final. Keith Stoddard who, unfortunately, did not complete the final, was awarded the trophy for the most improved local driver. The racing was exciting stuff, with the 250's powering throughout the wet conditions. Ulster's number one, Trevor Roberts, proved to be untouchable in the final, setting the circuit lap record of 1min 14.23sec. Joe McBride, despite having problems in the heats, came through to take second place.

The heats in the 125 P&R class were hotly contested, with localman John Qualtrough driving superbly. Sadly though he spun off in the second lap, surprising as John has considerable experience in the wet — being ex-World Tin Bath Champion! The class

Monday 9th September

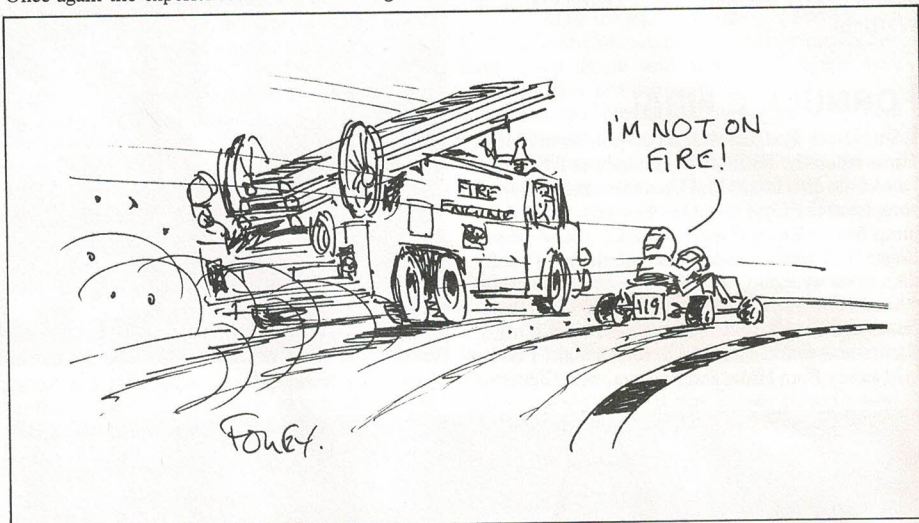
Most of the Ulster and UK drivers who took part in the Peel meeting stayed on to compete at Jurby, but it was there that the local lads came into their own, showing the visitors some excellent competition. With the weather at last smiling on us a good meeting was enjoyed by all.

The 100 National gave the spectators some fantastic racing to watch, with a battle royal throughout the heats and final between Ashley Hedges and Carl Hudson, both from the Island, dicing for first place, with Hudson winning two out of three heats. Engaged in their own battle for third and fourth places were Ian Bradshaw, Richard Messenger and Lee Clegg in the first two heats, with Alan 'Poppa' Brain putting up a good fight for third in the last

honours were won easily by Ulster's Fred Kelly with UK driver Dennis Mairs and Ulster's Ronnie Beggs coming in second and third, after some very exciting and skilled driving. Alan Colvin, John Hunter and Paul Ansermoz, on the local side, put in creditable performances throughout, Ansermoz having to race on slicks and being forced to retire with exhaust problems in the last lap. Hunter was also unfortunately forced to retire, after disappearing backwards up a flight of steps! Colvin, the only local to finish the race, came in fifth.

Once again the experienced Irishman held good in

the 125 National class, with Brian Kennedy taking first in the finals and Derek Crossan driving to second, both drivers being pushed hard throughout the heats and finals by local men, Geoff Evens, Roger Owen and Gary Brain. Evens showed some excellent form in the heats but was forced to retire in the first lap of the final when he developed clutch problems. The laurels for the Manx, however, must go to local Novice driver, Gary Brain, who settled for third place in the final after some exciting dicing for second with Brian King for half the race distance. The Clerk of the Course described his performance as 'remarkable' in his first road race outing. Manxman Roger Owen, drove steadily to finish fourth — a man to watch for the future.



heat; Ashley Hedges spinning off on the last lap and Ian Bradshaw gaining second place. When the flag went down for the final Hedges and Hudson looked set to fight it out to the finish. Then disaster struck and Hedges spun out in the first lap taking Lee Clegg with him. He restarted and, with three quarters of a lap between himself and Hudson it looked as though Hudson was set for a comfortable win. Hedges, however, had other ideas and was clawing his way back through the field like a man possessed. On lap twelve Hedges had Hudson well in his sights and he stormed past to win the final by a nose! Hudson was second with Lee Clegg taking third place after fighting his way back following the tangle with Hedges — a fantastic struggle.

250 National and Formula E combined and it was Trevor Cryer from Lancashire who dominated the classes from the beginning to end, leaving Joe Morton and Dessie Black from Ulster fighting hard to catch him. The second heat and once again Cryer was on form, with second place providing an interesting scrap between Graham Kelly, Alan Wallace and Joe Morton; Kelly gaining advantage and second place after Wallace went out in the penultimate lap. Local driver Malcolm was consistent throughout and came a comfortable third. Heat three and, after passing Morton and Kelly in the first four laps, nothing could stop Cryer who drove easily to win.

The final, and true to form, Cryer led the race with Morton, Ulster's 'GP' plate holder, in hot pursuit but unable to catch him. Manxman Stoddard gained an excellent third after a ding-dong with Graham Kelly of Douglas. Dicing all the way Stoddard took third place on the line by the soles of his boots. Kelly will be buying bigger boots for the next meeting!

125 P&R and this proved to be a walkover for local man, John Qualtrough, who dominated the heats and final. Heat One was led from start to finish by Qualtrough with the visitors to the Island, Ray Johnston and Ronnie Beggs, chasing hard on his heels. The second heat and Qualtrough, starting from the back of the grid, was involved in an exciting struggle with Gordon Crosset and, after half the race, he took the lead. Third was Paul Ansermoz, slowly reeling in the leaders. Qualtrough took second in the third heat behind Ray Johnston with Mark Taggart following up in third place.

Qualtrough led the pack off the line in the final



Gary Brain — highest placed local driver — 3rd at Peel in 125 National.

Continued on page 37

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GRICE SCORES ANOTHER

by Brian Waller

Manchester and Buxton Kart Club, sponsored by Alpine Double Glazing who gave vouchers in all classes totalling £11,000, hosted the penultimate round of the Championship at Three Sisters on a typical Summers day — WET, although after the drivers' two sessions of practice all the heats were run in the dry. The rain, however, returned and the Finals were run in very wet conditions. The meeting was run on a National/Restricted permit so there were races for 100 National non championship drivers, 125, 210, 250 National and 250 International as well.

JUNIOR BOOSTER

Heats

Dario Franchitti once again stamped his authority on this class of eight drivers with three heat wins. Johnny Eastwood taking two seconds and a third and Stuart Capstick a second and two thirds.

Final — 15 laps

In view of the conditions all the the drivers voted for fifteen rather than twenty laps. Up went the flag and straight into the lead from pole went Dario Franchitti followed by Johnny Eastwood, Stuart Capstick and Daniel Stilp. The order remained the same from flag to flag and was a bit processional. Nevertheless, a fine drive by all these lads in bad conditions. However, at the weigh-in, Eastwood was found to be underweight which brought Capstick into second place. At scrutineering, after the race, Stilps engine was found not to have a restrictor and was disqualified. This resulted in Scott Armstrong being awarded third place.

JUNIOR BRITAIN

Heats

Seventeen drivers contested this class which, as in Booster, was dominated by another Scottish driver, Alan McNish who had two heat wins and a second which gave him pole for the final. Nicky Hart had two seconds and a fourth and David Coulthard a first and a fourth.

Final — 20 laps

Due to the eagerness of these young men they had to have three rolling laps before the lead men decided that they were not going to be started at near race speeds and the mid field men weaving about



Shaun Nicholson (19) didn't show well in the heats for Junior Britain but ended his day third from Oscar Newman (22). (Pic: Steve Fairgrieve)



Ricky Grice, leading the Championship in 100 National.

(Pic: Steve Fairgrieve)

out of line. From the flag it was pole man Alan McNish who was first into the right hander at the end of the straight followed by Nicky Hart, Oscar Newman and David Coulthard. On lap two Newman and Coulthard got by Nicky Hart. Lap three saw Shaun Nicholson, who had not shown well in the heats, come charging from the mid-field to depose Nicky Hart and take fourth spot and set his sights on Newman who he was hanging onto by lap seven. McNish and Coulthard were well away, McNish from Coulthard by some two hundred yards. Lap eleven then remained the same and at the flag it was McNish from Coulthard with Nicholson third and Newman fourth.

SENIOR BRITAIN — 20 LAPS

Heats

The same number of drivers as Junior Britain contested this one which produced three different heat winners in Gary Chapman, Gavin Wills and Darren Gibbs. Chapman also had two thirds, Wills two seconds and Gibbs two fourths. Paddock chatter was that the winner would come from these three. However a man named Patrick Smith had other ideas.

Final

As they went round on the rolling lap it was obvious that they had learned something from the start of the previous Junior Britain final. Together with signals from the Clerk of Course, Ken Wright, which left the drivers in no doubt what he meant, they were away for the second time of asking. Into the Gooseneck it was Darren Gibbs from Patrick Smith, Jamie Thompson and Garry Chapman. The order remained the same on lap two but lap three saw Smith dive past Gibbs taking Jamie Thompson with him. The same lap saw Richard Hind, who hadn't really showed in the heats, move up to fourth. This man was really going and by lap four he was third. On lap six he passed Thompson for second spot. The leader, Smith, by this time had built a lead of some fifty yards. The order remained the same until lap eleven when Chapman succeeded over Thompson for third. At the flag it was Smith from Hind and Chapman with Thompson fourth.

100 NATIONAL — 20 LAPS

Heats

As only twenty eight drivers, including the top ten in the Championship, had entered the final grid was decided by three heats.

Again there were three different winners in Ricky Grice, Steve Sykes and Steve Brogan. Grice also had a third and fourth, Gary Moynihan and Steve Tillett a second each and Darrell Beasley a third and fourth.

Final

Out they rolled for their final race and once again they were obviously keen to get on with it. Despite frantic efforts by the Gooseneck marshalls, Ian Waller and Marek Piatkowski of 125 P&R fame, who did everything but throw the yellow flags at them to slow them down, they went round to starter, Rob Brown, for the second time before they were away. It was Darrell Beasley who got the drop on pole man Grice as they all went safely through the first corner. These two were followed by Steve Sykes and Gary Moynihan. The next lap saw Moynihan move ahead of Sykes for third. No change until lap four when in half a lap Steve Brogan passed Sykes and Moynihan for third place. There was no change in the first six until lap twelve when Ricky Grice leaned his motor off to take Beasley before the end of the straight. The front order then remained the same until lap seventeen when Sykes succeeded in passing Brogan for third place. At the end it was Ricky Grice from Darrell Beasley, Steve Sykes, Steve Brogan and Jamie Beasley.

125 NATIONAL — 12 LAPS

Most consistent of the heat winners was Mike Ballantyne with two. Andy Fairless took the other one and with two seconds took pole for the final. In the final it was Andy Fairless who shot off the line followed by Ballantyne and Peter Crowson. By lap three Gavin Fearnley, who had problems in the heats, had charged from the

middle of the grid to relieve Crowson of third place. By lap seven Fearnley had caught Ballantyne and Fairless was looking for a way round. On lap eight he found it and with a brave if not brilliant manoeuvre drove round the outside of Fairless at the end of the straight only to do the same to Ballantyne on the next corner and run out the winner from Andy Fairless and Peter Crowson third.

210, 250 NATIONAL and INTERNATIONAL — 12 LAPS

These classes were run together. The final winners being — 210 — Mike Edwards, 250 National — Dennis Hamilton, 250 International — John Ashe.

100 NATIONAL — NON CHAMPIONSHIP — 12 LAPS

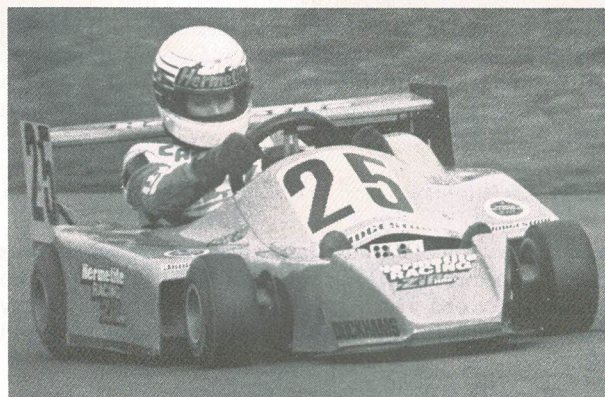
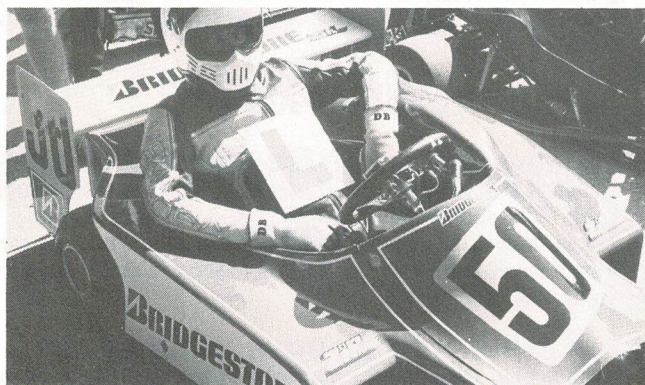
Ron Haywood won all three heats. The other frontrunner positions shared by Eric Rimmer, John Coupe and Nigel Critchley. The final was won by Ron Haywood with John Coupe second and Eric Rimmer third.

The trophies and vouchers were presented by Mrs Linda Power, the wife of our sponsor. The lady officials were presented with bouquets of flowers by our Kissogram Boys, Ray Grimes and Karl Ayris who will also double as Kissogram Girls for any Club that wants something different. The committee of Manchester and Buxton Kart Club would like to say a big 'Thank You' to all the officials who did a superb job on the day.

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CAROLYNNS 1985 Kart complete with full body and 1985 Zip prepared Rotax 256. Fully factory maintained regardless of cost

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Valve locator circlip.....	20p
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Rotary valve Cover L90TT.....	£13.60
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Liner 3 port.....	£30.24
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Cylinder liner, 3-port.....	£30.40
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12T sprocket, fine pitch.....	£4.00
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Crankpin.....	£3.60
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Rotary valve, 45-65°.....	£5.00
Cylinder comp. 3P.....	£60.00
Cylinder comp. TT.....	£64.00
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Liner 3P.....	£33.00
Liner TT.....	£34.80
Liner D Port.....	£39.60
Gaskets, paper.....	20p
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Connecting rod, selected.....	£25.04
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219 Type Chain and Sprockets

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Please note all these pistons are genuine TKM reinforced pistons. When buying a piston always ask: 'Are they reinforced and have they got the new type steel ring locator?'

