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BRITISH  
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## ZIP KART

WORLD CHAMPIONS

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# K AND S

THE INTERNATIONAL MAGAZINE

# KART AND SUPERKART

NOVEMBER 1985

80p

### Features include

Rye House Decider  
— Bridgestone  
United Kingdom  
Championship

Cadwell Park Autumn  
Round-up

Mallory Park British  
Championships



Mike Wilson

Parma — Wilson's 4th World!  
Enduro Racing; Ulster Focus  
Scottish Championships



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.....Complete new engine test cell.....  
.....Latest computerised dyno.....  
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PINDAR ROAD, HODDESdon, HERTS.  
Tel: Hoddesdon 463371/468503 Telex 266343G ZIP

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**0742-335918**

**BRIDGESTONE**

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TKM FF99	3 Port	48 x 53.8	£238.50
TKM FF99	TT	48 x 53.8	£238.50
TKM L90	TT	48 x 53.8	£269.10
TKM 589	3 Port	50.6 x 48.5	£238.50
TKM 589	TT	50.6 x 48.5	£238.50
Arrow KE	3	50.6 x 48.5	£238.50
Arrow KE	TT	50.6 x 48.5	£238.50
Arrow KE	D	50.6 x 48.5	£274.50

All the engines come complete with 10T drive sprocket, Tillotson carb and motoplait ignition.  
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Finger Guard .....£761 Engine Mount .....£13.31  
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L90 BP Motor comp .....£359.10 Arrow TT BP Super .....£328.50

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WE ARE A U.K. CONCESSIONAIRE FOR PARILLA ENGINES & IAME GENUINE REPLACEMENT PARTS. DARTFORD KARTING ARE ALREADY THE LARGEST STOCKISTS & DISTRIBUTOR OF TKM AND ARROW ENGINES & SPARES IN THE U.K.  
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PARILLA TT31 .....£340  
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## PARILLA

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Piston, bare.....	£7.80
Ring set (Super).....	£4.75
Gudgeon pin (lightened).....	£1.00
Cylinder stud.....	£2.00
Head nut (brass).....	50p
Exhaust stud.....	35p
Exhaust bend.....	£7.75
Exhaust flex.....	£1.85
Silencer.....	£10.50
Oil Seal (ROLF high RPM).....	55p
Valve cover (sloping).....	£12.00
Crank complete.....	£65.60
Crank pin.....	£2.80
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Big end spacer washer.....	60p
Small end rollers.....	2mm x 13.8mm.....90p
Small end washer (aluminium).....	65p
Small end washer (steel).....	1mm thick.....31p
Crankcase main bearing shims.....	30p
Valve locator.....	£4.96
Valve locator circlip.....	20p
Crank nylon stuffers.....	£1.20
Aluminium stuffers.....	PO.A
Copper rivets.....	33p
Cylinder Comp. 3P.....	£60.00
Cylinder Comp. TT.....	£64.00
Cylinder Comp. L90TT.....	£68.00
Crankcase Comp. 3p.....	£52.00
Crankcase Comp. TT.....	£60.00
Crankcase Comp. L90TT.....	£68.00
Crankshaft Comp. 3 p + TT.....	£70.40
Crankshaft Comp. L90TT.....	£76.00
Crankhalf Drive 3p + TT.....	£28.00
Crankhalf Drive L90TT.....	£32.00
Crankhalf Mag. 3p + TT.....	£25.60
Crankhalf Mag. L90TT.....	£29.60
Conrod long/short.....	£20.24
Conrod Selected.....	£25.04
Rotary valve cover FF99.....	£12.00
Rotary valve Cover L90TT.....	£13.60
Rotary valve all models.....	£3.60
Rotary valve magnum, All mods.....	£4.40
Rotary valve locator.....	£4.96
Liner 3 port.....	£30.24
Liner TT.....	£34.80
Gaskets, paper.....	16p

**TKM Engine — 10% Off TKM printed price list (Dated 1st January 1985)**

### IGNITIONS

Motoplait, Class 1 comp, with coil.....	£37.50
Motoplait coil.....	£18.97
Dial gauge.....	£10.00
Extension.....	£1.50

### ARROW ENGINES/SPARES

Mounting plate & Allen screws complete.....	£13.13
Cylinder head.....	£30.40
Cylinder barrel to head 'O' ring.....	£1.00
Exhaust pipe.....	£7.90
Cylinder barrel.....	£29.90
Cylinder liner, TT.....	£34.80

Cylinder liner, 3-port.....	£30.40
10T sprocket, fine pitch.....	£4.00
11T sprocket, fine pitch.....	£4.00
12T sprocket, fine pitch.....	£4.00
9T sprocket, std, pitch.....	£4.00
Output shaft oil seal.....	50p
Rotary valve cover.....	£13.20
Oil seal 25357.....	60p
Hub r/v drive hub.....	£4.96
'O' ring crank valve hub.....	40p
Crankshaft nut.....	£1.20
Crankcase R.H. Pair.....	£60.00
Crankcase oil seal.....	60p
Big end roller bearing.....	£3.75
Cylinder head nut.....	50p
Piston assy, all sizes incl. piston rings, and circlips.....	£11.00
S/E Thrust washer.....	75p
Crankpin.....	£3.60
Connecting rod TKM.....	£20.24
Crank assy, inc. rod.....	£74.00
Crank half R.H.....	£30.00
Crank half L.H.....	£30.00
Engine mount clamps.....	£3.50
Rotary valve, 45-65°.....	£5.70
Rotary valve, tuned, 45-72°.....	£5.70
Cylinder comp. 3P.....	£60.00
Cylinder comp. TT.....	£64.00
Cylinder D Port.....	£71.20
Liner 3P.....	£33.00
Liner TT.....	£34.80
Liner D Port.....	£39.60
Gaskets, paper.....	20p
Connecting rod.....	£20.24
Connecting rod, selected.....	£25.04
Carb restrictor.....	£2.00
Carb restrictor, stepped.....	£4.80

Super track rod ends (male).....£2.50  
Track rod ends (male).....£1.95  
Axle bearings 30mm (Super).....£3.50  
Axle bearings 25mm.....£3.00  
Axle bearings, 1".....£3.00  
Stub axle bearings, 15mm.....£1.00

### GOODYEAR TYRES

(CIK) 11-4.50x5 moulded wets.....£14.00  
11-6.00x5 (German).....£14.00  
11-4.50x5 (German).....£14.00  
11-3.50x5 large 10A.....£7.50

### PISTONS

TKM pistons, complete with circlips and rings, for all makes eg. Parilla, TG14, SS20, TT22, Arrow, Komet, K77, K88, DAP, Manx etc.....£11