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TKM 589	TT	50.6 x 48.5	£238.50
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TT27 Nat. Cylinder Comp.....	£85.26	Komet Rotary Valve.....	£4.62
Conrod Super 81.....	£30.00	Komet Valve Locator.....	£4.50
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125 NATIONAL



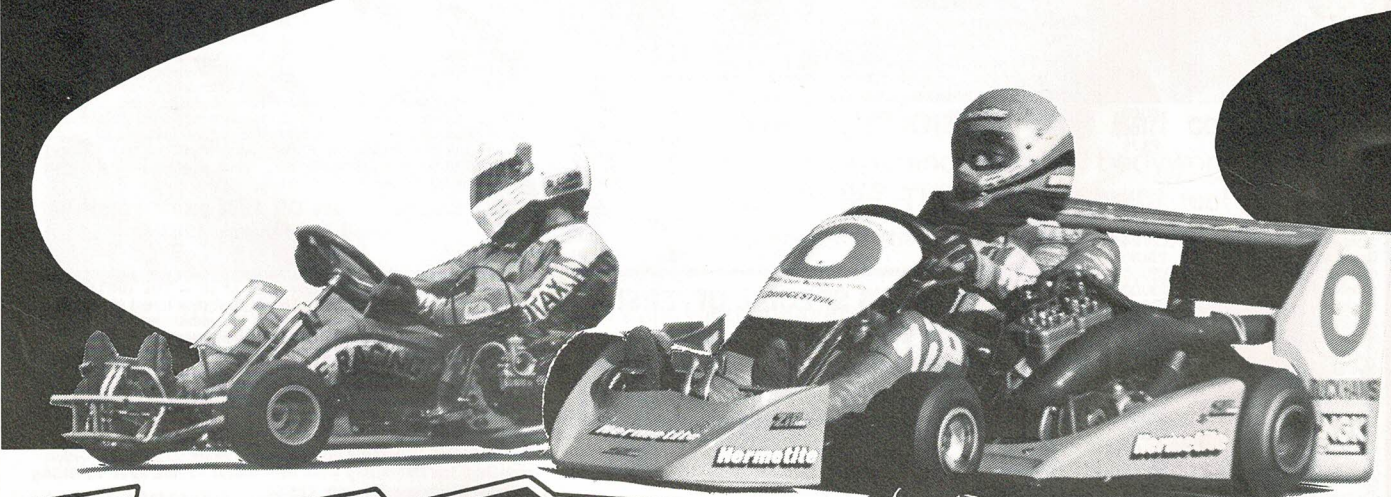
210 NATIONAL



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Whatever Barry Sheene has done in the past 15 years usually made the headlines, and anyone who closely followed his activities both on and off the racing circuits may think they knew all there was to know about him. Whilst on holiday my youngest picked up a secondhand paperback for Dad, called "A Will to Win" all about the Sheene man by Micael Scott, price 5 pence! The book covers Sheene's life from infancy up to his retirement from two wheels in 1984. Most books of this kind are very hastily cobbled together, somewhat superficial and usually avoid any hint of criticism of the main character. The author of this 270 page, 5 penceworth in my case, delves so deeply at times it almost hurts; he makes no attempt to skirt round the sensitive areas of relationships within the Sheene family or with the other top riders and mechanics. A particularly fascinating aspect of the book refers to the cost Sheene paid for his outspoken views at times. Both Yamaha and Suzuki never forgave him for openly criticising their bikes and for the post World Champion years he was never given a bike much better than the previous year's model which, by then, was available to any top rider. He was very critical of Kenny Roberts' ability to sort out a bike, which I found particularly surprising. The last time Sheene had a Yamaha anywhere near the specification of Roberts was for the British GP in 1982 and that was when he had his near fatal crash.

Having been raised in a motor cycle racing family I had always assumed that it was expected he would eventually race, he apparently didn't really have any such intention. It was not until his natural ability was noticed at Brands Hatch, whilst running-in an engine for his father, that his thoughts turned to actually competing. His father, Frank, obviously played a significant role in his success, towards the end of his racing career though even this presented its problems when dangerous mistakes were made in preparation, and this delicate business of telling father, due to pressure from above, that perhaps it would be better if he took on the role of transport driver, and left the job of preparation to the younger men.

I can never be sure whether I was envious of people who had enthusiastic Sheene-type support from parents or not. My parents from the very start, till the time I quit regarded my interest in racing as an unmentionable anti-social disease, which I suppose had the sub-conscious effect of being even more determined in my endeavours to succeed!

The Sheene book mentions Frank Sheene's involvement with Bultaco engines in karting, and the close association he had with the Spanish factory. When John Morrell was supreme in karting with a Sheene

Bultaco, Frank was very strict with him regarding early nights before big meetings. Judging from the book he didn't succeed in influencing his son the same way! If you happen to see the book it is well worth a read.

One Daniel Street Bath, at one time was one of the best known addresses in karting. At one time the home of Dennis and Ann Kilminster who were Bath Kart Club. Ann Kilminster died last month after suffering from wretched health for many years. I know that all of those who remember her will be saddened by this news, whilst they also will recall the many happy memories she and her husband played such a large part in creating.

They were almost unique as race organisers in putting together race meetings for the enjoyment value of all concerned, rather than any reflected glory. Apart from the many successful short circuit Castle Coombe meetings, and a few on the full motor racing circuits, they played a major role in the never to be paralleled Snetterton 9 hour races, dealing with the massive entry and the trouble free 120 kart rolling starts! Scrutineering, practice, and the 9 hour endurance race all smoothly administered in one day. They also ran the early meetings on the Club Circuit at Silverstone. They were instrumental in getting my licence back after I lost it for "conduct in the paddock unbecoming" — at Rye House in 1963. For all these things I have great cause to offer my thanks. Fanatical and untiring enthusiasts.

Much, indeed most of the interest at the final round of the Long Circuit championship at Mallory, centred around the massive 35ft motor home of patron and ever improving driver Phil Glencross. Apart from such essentials as an ice-makers, air conditioning, it features a rear mounted television camera, connected to a monitor screen up front, to assist in visibility when reversing!

The word has gone round that the next model of KTM 250 National engine features a power valve exhaust, the prospect and expense of which has dismayed the 250 fraternity. I am told that Basil Pinn has circulated a petition which has now been presented to the RAC, asking for them to reconsider the homologation principle for this otherwise very healthy class. The petition proposes the use of any single cylinder Moto-Cross engine water or air cooled, thereby opening up the use of engine availability from crashed bikes etc, with the obvious intention of cost cutting. I feel it would be wise to add that the motors should be pre-December 1985. We can but wait and see the reception from the RAC for this I would have thought very reasonable request.



THAT'S NOT HIS REAL NAME - THEY ONLY CALL HIM MERLIN BECAUSE YOU HAVE TO BE A BIT OF A MAGICIAN TO FIT HIS EXHAUST PIPES ON!

It would seem that Steve Styrin has left the EDR stable, after enjoying considerable success with this marque. His seat is likely to be taken by Brian Heerey. Brian is amongst the fortunate few who are going to the three meetings in Australia, which includes the demonstration/race which will precede the Formula I Australian GP. The other drivers mentioned for the trip from Europe are:- Torgjer Kleppe for Dino and Zip men Phil Glencross, Martin Hines new British Champion, Sandy Dalgarno from Aberdeen, and hopefully, finances permitting, World Champion runner up Derek Rodgers and Super Swede Lennart Bohlin. Let's hope they don't get blown off by some Aussie from the outback or Chris Lambden for that matter, who is now living in Australia. Chris has bought Derek Rodgers kart for the event. And it is Lambden who is largely responsible for the Superkarters' trip down under. Lambden now occupies the editorial seat of the Australian equivalent of Motoring News — from little acorns, etc!

I heard a nice little story the other day concerning Graham Roscoe — ex Rocket Roscoe of Superkart fame, who made the unusual but highly successful transition to 100cc karts. He attended the Silverstone kart GP mechanicing for girlfriend Mary Douglas in the 250 National. Taking time off from the spanners he was watching the 250 Supermen on the entry to Woodcote Corner, and was audibly critical of the fact that only a mere handful of drivers were taking it flat. This aroused the indignation of a nearby fellow spectator — apparently a real "Hooray Henry" complete with deer stalker and shooting stick, who admonished the young Roscoe thus — "Now, now laddie your shouldn't criticise, it's not as easy as that, don't criticise until you have tried it yourself". We don't know who was under the deer stalker nor do we assume did he know to whom he was talking!

Chris Merlin

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GREEN PAPER — KARTING — THE NEXT 5 YEARS

For far too long, KARTING has been allowed to evolve on a day-to-day basis and remedial changes have been made to the Regulations to suit each new problem which has arisen. The basic aim of this Paper will be to rationalise KARTING — to provide a framework within which a clear progression is possible while at the same time, minimise the equipment changes between the non-gearbox classes and to establish a stability which will encourage not only entry but also the continuation of competitors in the sport.

For this to be brought about it is impossible to make sweeping overnight changes and it is hoped that the diagram forming part of this report will give a clear indication of the year by year changes recommended to achieve the required result.

1. CLASS STRUCTURE (non-gearbox)

The recommendations are:-

a. *Cadet Class*

This should be the new name for the Booster Class and should be for the same age group. It was thought inadvisable to lower the starting age at the moment but this to be kept under review.

b. *Junior Britain*

The same age group as now.

c. *Britain*

The same as now.

d. *100 National*

e. *100 Super*

It was felt that there was a distinct need to establish a top class within the very successful 100 National Class. Already several Clubs are doing this in some form or another with such groups as National 'A' and National 'B' grids. To create 100 Super, some form of official grading is required and the suggested structure for this is set out under **LICENCES**.

2. NON-GEARBOX CLASS STRUCTURE — DIAGRAM OF YEAR BY YEAR EVOLUTION

See diagram on next page.

NON-GEARBOX CLASSES — DIAGRAM OF YEAR BY YEAR EVOLUTION

	CADET (ex-Booster)	JUNIOR BRITAIN	BRITAIN	100 NATIONAL	100 SUPER
1986	No change. Side pods compulsory.	No change.	No change.	No change	No change (other than the class is for Graded Drivers). Side pods compulsory in Championship events.
1987	Allow TT'ing of engines. Admit National engines on the 1986 list provided they comply with Price Rule. Booster tuning regulations. Change restrictor to combustion chamber volume regulation. Retain a single tyre. Check weight adjustment. Carburettors as Britain.	Admit National engines on 1986 list which comply with Price Rule. Tuning Regulations on 1986 Britain. Change restrictor to combustion chamber volume regulation. Standard, un-machined Tillotson carburettors complying with strict measurement regulation. Restricted single tyre. Check weight.	Admit National engines on 1986 list which comply with Price Rule. Tuning Regulations on 1986 Britain. Change restrictor to combustion chamber volume regulation. Standard, un-machined Tillotson carburettors complying with strict measurement regulation. Restricted single tyre. Check weight.	Admit CIK Homologated engines which conform to Inter-continental A Tuning Regulations. Old National engine tuning as 1986. Single SL hard compound tyre at price Limit. Check weight.	Admit CIK Homologated engines which comply with Price Rule and all engines to comply with Inter-continental A Tuning Regulations. Allow slide carburettors of British manufacture with Price Limit. SL Homologated tyres — free choice.
1988	Admit CIK Homologated engines which comply with Price Rule. Otherwise, no change. (Retain combustion chamber regulation).	Admit CIK Homologated engines which comply with Price Rule and tuning to comply with Inter-continental A tuning rules. Otherwise, as 1987 (Retain combustion chamber regulation).	Admit CIK Homologated engines which comply with Price Rule and tuning to comply with Inter-continental A tuning rules. Otherwise, as 1987 (Retain combustion chamber regulation).	CIK Homologated engines only which comply with Price Rule and Inter-continental A tuning regulations. Otherwise, as 1987.	CIK Homologated engines only which comply with Price Rule. Otherwise, as 1987.
1989	CIK Homologated engines only which comply with Price Rule. Otherwise, no change.	CIK Homologated engines only which comply with Price Rule. Otherwise, no change.	CIK Homologated engines only which comply with Price Rule. Otherwise, no change.	No change.	No Change.

As can be seen from this, there will be a 'home' for old engines to find a second-hand market in one class or another until they are phased out at the end of 1988. The advantage of moving to CIK Homologated engines is that not only will it make it easy to move from one class to another, but also that scrutineering will be simplified as there will be proper documentation available from the Homologation Books for scrutineers. Further, in time, a good second-hand market can be built up. The change to a combustion chamber volume regulation in place of the restrictor plate is thought to have several advantages. It is not difficult to check, it should certainly help to extend the life of the engine and in consequence, help to cut costs, it is a surer way of keeping down the speed for the Junior and Restricted classes. (Careful experiments will have to take place before the introduction to establish the correct volume for each class concerned).

3. CIK HOMOLOGATED ENGINES

Mention is made in the proposed 100cc Class Structure to CIK Homologated Engines. It is therefore worthwhile to provide an explanation of what is meant by this. The CIK, in a serious endeavour to provide stability, is establishing a new system which allows for Engine Homologations only every 3 years and the validity will then continue for two further Homologation periods. For example, the engines which will be Homologated at the end of this year for use on the 1st January 1986 will remain valid until the 31st December 1994.

4. CLASS STRUCTURE (Gearbox)

It was felt that the existing classes were generally satisfactory.

210 National

No change. (Although it was felt that sooner or later this would probably be phased out)

125 National

No change. Further, for the sake of stability in a very successful class, it should be made clear that there was no intention of allowing water-cooling before 1988 at the very earliest. There was also a feeling that there might be the need to introduce some form of grading in this class such as is suggested for the 100 National and to establish a 125 Super Class.

250 National

No change. It was hoped it would be possible to Homologate more water-cooled engines.

Formula E

Endorsement of the Time Trial qualification system and a strict enforcement of up-grading to International Licence status being only obtainable from results in this class.

Junior Gearbox Class

Thought should also be given to the possibility of developing a Junior (say, 50cc) Gearbox Class for the 10-16 year olds. This might be seen experimentally in 1987 and, if satisfactory, established as a Class in 1988. As this is a totally new departure for the MSA and leaning heavily on the experience of NATSKA, comments from the Clubs and other interested bodies should be invited before progressing further.

5. LICENCES

There seems no reason why KARTING should be the only discipline of Motor Sport which uses the rather ignominious title of 'Novice' on a Licence and it is recommended that KARTING should come into line with other Race Licences and have Restricted, National and International grades.

How this will work can be seen from the following Table:-

LICENCE	USE	UP-GRADING
RESTRICTED	Universal first Licence. Gearbox or non-gearbox classes. Short Circuit only for gearbox karts until necessary signatures are obtained.	6 signatures at at least 2 different tracks for up-grading to <i>National Short Circuit</i> . If gearbox, signatures must specify which class. After obtaining 4 Short Circuit gearbox signatures, a further 2 signatures for Long Circuit events will be required to qualify for <i>National</i> . To compete on Long Circuits, a competitor must have reached his 17th birthday. (see note 2)
NATIONAL S/C	All Short Circuit events other than International meetings or competition in the 100 Super Class.	To International Short Circuit. Placed in the first 15 of the RAC or Commercial Championships for 100 National in 1985. (see notes 1 & 4) To International Short Circuit (gearbox) 4 signatures which must all be for gearbox events.
NATIONAL	All events both Long and Short Circuits and other than International meetings or the 100 Super Class.	To International. A further 4 signatures for Long Circuit events. (see note 2)
INTERNATIONAL S/C (non-gearbox)	100 Super Class and all CIK Short Circuit events.	CIK Grading Rules for Formula K World Championship.
INTERNATIONAL S/C (gearbox)	International Short Circuit gearbox events.	
INTERNATIONAL	All Long and Short Circuit events other than 100 Super, Formula E competitors require 'E' Endorsement.	CIK Grading Rule for Formula E World Championship events.

To retain any form of International Licence, at least one signature for an event at which that Grade of Licence is required must be obtained within the last 24 months.

NOTES

1. For non-gearbox events, International Short Circuit Licence holders may only compete in the 100 Super Class in all Championship or Club events unless the Club, by virtue of lack of entry, is unable to run the Class. In this case, the International Licence Holder may compete in the ordinary 100 National.
2. For Formula E, all signatures must be for Formula E (250 International) events. Should an International Licence Holder with other gearbox classes wish to switch to Formula E, he will only receive the 'E' Endorsement when he has obtained 2 signatures for non-International Long Circuit Formula E events.
3. Junior competitors wishing to take part in CIK Junior events or other International Junior events may obtain International Short Circuit Licences on application should they be considered suitable. They will retain International status on becoming seniors if they have qualified for the Final of the International events in which they entered.
4. For 1986, in order to establish a list of 100 Super Competitors holding International Short Circuit (non-gearbox) Licences, the following applications will be considered if accompanied by suitable documents:-
 - a. 1985 Club Champions in the 100 National class.
 - b. Drivers who did not take part in a Championship in 1985 but who are nominated by their Club.
 - c. Drivers who undertake to take part in one of the official Championships for 100 Super if the application is supported by their Club.

6. NOISE

It is considered there is a strong feeling amongst competitors that compliance with Noise Regulations probably means a loss of power. In consequence, unless ALL Clerks of Course enforce the Regulation, there is no incentive for the competitor to put himself at what he feels is a disadvantage.

It must be made clear to all Clubs and Competitors that it is MANDATORY that all karts comply with the Noise Regulations of S.1.11.2. and to this end, effective exhaust silencers, induction muffling, dampening of fin ringing and any other reasonable measure may be employed.

It is hoped that the new CIK measuring system standards will shortly be promulgated and it is felt that these should be incorporated by the MSA as soon as feasible after they have been established. Further, either dispensation for static tests for gearbox karts on short circuits should be removed or else a more realistic decibel figure be established.

Further, no new engines should be accepted for any class unless it can be shown by the Manufacturer/Retailer that it can be supplied in standard form with an exhaust system which allows it to comply with the Noise Regulations.

7. TYRES

The success of the single tyre for the existing Booster and Britain Classes would seem to be undoubted both from the point of economy and it has also removed the aggravation which had previously existed when providing a choice. It is hoped that a rather better compound wet tyre can be introduced after a reasonable 'lead-in' period to allow old stocks to be used up. (Certainly not before the 1st April 1986)

It is felt that consideration should be given to establishing a single hard compound SL type tyre for the 100 National while the choice of SL tyres (within the Price Limit) should be free for the 100 Super Class. To establish a tyre for 100 National, a special event might be run at a meeting in mid-1986 at which Importers could nominate their tyre and driver and the evaluation should be based largely on the results achieved under the actual race conditions. All tyres submitted for the Evaluation to be CIK Homologated.

8. CHASSIS

The CIK have increased the overall width Regulation for a kart to 140 cms and it seems logical that MSA Regulations be altered accordingly.

9. SIDE-PODS AND BODYWORK

It is strongly recommended that side-pods be Mandatory for the Cadet Class (on the grounds of safety) and 100 Super (also promotional value) in 1986.

10. FUEL

Although the situation will need to be monitored for developments, it is not foreseen that lead-free fuel will be introduced before 1990 and in consequence no radical engine changes will be required. It is recommended that pump fuel be maintained for as long as possible. However, it is suggested that officially organised tests might be run using lead-free fuel and/or other fuel alternatives which might be suggested and using the lower compression engines which are part of the overall recommendations. These tests might be run at the time of the tyre evaluation meeting. Further, it is most important that as soon as the CIK has re-worded the Fuel Regulation in such a way as to outlaw octane boosters etc, being added to the oil, this should be immediately incorporated by the MSA.

11. QUALIFICATION AND STARTING

Time Trials and minimum qualification time should be retained for Formula E but it is felt that at the moment there is no need to extend this to other classes although should a 125 Super be introduced it might well be part of that new class. There should, in the interests of safety, be an established uniformity in the way in which the starting flag is used. It is further recommended that this flag should be replaced by lights and warning should be given that these will be Mandatory by 1988

12. PROMOTION

It was considered that there were many areas in which KARTING could help itself by better promotion. These include:-

- a. With the exception of the ordinary 100 National (who would become Graded Drivers if the qualification plan is accepted), the first 9 in all RAC Championships to use their Championship result number exclusively for the following year. This would lead to easier identification for the public of who were the front runners in the class and could be of promotional value.
- b. Every effort should be made to improve the standard and facilities at tracks. With this should go a real drive to encourage increased spectator attendance which would, in turn, provide a greater encouragement for Sponsorship and Commercial support.
- c. Wherever possible, local/National TV to be encouraged to give some coverage.
- d. Local papers should be encouraged to publish reports.
- e. Better training and qualification of Officials. Many of the problems which arise at meetings, the ill-feeling engendered and the consequent bad image created is often due to Officials lacking a full understanding of the Rules and being able to relate them to the situations which occur.
- f. Continued promotional support from the RACMSA such as the pamphlets which have already been produced and the possible promotion of a 100cc Grand Prix meeting.

13. NUMBER COLOURS

It is suggested that 100 Super take the old 100 International plates and that Junior Britain be separated from Senior Britain by using Blue plates with White numbers.

CONCLUSIONS

Subject to acceptance by Council, the Kart Committee has approved for implementation in 1986:-

- a. The new Licencing arrangements.
- b. The establishment of Class 100 Super.
- c. The exclusive number system (point 'a' of 12).
- d. New number colours.

COMMENTS

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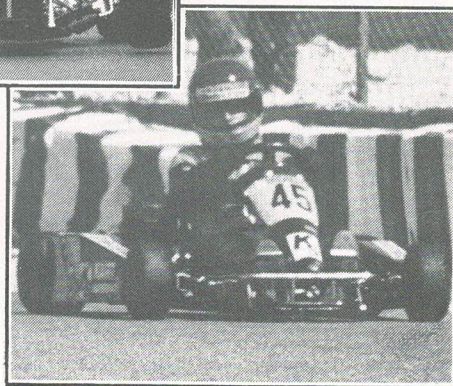
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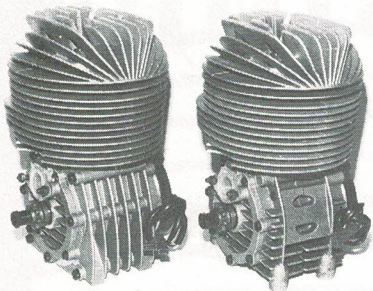
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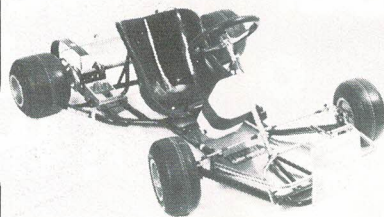
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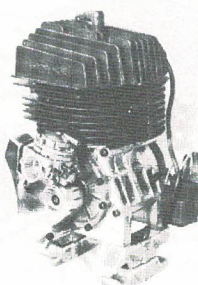
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HINES DOMINATES

RAC Long Circuit Championships — Round 5

John Shaw and his crew hosted the 5th round of the RAC Champs on the full 2¼ mile Lincolnshire circuit on Sunday September 1st. As seems to be the norm in Lincolnshire the weather was rather mixed to say the least with a liberal amount of rain descending on the circuit during the day. However things did improve as the day progressed and the finals were run in better, drier conditions. The entry was very much up on the previous week at Snetterton but John Shaw was of the opinion that he could quite happily have managed a much larger turn out.

In addition to the RAC round the meeting also took in the Cadwell Superkart Finals and included the Cadwell Series Championships.

PIT PATTERN

At this stage of the season not too many new ideas were seen around the paddock, perhaps the most interesting being the fact that the LEP Phoenix of Kurt Luby was powered by a Rotax and not a Minarelli. In what was a mid term comparison exercise Derek Price was assisting in the Luby camp having been on hand during the previous week in helping to put the motor together and prepare it for a days racing. Kurt was quietly confident that all was going well after practice on Saturday evening.

Elsewhere most things were as before... 250 National front runner... Mark Webster was still nursing 'Tom Thumb' and not too happy with the way things were going on Sunday morning.

Martin Hines was the sole Hermetite Zip runner and was looking cheerful and confident on Sunday morning.

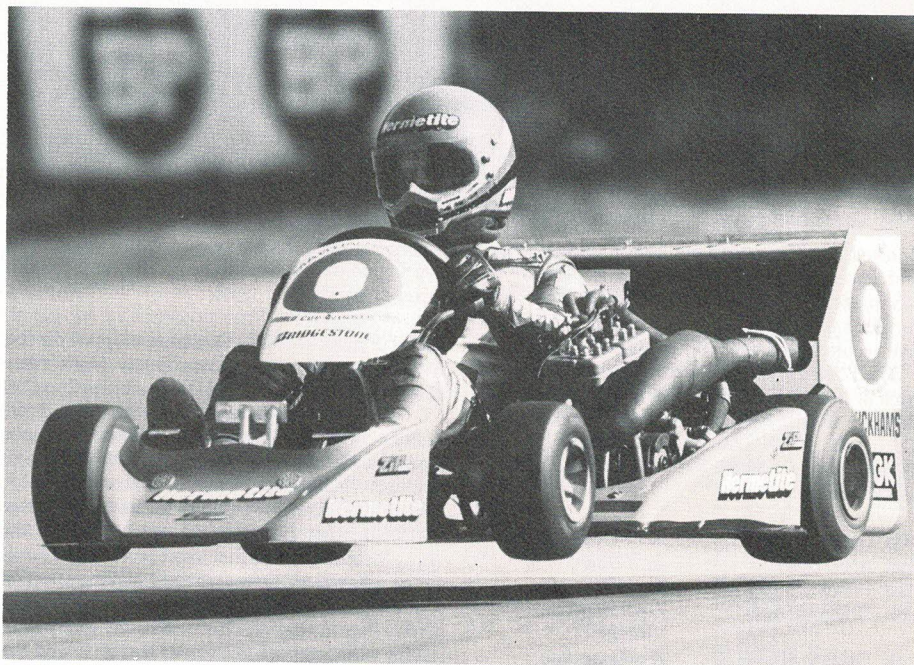
One sad note posted up in the office window was the fact that Cadwell and karting generally had lost a great friend with the death of Wes Lawson. It goes without saying really that everyone involved in the sport send their condolences to Mrs Lawson.

PARKER'S POINTS

The 210's started the day's racing and the two four lap heats were dominated by Grand Prix winner Andy Martin and his Stratos. Two wins were enough to give the Northumberland driver the premier spot for the start of the final and he was certainly looking good.



Garry Parker, first win of the year in 210 National.



Hines in the final — flying over the Mountain!

(Pic: Rodger Calvert)

Martin Hines (Superkarts) earns 9 points to give him the lead in the RAC points table; Paul Molloy and his Stratos take the 125 National honours; Mark Allen makes yet another Lightning start to convincingly win the 250 National final whilst Garry Parker claims his first win of the year in the 210 Nationals.

**Report: Mike Smith
Pics: Doug Rees**

Gary Parker and George Bett came out as the best of the rest in the heats and their performances earned them both front row starts for the ten lap final. Alan Ogden, Graham Sykes and John Newton took up positions on the second row and it was likely that the winner would come from those two rows. At the drop of the flag it didn't take Andy Martin

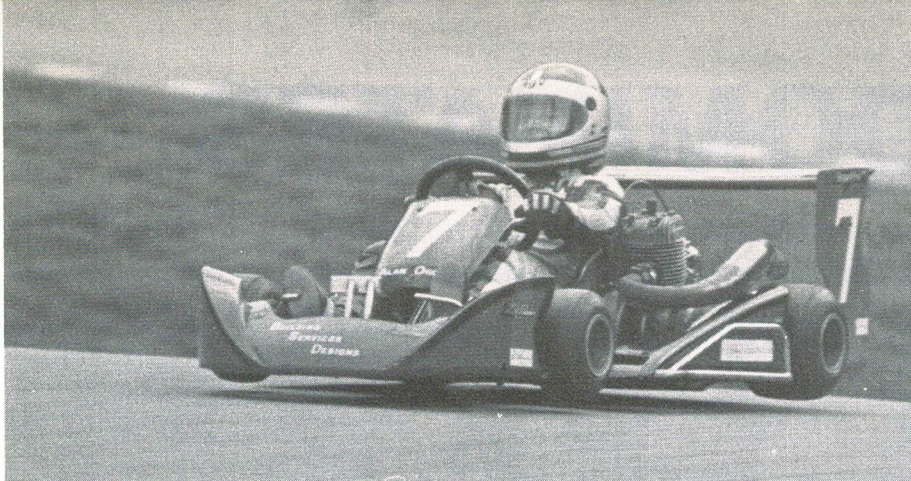
long to hit the front and after just one lap he led from Gary Parker, Alan Ogden, Graham Sykes and George Bett. John Newton was a very early retirement dropping out before the real racing had got under way.

For five laps that was the leading order with Martin looking comfortable at the head of the queue. But then things went wrong and as six laps were completed Gary Parker had first spot with Martin left to spectate from the old pedestrian bridge near the Esses.

The race settled once more as Parker held his lead over Ogden, Bett, Sykes, Dudley Martin and Igor



125 P & R victory went to Kalvin Fortnum.



Alan Ogden couldn't come to terms with Parker in the Villiers final.

Ashwell. For the remaining laps nothing changed and Parker crossed the line with a 17½ second advantage over second placed Ogden. Bett was a further four seconds down on Ogden but had a clear five seconds lead over fourth placed Sykes.

The 125 P&R lads ran their heats and final at the back of the Villiers grids and after ten laps only two drivers, Calvin Fortnum from Birmingham on a Dino and Louth based Graham Barker on his Barlotti had completed the full distance, finishing in that order.

1st Garry Parker	Aero/CKC Villiers
2nd Alan Ogden	Zip/Villiers
3rd George Bett	Zip/APV
4th Graham Sykes	Zip/Longtune Villiers
5th Dudley Martin	Zip/Longtune Villiers
6th Igor Ashwell	Zip/Villiers

Race Time: 17min 7.7sec — 78.81 mph

Fastest Lap: (Parker) 1min 38.8sec — 81.98mph

125 P&R

1st Calvin Fortnum	Dino/Honda
2nd Graham Barker	Barlotti/Honda

Race Time: 18min 30.3sec

LIGHTENING STRIKES

The Barlotti of Mark Allen didn't start to feature in the results until the June World Cup at Donington but since then the Lightning Windows backed driver has shown a fairly rapidly disappearing rear bumper to the rest of the class.

This one was no exception as Mark tied up both four lap heats to take pole for the ten lap final. Mike Hodgins and Alan Cheetham shared the front row whilst joint points leader Mark Webster could only manage a fourth row start with the Kammac Trucking Phoenix KTM.

Rob Hipkin, Colin Fletcher and defending British

Champion Mike Doble occupied the second row and a good final looked to be on the cards for this increasingly popular class.

Under drying conditions the starter dropped the flag and the race was on... immediately Mark Allen surged to the front to lead the pack up Coppice.

One lap completed and the order behind the Lightning Windows outfit was... Hipkin, Webster, Hodgins, Fletcher and Cheetham, with Doble and Tomlinson taking the next two places.

Mark Allen Quickly began to stretch his advantage and for the first four tours the order remained the same. Webster was the first to hit problems as a bolt on the gear change linkage sheared making selection of the right ratio an impossibility. So by the end of five laps... half distance Webster's hopes of staying in touch with the leader had gone and the Ormskirk driver was into retirement.

Colin Fletcher had made the most progress during the first half and as lap six was completed he had settled into third with Hipkin close at hand. Hodgins was next with Keith Bisp also having made good forward progress to slot into fifth place ahead

of Alan Cheetham.

For the remaining four and a bit laps Allen appeared to ease off slightly for, slowly but surely, Hipkin began to close the gap. Fletcher was running well in third whilst Hodgins had a comfortable fourth spot. Behind the Gloucester driver Bisp and Cheetham were battling hard for fifth and sixth places.

Allen however continued on his merry way and at the flag held Hipkin at bay to take victory by 9/10ths of a second. Fletcher was a further second behind in third with Hodgins holding a rather lonely fourth. Bisp just had the advantage over Cheetham... 3/10ths of a second... at the flag after what had been another first class running drive from Mark Allen.

1st Mark Allen	Barlotti/KTM
2nd Rob Hipkin	EDR/T&C Yamaha
3rd Colin Fletcher	Zip/CJF Yamaha
4th Mike Hodgins	Zip/KTM
5th Keith Bisp	Barlotti/KTM
6th Alan Cheetham	Zip/PRP KTM

Race Time: 17min 00.2sec — 79.39mph

Fastest Lap: (Colin Fletcher) 1min 38sec — 82.65mph

MORE MOLLOY

The 125's as always provided the largest entry and required two split heats and a qualifier to sort out the final grid positions.

The Stratos of Paul Molloy came out tops after the heats with two wins while Stephen Coward and the GP plates took a win and a second spot to occupy the middle of the front row. Chris Stoney, Stratos mounted like Molloy, took the third spot on the front row. The Phoenix of British Champion Kurt Luby was back in a more usual position with a couple of second places in the heats earning him a second row start. Colin Poole and Adrian Wilcox



Rob Hipkin (55) — a fine second in 250 National, here shadowed by Colin Fletcher.



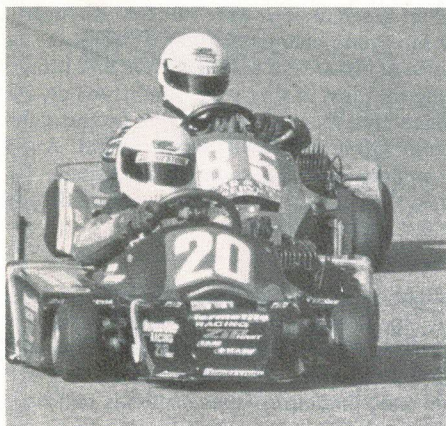
Keith Bisp takes the Mountain on his way to fifth place.

(in fine form recently) made up the second row and a great final was on the cards.

Ian Shaw had had a mixed day and he lined the Zip up on the fifth row. The six to go through from the qualifier were... Stephen Key, Geoff Glazebrook, Howard Watkins, Geoff Tuckey, Barry Sherriff and Ian Elvin.

So with ten laps of racing to come the starter sent them on their way and Molloy immediately hit the front but it wasn't that easy. At the end of one lap the Stratos driver led from Coward, Stoney, Luby, Wilcox, Poole and Barrington.

Lap two at Park and Stoney was out after a spin, Coward was rapidly homing in on Molloy and as two laps were completed a rejuvenated Kurt Luby had also got past Molloy to relegate him to third. Luby now had his sights on Coward and it took just one more lap for the British No 1 to hit the front. Once more we were witnessing a tremendous front



Poole (85) made a determined effort in 125 National to beat Shaw (20) to the line.

running scrap in the 125 class.

Ian Shaw had moved up during the course of the opening laps and as half distance was reached... lap five... he was in fourth spot ahead of Wilcox, Poole and Barrington.

Disaster and disappointment had hit the Luby outfit for he pulled off just past the start/finish line with, at the time, unknown problems.

That resulted in Molloy once more taking up the running and Coward appeared to be happy to settle in second place with the length of the main straight advantage over third placed Shaw. Wilcox and Poole still held the next two places with a clear gap before Westwood and Beaumont appeared.

By lap seven Shaw had succumbed to the challenge from Wilcox but was still managing to hold Poole at bay.

Molloy meanwhile motored on quite comfortably with Coward some distance behind in second spot.

At the flag then after ten laps it was Molloy a clear winner... Coward took second and Wilcox third. Poole made a determined effort over the last 2 1/4 miles and overcame Shaw to grab fourth spot, with Westwood completing the top six.

What had the makings of yet another 125 classic was robbed a little by the retirements of Stoney and Luby... and once Coward eased off Molloy had little trouble to hold his first place.

1st Paul Molloy	Stratos/Rotax
2nd Stephen Coward	Zip/Field Rotax
3rd Adrian Wilcox	Zip/Goff Rotax
4th Colin Poole	Zip/Rotax
5th Ian Shaw	Zip/Rotax
6th Ian Westwood	Zip/Rotax

Race Time: 16min 12.3sec — 83.30mph

Fastest Lap: (Molloy) — 1min 35.5sec — 84.81mph

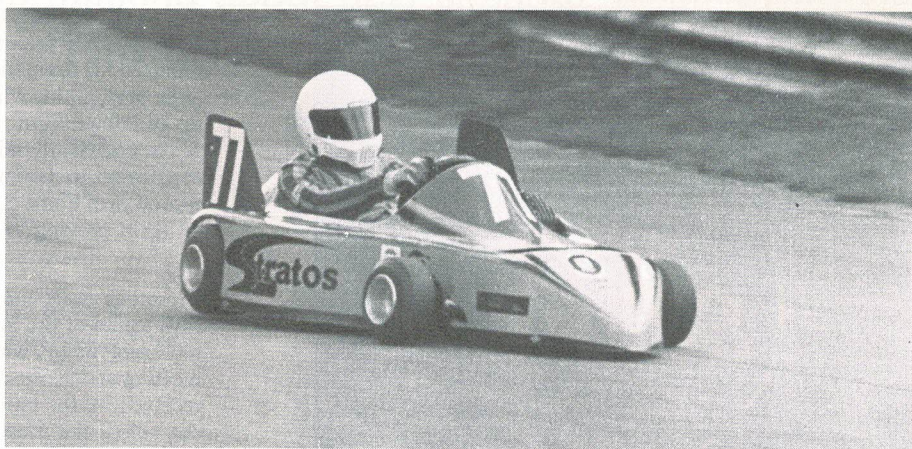
HINES HIGH

Timed practice and two heats were the order of the day for the Superkart drivers and after the session against the clock one name stood out... not unexpectedly... Martin Hines.

He put in a time of 1min 28.8sec which was a clear 2 1/2 seconds quicker than second man, Leasides Derek Rodgers. Only half a second separated the next five drivers on the time sheet and they were... Roger Goff, Stuart Ziemelis, Steve Gill, Phil Glencross and Richard Dean.

Ex-125 driver Ziemelis was wishing he had a little more weight to help keep the thing down at the top of Cadwell's Mountain; he found he was having to lift off just a shade in order to remain in full control. Once the heats got under way the picture changed slightly... Hines won first time out from Rodgers, Goff, Styryn, Parrott and Dean. Then in the second four lapper Rodgers got it right to lead home Goff, Hines, Glencross, Styryn and Parrott.

So the final grid had a front row of Goff, Hines and Rodgers with Styryn, Parrott and Glencross on the second. Ziemelis had a couple of steady heats to take a third row position in the company of Dean



Paul Molloy motored on to a comfortable win.

and Mick Walker.

Ten laps for the screaming beasts were on the agenda and at the off it was Kelgate's Goff who forged ahead from Rodgers and Hines. By the end of one lap Goff had secured a healthy lead... Rodgers was second ahead of Styryn, Parrott and Hines.

Lap two completed and it all changed... Hines had powered his way through to take up first spot. Goff had gone into retirement when the Rotax cried enough and Parrott had come through to second spot whilst Rodgers had slipped to fourth behind Styryn.

Styryn began to press on rapidly and the EDR driver closed the gap to leader Hines. Glencross was up there too but Hines was in no mood to give way and in fact began to once again open up a lead.

Lap four and Parrott... engine mount problems causing his retirement... leaving Styryn to continue the chasing of Hines. Glencross and Rodgers filled the next two places with Dean holding fifth. A good gap appeared then before Ziemelis came through followed by Steve Gill and Mick Walker.

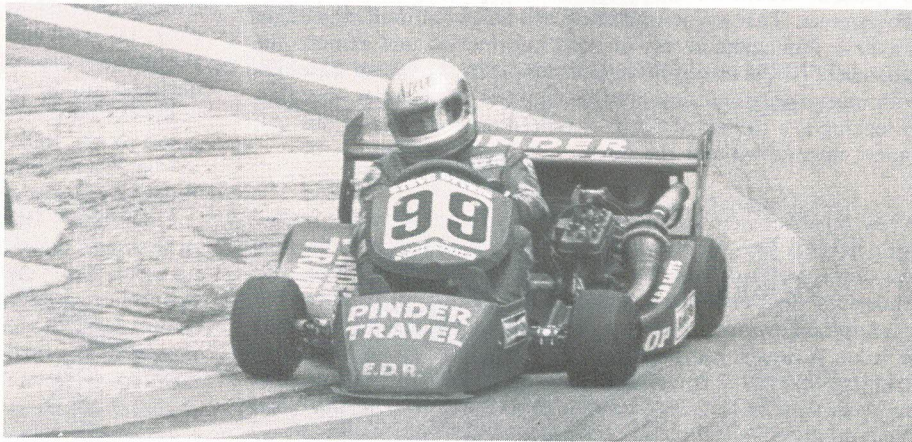
As the race entered its second half long gaps appeared between each of the runners. Hines had

forged ahead and had a comfortable lead. Styryn was still second from Rodgers, Glencross, Dean, Ziemelis and Gill. Nothing changed over the remaining laps and Martin Hines crossed the line almost five seconds clear of Styryn. He in turn had four seconds over Rodgers who had secured a seven second advantage over teammate Glencross. Dean still had fifth at the flag with Ziemelis a clear sixth. Steve Gill just missed out on the points in seventh spot.

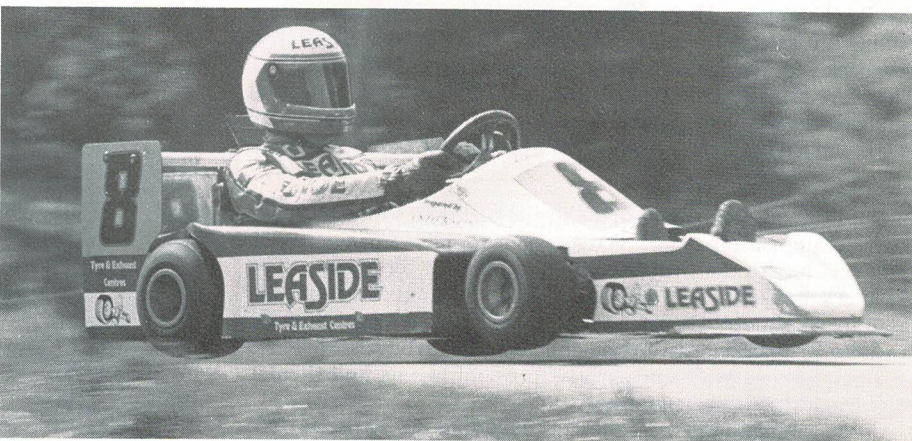
1st Martin Hines	Hermetite Zip/Zip Rotax
2nd Steve Styryn	EDR/DRE Rotax
3rd Derek Rodgers	Leaside Zip/Anderson Rotax
4th Phil Glencross	Leaside Zip/Anderson Rotax
5th Richard Dean	Zip/Anderson Rotax
6th Stuart Ziemelis	Zip/Rotax

Race Time: 15min 01.8sec — 89.82mph

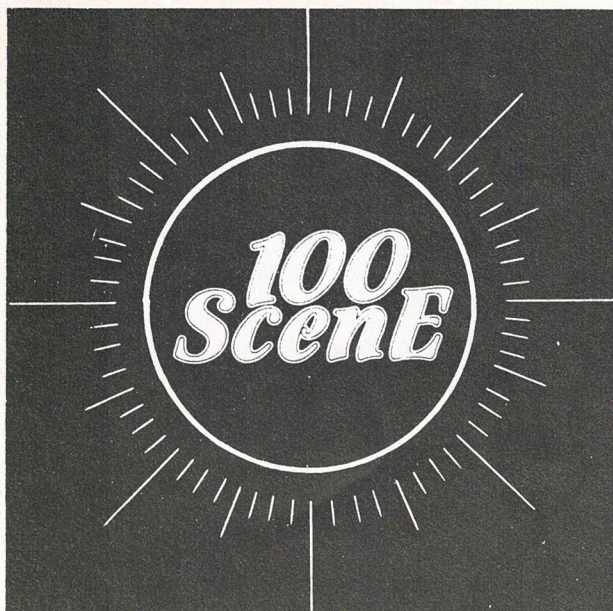
Fastest Lap: (Martin Hines) 1min 28.6sec — 91.42mph



Steve Styryn had to settle for second place in Formula E.....



.....while Derek Rodgers was 4 seconds behind in third.



The eighth round of the Bridgestone United Kingdom Championships visited the heart of England when in mid-August the Championship Trail led to the home of the Bromsgrove Kart Club — Little Rissington. As usual the weather was pretty awful, making the demanding nature of the track even more difficult. Although there is no Saturday practice because the track falls within the perimeters of Ministry of Defence property, the Club usually allows early Sunday morning practice sessions. Charlie Box and his regulars tried very hard to run a tight organisation but unfortunately did run into a few problems. Running a meeting is always very difficult because the organising body is small and has to contend with conflicting opinions being fired from every direction. In the face of such trying conditions it is understandable that a degree of confusion sometimes creeps in. A small point, in fact to clubs in general, would be the suggestion to publish grids in their programmes. That way it would help drivers and officials who might not have immediate access to such information and remove the problem of people tearing off to race administration to clog the works with unnecessary and time-wasting disputes. Remember, the sport of karting is a two-sided affair — officials and drivers — one half cannot operate without the other.

A few surprises were sprung at 'Rissy'. in Junior Britain it looked again to be an Alan McNish benefit, but his massive lead in the final was dramatically reduced by an alarmingly rapid Oscar Newman. Amazingly he overhauled a slightly misfiring McNish and ran out a comfortable winner. However, things do not appear to be totally in order. A protest was lodged regarding the legality of Newman's Bridgestone YBN's. It has since been established by the RAC that the tyres were, in fact, illegal as they were from a batch which had been produced a couple of seasons ago for the Junior World Championships and subsequently withdrawn from usage — or, so the RAC thought. Unfortunately they did not foresee someone pulling out a set from under the work bench!! So, the decision is now back with the Stewards of the meeting to impose a punishment. Therefore Newman is excluded from the final result and McNish adjudged the winner. It is hard to believe that people as experienced in UK and foreign competition as they were not aware of the legality...

In 100 National a disappointing entry of just over thirty battled it out for championship points. Perhaps some people were missing due to the clash with the British Kart Grand Prix at Silverstone. The obvious suggestion when arranging future events is to ensure that there are no National Permit meetings on the 'GP' weekend. It really is a fantastic experience at Silverstone and one not to be missed. There are obviously many 100cc people who would like to, and should, support this major kart meeting.

All the leading lights were present, including the 'dynamic duo' from the Wigan meeting — Grice and Spencer. Fireworks maybe?

No, thank goodness, as no repercussions were evident. Rissington is no doubt a favourite for young charger, Jeremy Cotterill, as he repeated his dramatic form of last season's similar event and proved to be very rapid, winning the final in fine style. Unfortunately his up and down form suffered even more so when he got on the scales at the end of the final and was just over 1Kg underweight. A sad conclusion to Jeremy's popular win. So as in Junior Britain, the second man home claimed the points and the prizes — Steve Brogan — again proving to be fast and consistent.

From one excellent airfield circuit to another — Fulbeck and the fifth round of the Super One Series. Weatherwise race day was the reverse of 'Rissy', with dry heats and wet finals. A smoothly organised meeting and an excellent buffet Disco on Saturday evening were well received by the entrants and, thankfully, the cornfields had been cut before the meeting.

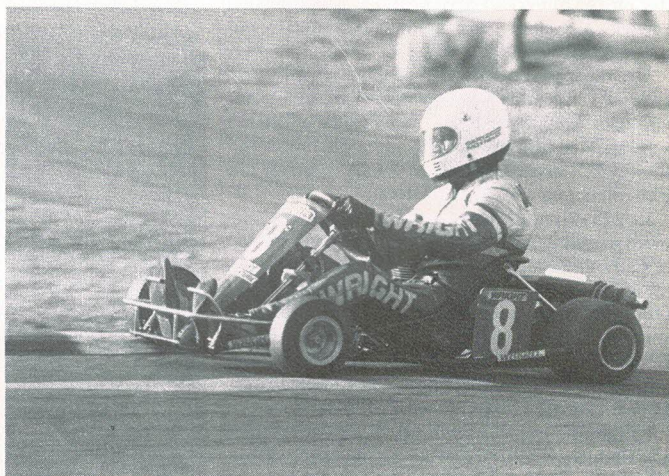
Junior Britain again proved the property of Alan McNish, continued support coming from the Fullerton Team — without doubt a winning combination. McNish's main rival at Fulbeck was local boy, Mike Mills, as usual employing his JETA/DAP to great effect round the demanding circuit. Unfortunately Mike spun out during one of his heats and had to start down the final grid, whilst McNish was at the front. Despite this young Mills showed class and quickly fought up to challenge for the lead. Regrettably he went into one of the deepest puddles on the track and all but drowned the engine and the hard work put in was to no avail and he had to settle for second place at the flag.

Another local hero was also JET mounted, in the Senior Britain class — Steve Hazlett. Steve only recently graduated from the Juniors and runs on a tight budget, yet 1985 has been an outstanding success for him. Sunday at Fulbeck was to give the young Yorkshire lad his first National win, one which he, mum and dad richly deserve. With the points score Steve is now in a very strong challenging position for the overall Series honours and it will be down to his home circuit of Wombwell to see whether he deposes Series leader, Andy Clarke.

With Richard Weatherley in top form it was not surprising to see him winning the 100 National class. As always this experienced and smooth competitor made the win look effortless, even in the demanding conditions. A very interesting point, which Richard has obviously tried and tested, was the method of keeping water out of the intake in wet weather. Instead of the, now norm, massive airboxes enclosing nearly all the engine, Richard had a tyre guard in front of the rear wheel and a number plate facing forward and also a splash guard on the right front. The system looked a bit dubious but, as at Clay Pigeon during the British 100 International Championship, Richard's idea proved to be faultless!

Front runner, Ricky Grice, did not have much luck at this meeting, as he slipped down the leader board in the final and eventually ended up with a seized motor, a blow to his championship challenge. Doug Spencer drove another good race and remains in overall contention, as does Gary Moynihan who, despite some spins, was driving very rapidly in the final and finished in the top ten. Second place was taken by a very on form Bryce Wilson who has had an up and down

Continued on page 32



Gary Moynihan — finished in the top ten.

(Pic: Doug Rees)

Are you thinking about next season?

KELGATE

YOU SHOULD BE

BRIDGESTONE

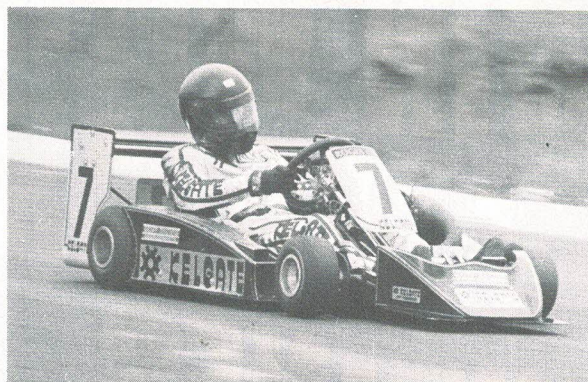
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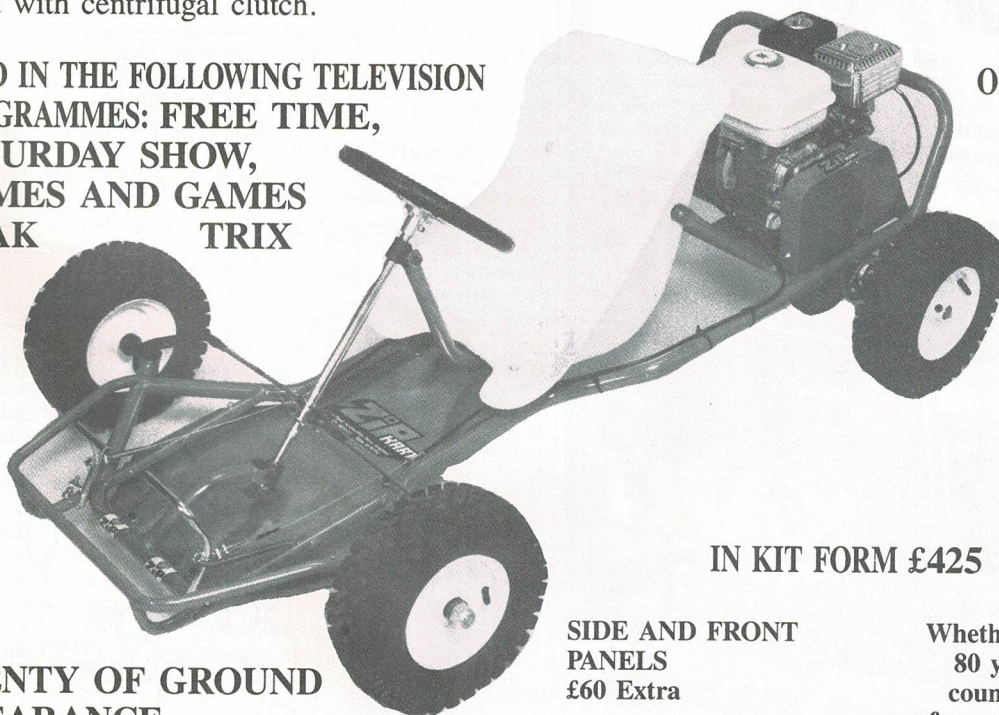
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series. Third place was claimed by local youngster, Dominic Connelly, who had his best senior race to date but was underweight and forfeited his hard earned points. Jeremy Cotterill and Charlie Brown, as seems regular these days, finished third and fourth respectively, with Scott Banks taking a worthy fifth place after a steady drive.

In order to try to give everyone in the sport the opportunity to consider the future of karting, the RAC has published the 'Green Paper'. A sound idea, it puts forward proposals for the rationalisation of karting over the next four to five years. If you have not yet got a copy, you will find it in this issue of the magazine, where the whole paper is published unabridged. If you have any ideas or suggestions, put them in writing to the RAC — don't say you have not had the opportunity of commenting.

In producing the document, several ideas have been suggested which the Kart Committee has decided to implement in 1986:-

100 National to be split, with the top drivers being issued International licences to compete in 100 National 'Super' (Yellow number plates).

Side pods compulsory.

Licences to have three grades:-

- Restricted (Novices)
- National (UK classes up to National)
- International ('Super' National)

Novices will be required to compete competently in six races at two different venues.

New drivers in the Senior classes will have to commence in Britain.

Many other ideas are open for discussion, so be sure to put your suggestions clearly and concisely to the RAC — NOW!

The other major news which is out are the venues for the 1986 RAC British Championships:-

Juniors — Kimbolton (Hunts KC)

100 National — Rowrah (Cumbria KC)

100 'Super' and 100 Britain — Fulbeck (Lincs KC)

A reasonably fair spread of some sensible Class One circuits, with the Lincolnshire Kart Club hosting the first 'Super' 100 National Championship.

WE'RE GOING TO GRADE THE
100 NATIONAL DRIVERS INTO THREE
CLASSES CALLED: 'RABBITS', 'MID-
FIELDERS' AND 'CHEATS'!



Little Rissington

SUNDAY, SEPTEMBER 8th

On September 8th at Little Rissington, the Bromsgrove Kart Club held a very special race meeting, The 1985 Midland Championships. As this year is the Silver Jubilee of the club, all competitors and officials received a commemorative medallion. The meeting was sponsored by Sunblest Bakeries and attracted some of the best drivers in the country in all classes.

The BKC also invited some past club stalwarts along to enjoy the day. It is because of these people that the BKC has reached this milestone in its history.

With 35 races to fit, proceedings got under way just after 12 o'clock.

BOOSTERS

Just 6 entries, but some interesting racing from the youngsters, none were short on effort. Scott Donnelly and Dave Wilson shared the honours in the heats, and a close final was expected. For the first laps Wilson led with Donnelly close behind trying hard to pass, on lap 3 he succeeded and began to pull clear. Wilson, although trying hard couldn't catch him and finished second, Nicki Moss finished third.

JUNIOR BRITAIN

A very good turnout in this class and some close racing in the heats with Oscar Newman winning two and Martin O'Connell one, but other drivers were waiting for a chance. Newman was on pole for the final and jumped clear at the start, he led from O'Connell and Mark Gelately. On lap three Gelately went off leaving David Jackson to move up, this was the order up to the last lap, when on the straight upto the "Dogleg", Newman went off with a big seize, leaving O'Connell a clear winner from David Jackson in second and Mathew Payne in third. Consolation for Oscar, he was presented with the trophy for the best Junior of the Day.

100 BRITAIN

Three different heat winners from an excellent entry, Rob Husband, Phil Cooke and British Champ Mark Beddall. At the flag Husband shot across to lead at the first bend from Beddall, Patrick Smith and Dene Roberts. These four fought all through the race, until lap nine when Roberts squeezed past Smith, by which time Husband was clear from Beddall in second to take the flag.

100 NATIONAL

A large entry, with Cotterill, Brown, Wilkes, etc, in the field. A lot was anticipated in this class, the heats all had different winners, in Brian Taylor, Charlie Brown, Jeremy Cotterill, Derek Higgins and Paul Wilkes. The entry was big enough to run a 'B' Final in which Pete Stephens, Gerry Wainwright, Dave Jones and Robin Chuter all qualified for the 'A'. The front row saw Cotterill and Brown and, after three rolling laps, away they went, Cotterill just getting the better of Brown with Wilkes in third. They were as one for four laps, then disaster struck, as Cotterill's Rotax began to expire and he went out, Brown was the new leader from Wilkes. Further back, Derek Higgins was on a charge through the field from a modest grid start, but this was short-lived as he went off with a seize. Brown was holding Wilkes from Brian Taylor in third with Guy Pratt fourth. This remained the order to the flag.

125 NATIONAL

Another top class entry with heat wins for Rob Cooper (2) and Andy Bundy, but there were a



25th Anniversary cake for Bromsgrove

(Pic: Doug Rees)

number of potential winners. There was excitement in the third heat as Cooper and Mark Allen went off at the end of the back straight whilst challenging for the lead.

From the start of the final, Bundy led them away from Maggie Dell and Rob Cooper, the latter soon moved up to second and Mike Morris stormed through the field to take third. Bundy was clear as Cooper and Morris fought it out, until the late stages, when Morris just squeezed through to take second place from Cooper.

210 NATIONAL

Colin Hoare won 2 heats and was going well, John Haigh won the other. The final saw Hoare lead away from Paul Woodward and Clive Bisp, this was the order for the first lap, until Haigh started his charge through the field picking off drivers at will. Woodward stopped on lap six with engine problems, but not before the storming Haigh had passed him. Hoare was trying hard to stay in front but on lap seven Haigh was through to take the lead. He then led to the end from the unlucky Colin Hoare, with Steve Hurst finishing third.

250 NATIONAL

Ex-Superkart, now British 250 National Champion, Paul Elmore won two heats and Chris Tomkinson won the other but there was a good class entry. Elmore had a terrible start to the final, pulling away last, Chris Tomkinson led from John Manklow, these two were really trying until lap four when they became entangled in a shunt — both were out, leaving the now rapid moving Elmore to move through the hazard to lead. A driver of Paul's quality doesn't miss chances like that, and he promptly moved away from the chasing bunch of Steve Ford and Keith Bisp. This was the finishing order.

250 INTERNATIONAL

Martin Hobbs and Bob Kennings (2) took the honours in the heats. The final turned out to be a Kennings benefit and the interest was on the fight for second between Hobbs and Paul Longfield, with Longfield just getting the verdict from Hobbs at the flag. Can anyone beat Kennings at Rissy?

The meeting finished before 6 o'clock after a good day's racing. At the trophy presentations, the BKC thanked Sunblest Bakeries for their sponsorship of the event. Along with the excellent Midland Championship Trophies, the BKC also cut a Silver Jubilee Cake which was given out, and the winners all received replica cakes to celebrate the occasion.

Report: Paul Ogden

JUNIOR BOOSTER

- 1st Scott Donnelly
- 2nd Dave Wilson
- 3rd Nicki Moss
- 4th Hugh Costelloe

JUNIOR BRITAIN

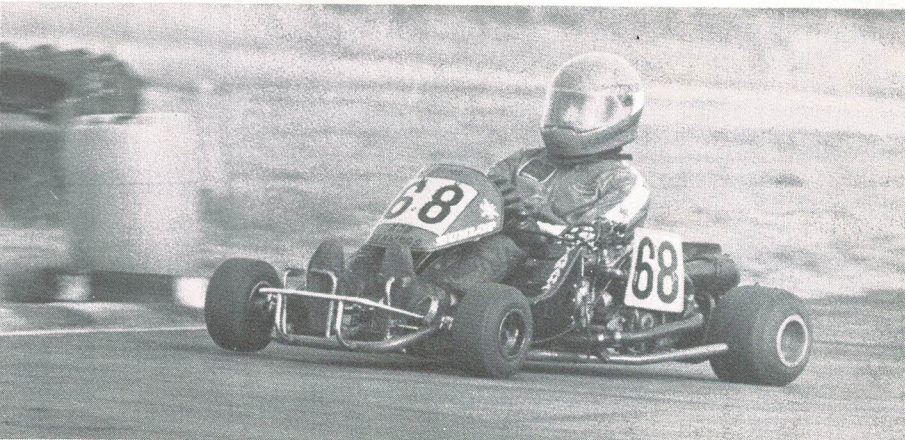
- 1st Martin O'Connell
- 2nd David Jackson
- 3rd Mathew Payne
- 4th Guy Wood

100 BRITAIN

- 1st Rob Husband
- 2nd Mark Beddall
- 3rd Dene Roberts
- 4th Patrick Smith

100 NATIONAL

- 1st Charlie Brown
- 2nd Paul Wilkes
- 3rd Brian Taylor
- 4th Guy Pratt



Bob Kennings — 250 International winner

(Pic: Doug Rees)

CLUB SCENE

125 NATIONAL

1st Andy Bundy
2nd Mike Morris
3rd Rob Cooper
4th Mark Allen

210 NATIONAL

1st John Haigh
2nd Colin Hoare
3rd Steve Hurst
4th Steve Jones

250 NATIONAL

1st Paul Elmore
2nd Steve Ford
3rd Keith Bisp
4th John Manklow

250 INTERNATIONAL

1st Bob Kennings
2nd Paul Longfield
3rd Martin Hobbs
4th John Coaker

Chasewater

MONDAY, AUGUST 26th

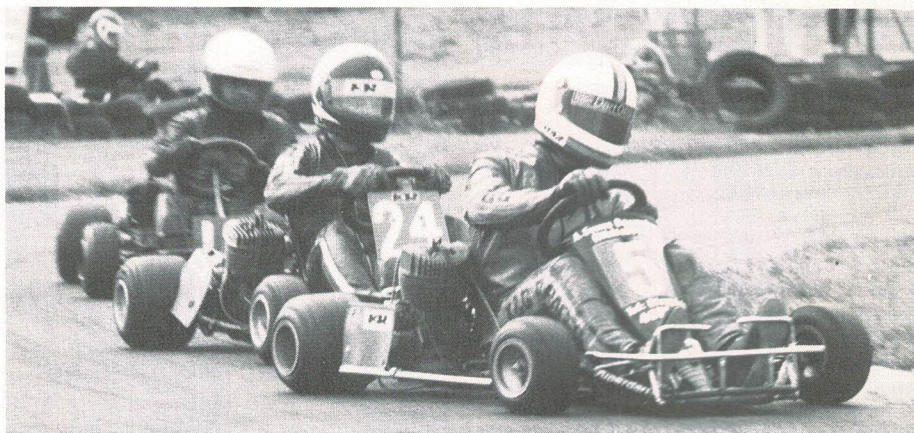
The Crystal Challenge Meeting

August Bank Holiday Monday saw the now traditional Crystal Challenge meeting at Chasewater. A good entry of over ninety drivers managed to find the circuit after a break of seven weeks since the last meeting. The standard of driving in some cases left something to be desired. It seems that some competitors who are normally front runners, but having been delayed by problems, think they can ignore the Blue Flag and race the leaders who are trying to lap them. This happened on a number of occasions and either spoilt the racing or very nearly caused accidents. Despite this there was still some very good racing during the day.

JUNIORS

A total of eight entries, four Booster and four Britains. Stafford's Mark Gellatly won all three heats in Britain with Chris Parkes second, and the Booster class was fought over by Mark Thomas and newcomer to the track, Dave Wilson. Another notable entry was novice Paul Kennings, son of 250 International driver Bob. Young Paul's got a lot to live up to!

Gellatly pulled out a good lead from Parkes before he retired leaving Dave Wilson second on the road, but with a class win some 50 metres behind. Mark Thomas was next and Novice Richard Gifford took second in Britain after a race long dice with Samantha Davies.



Rob Cooper(5) leads Richard Hartley(24) and Ron Haywood during one of the 100 National heats.

210 NATIONAL

Seventeen drivers were entered for this class, but it was the usual handful that dominated the heats with Ed Mellar taking two and Lionel Sifleet the third.

In the final, Mellar took the lead from David Bailey and Lionel Sifleet, followed by Ray Walton, Andy Kear and Paul Marshall. Soon Mellar began to pull out a lead of 25 metres or so from a battling Bailey and Sifleet who in turn had a gap of 25 metres from the rest. As the leaders began to lap the back markers Sifleet was unavoidably delayed by Glyn Jones and it seemed as though the battle was over. It had been a real cracker of a dice. However, it only took a few laps before Lionel caught up again and battle recommenced to the flag with Mellar first by a mile from Bailey, Sifleet, Lees and Jones in fifth place.

250 NATIONAL/INTERNATIONAL

The same script again! Bob Kennings won all three heats. However, during one heat he was lying third and seemed boxed in. I had to photograph this, Bob not in the lead! No sooner had I got the camera out than was through and off like a scalded cat into the distance. Andy Stratford took two seconds with Paul Taylor a second and third. In 250 Nat Ian Penn had two firsts with Kevin Mason the third, after failing to finish twice, once when his exhaust pipe broke off and then when he was assaulted by a Novice coming out of the hairpin.

Again Kennings drove off from pole into an untouchable lead, with Stratford and Taylor scrapping for second. They were followed by Pete Heeney in fourth, then Geoff Maddox and Peter Hughes. By half distance the scrap for second hand ended when Taylor retired, but Maddox moved up into third demoting Heeney to fourth and Hughes a distant fifth. Next lap and Stratford had dropped to fifth before moving up a place when Hughes lost a chain. After all this shuffling of places Stratford

retired leaving Maddox second and Heeney third. So dominant was Kennings that on the last lap he decided to play safe and not lap Maddox, but stay on his bumper.

Whilst all this was happening Mason was also having a storming drive, after being punted off at the first corner he was nearly three quarters of a lap behind Ian Penn. Slowly he caught the leader and with two laps to go Penn spun at T-bar allowing Mason through into the class lead to take the flag.

100 BRITAIN

Quite a reasonable entry here which included the new British Champion Mark Bedall, who using his testing engine took a first and third in the heats before motor let go in the third. Mark Lawson had the other two wins and a second, so he lined up on pole for the final with Chris Lee alongside him. Robert Parkes and Novice Stephen Rodgers lined up on the next row. As they left the dummy grid Bedall's motor refused to start, so the first race for number one on his home track ended in disaster. On the first lap we had a train of five karts with Lee in front then Lawson, Rogers and Smelt. For the first few laps Lawson tried to outbrake the leader at T-bar, eventually he was through and pulled out 50 metres from Lee who in turn had 10 lengths from the others. At quarter distance Steve Pearce made a move from fifth to fourth as he passed Gary Smelt. Soon, as the two leaders pulled away, third to sixth place men bunched up and were climbing all over each other before Pearce was off at the top of the circuit as too was Rogers. This all allowed Dave Malpas to move up to fourth as Lawson took the flag from Lee and Smelt.

125 NATIONAL

For once there were enough entries for a race of their own. Fourteen karts in all, and usual winner Tony Haywood was having all sorts of problems, failing to finish in the heats. This allowed the heat wins to be split between Barry Fortnam, Patrick Wilding and Jim Fletcher. However, it was Peter O'Neill on pole by way of consistency with a second and two thirds. Poleman took the lead at the start from Dereck Wilson and Jim Fletcher. Wilson went off at T-bar leaving Fortnam to have a real go at Fletcher followed by Reg Keys, Tony Haywood and Pete Wilson. Haywood's engine kept cutting out at the hairpin causing him a few heart stopping moments before sending him into the sand at T-bar. By the end of the race Wilson P. had moved ahead of Keys to take Fourth.

100 NATIONAL

The entries for this class filled a whole page of the programme and so again a 'B' final was needed. This was won by Gerry Wainwright from Ron Haywood and Alexis Peake. A number of drivers had heat wins, K.R. drivers, Mick Pritchard and



Samantha Davies(6) leads eventual winner Dave Wilson(99) in Junior Booster.

Richard Hartley, as well as Neil Cunningham, Neil Robinson and Nigel Critchley. Pole position went to Critchley with Pritchard alongside. It was Pritchard who took the lead and pulled out about six lengths from Rob Cooper who turned led Robbie Adams by a similar distance from Critchley and Robinson; Ken Tranter followed in sixth place. Mick was obviously trying to make up for his hero Nelson Piquet's disastrous start in the previous days G.P. However, after four laps Cooper had caught him but they were both extending their lead over the rest. By this time Hartley had moved up ahead of Tranter into fifth. He then closed in on Critchley and took him as Adams spun out at T-bar. The leaders were still locked in a battle of their own, lap after lap Cooper tried to get past under braking. Behind them Hartley had now moved into third, but as they came into the hairpin for the last lap Adams, now a backmarker, refused to move over and let Hartley through. As Richard dived for the inside line to protect his third place Adams banged wheels and almost took Hartley out. Luckily he managed to keep it all together and continued to the flag followed by Robinson, Critchley, Tranter and Ashby.

Report and Photos by Mike Topp

JUNIOR BOOSTER

- 1st Dave Wilson Boxer/Carr/Arrow
- 2nd Mark Thomas Zip/Arrow

JUNIOR BRITAIN

- 1st Mark Gellatly Sprint/PCR/KR
- 2nd Richard Gifford Zip/DAP

100 BRITAIN

- 1st Mark Lawson Zip/Arrow/Self
- 2nd Chris Lee Dino/Yamaha/Arrow
- 3rd Gary Smelt Jetta/DAP
- 4th Dave Malpas Zip/TKM/Arrow/KR

100 NATIONAL

- 1st Mick Pritchard Sprint/Arrow/KR
- 2nd Rob Cooper Dart/TKM/KR
- 3rd Richard Hartley Kali/PCR/KR
- 4th Neil Robinson Wright/DAP/Robros
- 5th Nigel Critchley Wright/Yamaha/Christo
- 6th Ken Tranter Zip/PCR/FREDS
- 7th James Ashby Birel/Arrow

210 NATIONAL

- 1st Edward Mellor Zip
- 2nd David Bailey Barlotti/DMA
- 3rd Lionel Sifleet Dino/TTR
- 4th Tony Lees Dale/Upton
- 5th Glyn Jones Zip

125 NATIONAL

- 1st Peter O'Neil Zip/Rotax
- 2nd Jim Fletcher Zip/Rotax
- 3rd Barry Fortnam Dino/Honda
- 4th Pete Wilson Zip/CKS/Rotax

250 NATIONAL

- 1st Kevin Mason Sprint/Yamaha
- 2nd Ian Penn Sabre/KTM/KMP

250 INTERNATIONAL

- 1st Bob Kennings Dino/BKMS/Yamaha
- 2nd Geoff Maddox EDR/Rotax/RAT
- 3rd Pete Heeney Star/Yamaha

BEST NOVICE

Richard Gifford — Junior Britain

DRIVER OF THE DAY

Bob Kennings — 250 International

Kimbolton

SUNDAY, SEPTEMBER 8th

Community spirit was the order of the day, as the proceeds from this meeting were scheduled for the roof restoration fund at St Botolphs Church in nearby Stow Longa, a hamlet of just 40 houses. Miss Hunts Post came to present the prizes and assist in judging the Miss Hunts Kart Club and, along with Welly Throwing, a car boot sale and a display of machinery from light aircraft to Superkarts it was a busy day. With sponsorship from Terosan, a product line of W.R. Grace, the final total raised was an excellent £750. We also had some excellent racing and, although the sun didn't shine, at least it didn't rain — amazing!

JUNIOR BOOSTER

Two heat wins for Daniel Stilp put him on pole, with the other heat winner, Oliver Gavin, alongside. From the off Stilp led through Stow and with Gavin not having the sheer speed to catch him, built up a commanding lead. These two were chased by Mark Tomlinson, Simon Spencer who had his first race last month, just days after his tenth birthday and Mark Regis. The two leaders lapped Regis on the seventh tour and Stilp took the flag with Gavin second and Tomlinson third. All the Juniors received trophies, courtesy of Terosan.

JUNIOR BRITAIN

It soon became clear that this was to be a two horse race between Jamie Rhodes, fresh from his experience in the Junior World at Le Mans, and Richard Walton; the remainder of the field produced some fine racing but could not match this experienced pair. Walton took the first heat with Rhodes second, but Rhodes clinched pole with two wins, followed home both times by Walton.

Rhodes and Walton led out the final, followed by Ricky Flynn and Tony Hardy. As the red light changed to green the two front men headed for Stow Corner side-by-side, Rhodes held the line and Walton tucked in behind, with Flynn, Darren Kinsey and Marcus Gavin already three lengths adrift. Five laps went by with Walton glued to Rhodes' bumper but unable to find an opening, Kinsey had relieved Flynn of third spot and Hardy had overtaken Gavin to go fifth.

As they crossed the start-finish line disaster struck for Rhodes as his piston disintegrated, leaving Walton with a fifty yard lead. With the lead now undisputed, the battle for places continued and, by lap seven, Hardy was second, followed by Kinsey, Flynn, Gavin and Ribbons. On lap eight the leader lapped novice driver, Stephen Edge, and Flynn spun out at Kimbolton Corner, promoting Gavin. At the flag Walton won comfortably from Hardy, Kinsey, Gavin, Ribbons and Leddington.

100 SENIOR BRITAIN

The three heat winners were — Kevin Thompson, Glenn Taylor and Paul Murphy. Taylor had two seconds to his credit and took pole, with Murphy alongside these two were followed by Thompson and novice driver, Gary Garner, with Keith Tinworth and Lawrence Ribbons making up the third row. Starter, Mick Nairn, made them go round for a second tour and, as they approached the line, Murphy's engine oiled, leaving Taylor and Thompson to pull clear of the chasing pack of Tinworth, Lee, Ribbons and Paterson. On lap three Taylor's slender lead was lost as Thomson slipstreamed on the straight and dived past into Stow Corner. Ribbons took third as Tinworth spun out, later to rejoin a lap down and Paterson was fourth. The leader Thompson increased his advantage and

took the flag ten lengths clear of Taylor who was followed home by Ribbons, Paterson and Lee, with the rest trailing.

100 NATIONAL NOVICE

Stephen Wotton won the first two heats and was second to Gary Powell in third. These two led out the final, followed by Dexter, Mansfield, Hollis, Mills, Guild and Davis. Powell got the drop on Wotton at the start and led through Stow as backmarkers, Guild and Davis, spun off — Guild restarted but Davis was sidelined. Powell had a clear lead throughout from Wotton and, although his driving was erratic at times, Wotton could not make up the deficit. The race quickly settled into a pattern as the field spread out and Powell took the flag from Wotton, with Dexter and Mansfield third and fourth respectively.

100 NATIONAL CLUBMAN

Duncan Roberts won the first two heats and Victor Threadgold won the third, with Graham Bushell collecting two third places. Competition was so strong that a DNF each for Roberts and Threadgold put them on the second row for the final behind Scutchings and Bushell. Bushell led as they completed the first lap, from Threadgold, Clark and Roberts. Bushell pulled clear as Scutchings and Clark scrapped over second spot with no more than a kart's length between them throughout the race; Roberts went missing on the second circuit. Kovacs had fought his way through from a low grid position to fourth by lap three but could make no impression. With Scutchings blocking every move by Clark there was no change in the first four and, at the flag, it was Bushell from Scutchings, Clark and Rimmon who passed Kovacs on the penultimate lap.

210 NATIONAL

Alan Poole's consistency took pole in the final with two heat wins and a second place. Paul Umney had two seconds but a misfire in Heat 1 reduced his points tally and he had to be content with third grid; Martin James made up the front row, being the winner of the first heat.

Poole made his pole position count as he led the field through Stow, followed by Umney, James, Howard, Riley and the rest, with novice, Barradell, going well. Poole's start had been so explosive that he had an eight length lead and Umney could make no impression. James disappeared from the leading group and Howard moved up to third, from Riley and No 8, with Mobbs some distance behind. With two laps left Poole was being baulked by a backmarker and Umney got the chance to close in on the unfortunate leader. As the last lap board went out for the two leaders, Poole still looked capable of holding his lead but, as they flicked through the Esses, another backmarker held the inside line and baulked Poole. As the three drivers negotiated Kimbolton Corner Poole was undecided which line to take and in the confusion Umney dived in and beat him in the dash to the flag.

125 NATIONAL

Gary Thexton took pole with three seconds and lined up on the front row with Colin Marson (2 wins) and Nigel Goff (1 win). The retirement rate was unusually high and only three other drivers — Richard Rogers, Nick Evans and novice Nicky Lumb lined up for the final. At the end of the first lap Marson led from Thexton and Goff, with Evans, Rogers and Lumb trailing. Goff took second from Thexton at Stow and closed in on Marson as Evans tried to further demote Thexton. Marson held off the attentions of Goff who was sitting on his rear

Continued.....

bumper, until lap five, when Goff pulled up in a cloud of smoke on the straight, leaving Mason the undisputed leader. Evans could not make any impression on Thexton in second place and the rest were spread out behind. Mason took the flag a comfortable winner in a race lacking many regular drivers, with Thexton taking the second place trophy.

100 NATIONAL SUPER

Three different heat winners emerged — Gary Parker, Clive Wheldon and Jamie Kavanagh — promised a close and exciting final and so it proved.....

Wheldon was on pole and Cox alongside, with Gary Parker and Mark Parker on the second row, while Banbury and Blick sat on the next. With the two leaders playing cat-and-mouse, Clerk of the Course, Chas Palmer, stopped proceedings after three attempts to start the race had failed. Strong words from Chas had the desired effect and the field got away on the next attempt in a cloud of smoke. When the haze had cleared Wheldon had the lead from Cox, Parker G. and Parker M.

These two pulled away from the next pair of Banbury and Blick with the following bunch led by Mace and Cook. The four leaders in line astern eased away from the rest and Cox tried to outmanoeuvre Wheldon, but the leader has been around too long to be dislodged easily. At the halfway stage the leading group seemed to slow and Banbury with Blick began to reel them in to form a six kart snake which split across the track on the straight and reformed in the same order as they exited Stow Corner. Cook led the chasing group of Kavanagh, Bowes and Richardson were holding their own private race.

With Wheldon driving an immaculate line Cox could not dislodge him and Wheldon took the flag from Cox, Parker G., Parker M., Banbury and Blick. An excellent example of front running from Wheldon, even though he seemed to lose pace in the second half of the race.

Report: Duncan Taylor

JUNIOR BOOSTER

1st Daniel Stilp	Wright/Arrow
2nd Oliver Gavin	Wright/Arrow

JUNIOR BRITAIN

1st Richard Walton	JETA/DAP
2nd Tony Hardy	Dino/Parker TKM
3rd Darren Kinsey	Zip/Goff TKM
4th Marcus Gavin	Wright/Parilla
5th Danny Ribbans	Cobra/Arrow
6th Jason Leddington	Zip/Arrow

100 BRITAIN

1st Kevin Thompson	Zip/Goff TKM
2nd Glenn Taylor	Wright/Parker TKM
3rd Laurence Ribbans	TKM/TKM
4th Duncan Paterson	Wright/Parker Arrow

100 NATIONAL NOVICE

1st Gary Powell	Cobra/Parilla
2nd Stephen Wotton	Sprint/PCR

100 NATIONAL CLUBMAN

1st Graham Bushell	Dart/Arrow
2nd Paul Scutchings	Zip/Goff PCR
3rd Jeremy Clark	Zip/Komet

210 NATIONAL

1st Paul Umney	Zip/Upton
2nd Alan Poole	Zip/Villiers
3rd John Howard	Aero/Villiers

125 NATIONAL

1st Colin Mason	Dino/Rotax
2nd Gary Thexton	Zip/Rotax

100 NATIONAL SUPER

1st Clive Wheldon	Sprint/Parilla
2nd Ron Cox	XX3/PCR
3rd Gary Parker	Wright/Parker Yamaha
4th Mark Parker	Zip/Parker PCR
5th Dave Banbury	XX3/TKM
6th Gary Blick	TKM/TKM

Pembrey

August's meeting of the Cardiff Kart Club was again threatened by rain, fortunately although a shower or two occurred, the majority of the heats and all the finals were run on a dry track.

JUNIORS

Our Junior Booster had blown his engine and could not compete, and J. Williams did not appear, so the Junior Britain racing was left to R. Phelps and L. Middleton. Unfortunately R. Phelps had an engine blow up in Heat 1 which left L. Middleton to complete the heat alone. He made a token run in Heat 2, but R. Phelps returned in Heat 3 with a repaired engine. It was not giving its best, however, and L. Middleton had no problem in winning this heat and the final.

100 NATIONAL

Two of the quick men in the 100 National class were absent, P. Stephens with blow motors and K. Davies was on holiday, taking in a meeting at Guernsey. A welcome return to racing was made by D. Francis after a year's layoff, and proved he had lost none of his speed. D. Morgan's only engine broke a con rod which modified the porting in the liner in practice. A club member loaned him his spare engine with which he proceeded to win two heats and the final.

Heat 1 was led by D. Morgan until the last lap when R. Tout, who was working his way up through the field from fifth, took the lead. M. Collard held second spot until half distance before losing it to R. Tout. R. Dickson led H. Williams on lap 1 to lose it on lap 2 and regain it on lap 3. H. Williams held fourth place on lap 5 but S. Lansdowne had moved ahead of R. Dickson, W. Morgan and D. Francis. On the last lap R. Dickson passed S. Lansdowne to take fifth.

Heat 2 had R. Tout leading D. Morgan, R. Dickson and D. Francis. D. Morgan moved into the lead on lap 3 while M. Collard passed D. Francis to settle in fourth. The race pattern was set but on the last lap both R. Tout and R. Dickson disappeared from second and third to restart at the rear of the field. D. Morgan took the flag with M. Collard second, D. Francis third and H. Williams fourth.

Heat 3 was a flag to flag win for D. Morgan with R. Tout second. R. Dickson held third from D. Francis until lap 6 when the positions were reversed. M. Collard passed H. Williams to take fifth. D. Morgan grabbed the lead in the final and held a slender lead from R. Tout, D. Francis and R. Dickson. A gap followed this dueling foursome then M. Collard leading H. Williams and M. Marner who had been having a terrible day with engine problems. At half distance D. Francis took second place and four laps later R. Dickson moved up to third. H. Williams got the better of M. Collard and took fifth. At the flag it was D. Morgan, D. Francis, R. Dickson, R. Tout and H. Williams.

125 NATIONAL

Heat 1 of the 125 National was led throughout by J. Williams. P. Price was second until he slipped back to third on lap 6. His place was taken by E. White. D. Harvey was fourth from C. Hawkins.

Heat 2 was again led by J. Williams until C. Hawkins took the lead a half distance. Two laps later

J. Williams slipped back to third leaving second place to P. Price. D. Harvey was fourth from E. White.

J. Williams again led until passed by C. Hawkins in Heat 3. E. White passed D. Harvey at half distance for third spot. P. Price came to a halt after only one lap.

The final was won by J. Williams from C. Hawkins and P. Price, the order did not change throughout the heat.

250 NATIONAL

250 National Heat 1 was led by D. Bowen from C. Davies and K. Bisp. R. John came up to displace K. Bisp in third spot on lap 3. D. Bowen dropped to the rear of the field on lap 6 handing the lead to C. Davies. M. Mitchell came up to fourth only to drop back to the tail end of the field on the last lap leaving the spot to P. Griffiths.

Heat 2 was led all the way by K. Bisp. M. Mitchell was second until D. Bowen passed him. D. Wheton was fourth from A. Barr.

Heat 3 was won by K. Bisp taking the lead from D. Bowen on lap 7 when he came to a halt. A. Barr was second from M. Mitchell and D. Wheton. The final was led by M. Mitchell for one lap before K. Bisp relegated him to second place. R. John was third until A. Barr passed him for third spot. C. Davies was fifth.

250 INTERNATIONAL

250 International continues to be well supported, eight entries making a good grid. S. Roberts won Heat 1 after taking the lead from lap 2. A. Bufton held second until the last lap when he fell to M. Rees. I. Kato was fourth from D. Mitchell.

Heat 2 saw A. Bufton lead for two laps before T. Holmes and I. Davies passed him to take first and second. M. Rees passed A. Bufton on lap 5 to take third while I. Davies took the lead on lap 6. No further change took place in the order except that I. Kato passed S. Roberts to take fifth place on the last lap.

Heat 3 was won by I. Davies, leading all the way. I. Kato had a brief excursion into second spot before T. Holmes put him back to third. D. Mitchell was fourth until he came to a halt on the last lap as did I. Kato, leaving M. Rees third and S. Roberts fourth.

I. Davies won the final, leading from flag to flag. T. Holmes recovered from a spin at Pit Bend to fight his way back to second spot. D. Mitchell was third from A. Bufton.

Harry Maund

JUNIOR BRITAIN

1st L. Middleton	Ferrari/PCR
------------------	-------------

100 NATIONAL

1st D. Morgan	Wright/Yamaha
2nd D. Francis	Kali/Yamaha
3rd R. Dickson	Zip/Hewland

125 NATIONAL

1st J. Williams	Hutless/Rotax
2nd C. Hawkins	Zip/Rotax
3rd P. Price	PP Barlotti/Rotax

210 NATIONAL

1st C. Morris	Zip 925/APV Villiers
---------------	----------------------

250 NATIONAL

1st K. Bisp	Barlotti/KTM
2nd M. Mitchell	Zip/Yamaha
3rd A. Barr	Zip GP/Yamaha

250 INTERNATIONAL

1st I. Davies	Zip GP/Rotax
2nd T. Holmes	Zip/Rotax
3rd D. Mitchell	Zip GP/Rotax

THE MANX MEET Continued...

and stayed firmly in the lead throughout. Ansermoz, Beggs and Crosset were locked in battle for second and third places, until Ansermoz was knocked onto the grass and Beggs gained second place in the confusion. After regaining control of his machine Ansermoz fought Crosset to take third place, showing his best performance of the season. Fred Kelly, winner of the Peel meeting, finished in fourth.

125 National saw some exciting racing in this popular class, Ulsterman Henry Crossan having an energetic tussle with Rob Bagley from Stratford-on-Avon and local driver Gary Brain — these three dominating the heats. Crossan took the first heat with Bagley hot on his tail and David Prudy coming in third, while King and Brain finished fourth and fifth respectively. The second heat was led for the first half by Brain with Crossan crawling all over his back and finally taking the lead on lap six; Bagley remained in third throughout the race. The third heat and Crossan did not appear on the grid which left Brain and Bagley to fight for the honours. These two gave the crowd plenty of action with Brain once again leading the race for the first half. Bagley nipped past on lap six and held the lead to the finish. Manxman, Mark France, came in third after a tussle with another local man, Geoff Evens, who was having mechanical problems with his kart.

The final — and Crossan was back on song, with Bagley and Brain chasing him into the first chicane, but he looked good to win the class. Brain chased Bagley hard for second but clipped a bale on the fifth lap, spinning out and ending his chances. Bagley was chasing the Ulsterman hard when, on the sixth lap, a tangle with a backmarker finished Crossan's chances and Bagley steamed on to a comfortable first. Second and third places were keenly fought for with Brian King coming in second and local, Mark France, third, gaining his first trophy of the season. The final race of the day was the combined gearbox Bonanza. What a race to watch, with Ulsterman, 'Jolly Morton' and 'Cryer the Flyer' on top form. On lap one it was Morton out front, closely followed by Cryer, Johnston and Manxman Counsell. Lap four and Cryer had the lead in his grasp, being chased and harried by Morton, with Johnston easily defending third place.

The pace was fast and furious in ideal conditions with Morton making several attempts to snatch the lead from Cryer. On the final lap all looked set for Cryer to take the chequered flag, then on the last hairpin, fifty yards from the finish line, he spun out and grappling for control of his kart he swerved back onto the course, almost cutting starter, Jim Self's feet off! He managed to take second place after a delighted Morton pipped him to the post.

Competitor No 126, Basil Pinn, who travelled

from West Drayton, near Heathrow in a little mini-van with his kart, had the most awful luck and despite hours of work burning the midnight oil he just didn't get it together for the meetings. His determination and good sportsmanship set an example to all concerned. All his hard work and despair was acknowledged by the Club on Monday when he was given a bottle of champagne for his efforts.

Both Saturday and Monday's meetings were an unqualified success, the organisation was superb and can only be a credit to the Isle of Man Kart Racing Association. The true spirit of karting was there in force and we can only say — "Roll on July 19th and 20th next year so we can all do it again!"

RESULTS

Peel Meeting 7th September

250 NATIONAL

- | | |
|-----------------------|-------------------|
| 1st Dessy Black (Irl) | Barlotti/Montessa |
| 2nd Joey Morton (Irl) | ZIP/Yamaha |

250 E

- | | |
|----------------------------|-----------------|
| 1st Trevor Roberts (Irl) | Rotax |
| 2nd Joe McBride (Irl) | ZIP/Yamaha |
| 3rd Trevor Cryer (UK) | ZIP PC/Rotax PC |
| 4th Malcolm Stoddard (IoM) | Lancer Rotax |

125 P&R

- | | |
|----------------------------|-------------------|
| 1st Fred Kelly (Irl) | ZIP/Honda |
| 2nd Dennis Mairs | |
| 3rd Ronnie Beggs (Irl) | ZIP Shadow/Honda |
| 4th Raymond Johnston (Irl) | ZIP/Honda |
| 5th Alan Colvin (IoM) | ZIP Shadow/Yamaha |

125 NATIONAL

- | | |
|-------------------------|--------------|
| 1st Brian Kennedy (Irl) | Rotax |
| 2nd Brian King (Irl) | Rotax |
| 3rd Gary Brain (IoM) | Sprint/Rotax |
| 4th Roger Owen (IoM) | ZIP GT/Rotax |

Jurby Meeting 9th September

100 NATIONAL

- | | |
|-------------------------|-----------------|
| 1st Ashley Hedges (IoM) | ZIP Hedges/PCR |
| 2nd Carl Hudson (IoM) | Fullerton/Arrow |
| 3rd Lee Clegg (IoM) | ZIP/Parilla |

250 COMBINED

- | | |
|----------------------------|-----------------|
| 1st Trevor Cryer (UK) | ZIP PC/Rotax PC |
| 2nd Joey Morton (Irl) | ZIP/Yamaha |
| 3rd Malcolm Stoddard (IoM) | Lancer/Rotax |
| 4th Graham Kelly (IoM) | ZIP Int/Rotax |

125 P&R

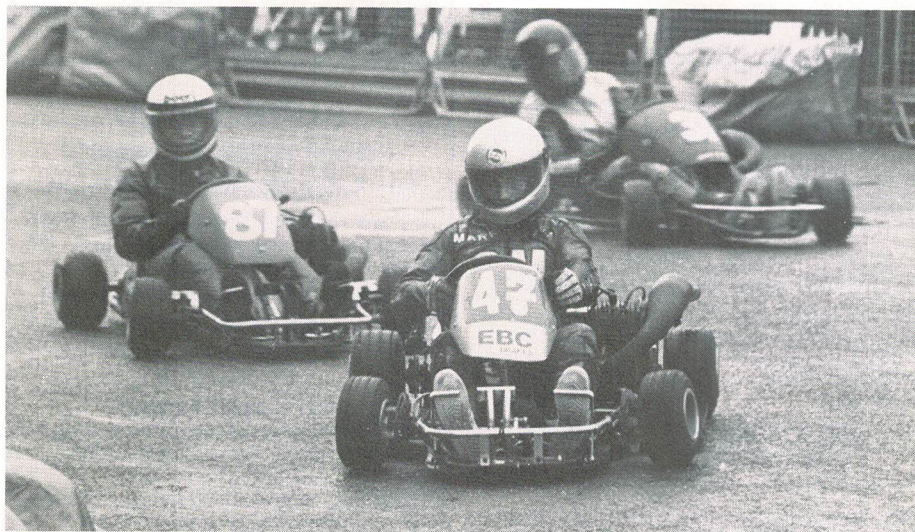
- | | |
|---------------------------|-------------------|
| 1st John Qualtrough (IoM) | Dale Sabre/Honda |
| 2nd Ronnie Beggs (Irl) | ZIP Shadow/Honda |
| 3rd Paul Ansermoz (IoM) | ZIP Shadow/Yamaha |
| 4th Fred Kelly (Irl) | ZIP/Honda |

125 NATIONAL

- | | |
|------------------------|---------------------|
| 1st Robert Bagley (UK) | ZIP/Rotax |
| 2nd Brian King (Irl) | Rotax |
| 3rd Mark France (IoM) | Phoenix/(Rotax |
| 4th Geoff Evans (IoM) | Dino Transman/Rotax |

COMBINED GEARBOX BONANZA

- | | |
|------------------------|-------------------------|
| 1st Joey Morton (Irl) | ZIP Yamaha 250N |
| 2nd Trevor Cryer (UK) | ZIP PC/Rotax PC 250ccE |
| 3rd Ray Johnston (Irl) | ZIP Shadow/Honda 125P&R |



Trevor Cryer (47) with Ronnie Beggs (87) and John Qualtrough (31).



Ulster's Fred Kelly won the Peel 125 P & R event.

WHERE AND WHEN

13th OCTOBER

MALLORY PARK (Kirkby Mallory, just off A47, Leicestershire) **CENTRAL KART CLUB FINALS/125 ZIP-BRIDGESTONE FINAL ROUND**

Clay Pigeon (Between Yeovil and Dorchester on A37)

Chasewater (Pleasure Park, off A5, Staffs)

Wombwell (Dorothy Hyman Stadium, near Barnsley, South Yorks)

Boyndie (3 miles west of Banff, Scotland)

Jersey K & MC — Belle Vue

Guernsey K & MC — St Sampsons

Tilbury (Dunlop Road, East London, near Tilbury Docks)

Kimbolton (10 miles South West of Huntingdon, off A45)

Rowrah (Near Frizington, Cumbria)

20th OCTOBER

Ellough (2 miles from Beccles, Suffolk)

Nuthampstead (1½ miles east of Barkway, off B1368 Cambridge-Ware Road)

Three Sisters — Cheshire KC (Off Junction 25 (Wigan), M6)

Plymouth (Riverside Raceway)

Shenington (Off A422, Banbury-Stratford Road)

Crail (Fife, Scotland) — Autumn Cup

Felton (8 miles north of Morpeth on A1) — North East Area Champs

26th OCTOBER (Saturday)

Nutts Corner (County Antrim) — Ulster KC

27th OCTOBER

SHENINGTON (Off A422, Banbury-Stratford Road) — **3 HOUR ENDURO — CLASS 1/CLASS 4** Camping facilities available

Jersey K & MC — Belle Vue

Pembrey (12 miles from Junction 48, off M4, Llanelli-Kidwelly Road)

Dunkeswell (5 miles from Honiton, Devon)

Castle Kennedy (4½ miles from Stranraer on A75)

Golspie (Sutherland, Scotland) — North of Scotland KC

Snetterton Kartway (15 miles from Norwich, on A11)

Fulbeck (8 miles from Newark, Notts)

Blackbushe (Near Camberley, Surrey)

3rd NOVEMBER

Little Rissington (RAF Base, near Stow-on-the-Wold)

Clay Pigeon (Between Yeovil and Dorchester on A37)

Three Sisters (Off Junction 25 (Wigan), M6) — Manchester & Buxton KC

Kimbolton (10 miles South West of Huntingdon, off A45)

Larkhall (Larkhall/Hamilton Junction, off M74) and don't forget the Annual Club Dinner Dance on 23rd November — ring Miss E. Keenan for details (041-881 2617)

10th NOVEMBER

Wombwell (Dorothy Hyman Stadium, near Barnsley, South Yorks)

Tilbury (Dunlop Road, East London, near Tilbury Docks)

Rowrah (Near Frizington, Cumbria)

Chasewater (Pleasure Park, off A5, Staffs)

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The 1985 Australian Superkart Championship reached its conclusion on Sunday 18th August at the Adelaide International Raceway. Four classes were represented, the 80cc and 125cc using the shorter 1.7Km circuit, whilst the 250 National and 250 International raced on the full 2.4Km circuit. A week of rain preceded the event though, fortunately, Sunday held bright and dry for the 72 entrants, the breakdown of which was:- 80cc — 26; 125cc — 12; 250 National — 12 and 250 International — 20. A series of heats was run for each of the classes with points being awarded for wins and placings and the man who accumulated the greatest score was declared the winner. The results overall were:-

80cc CLASS

1st	R. Caddy	Tont/Yamaha	Victoria	1425 pts
2nd	M. Johnson	DAP/Huvo	Queensland	1203
3rd	G. Robertson	Elim/Yam-Suz	Sth Aust	1189

125cc CLASS

1st	P. Hillman	Dino/—	NSW	1803 pts
2nd	D. Belsky	DBS/Yamaha	Sth Aust	1278
3rd	B. Barclay	Demon X/Rotax	Victoria	1151

250 NATIONAL

1st	A. Müller	—	NSW	2005 pts
2nd	R. Gray	—	Victoria	1500
3rd	E. Abdilla	—	—	1125

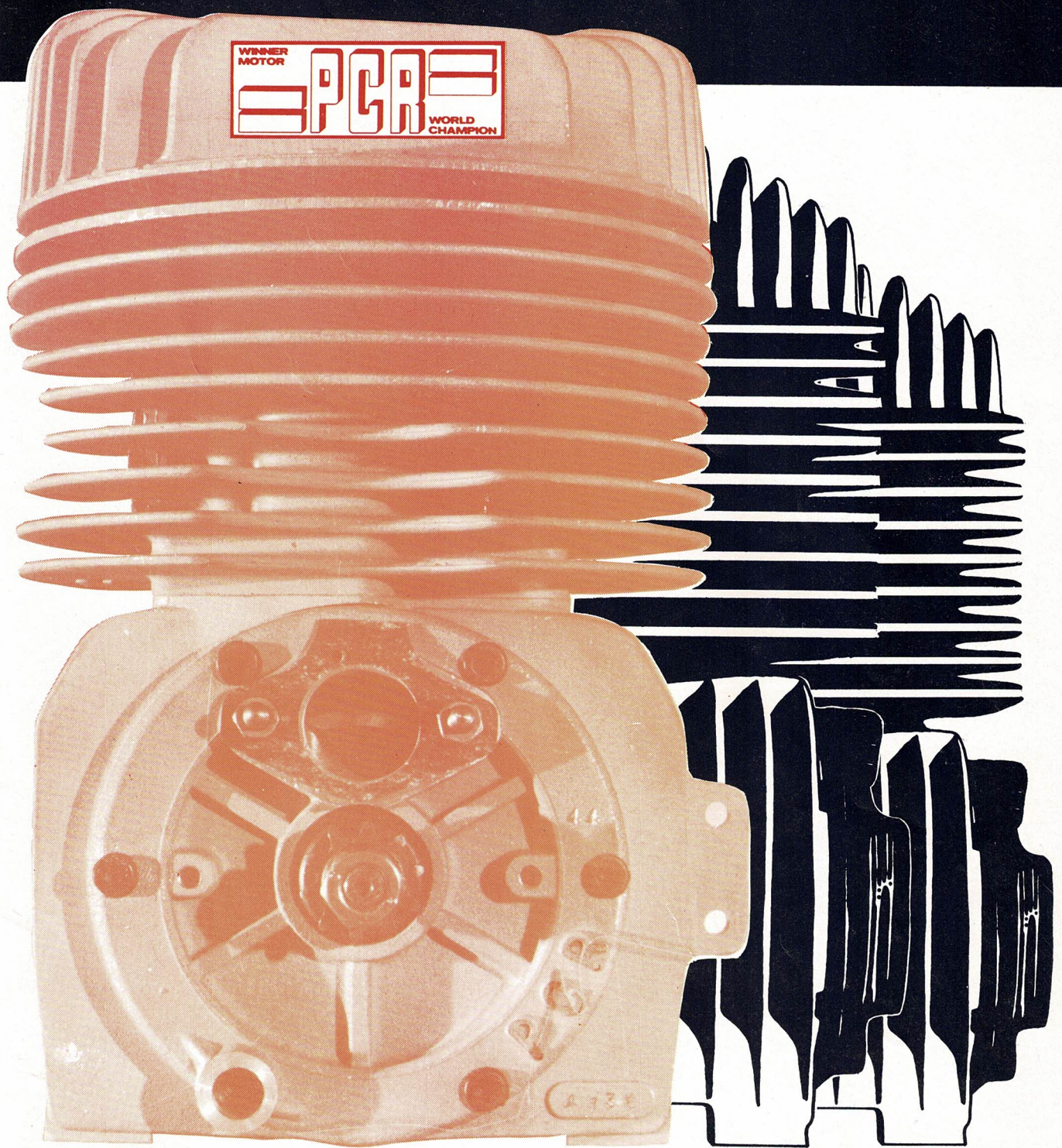
250 INTERNATIONAL

1st	P. Stebbing	Dino/—	Victoria	1803 pts
2nd	G. Siebert	Viper/—	Sth Aust	1702
3rd	W. Thomas	Viper/—	Sth Aust	915

(Information courtesy —
Darren Fletcher, Gisborne, Victoria)

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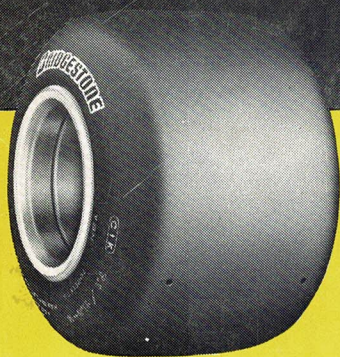
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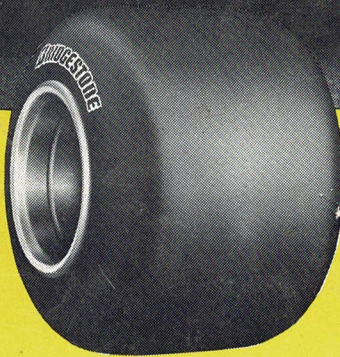
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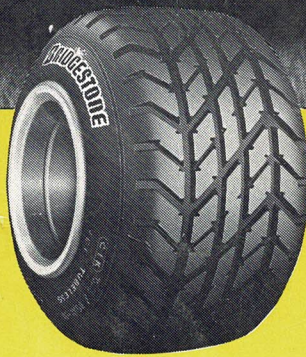
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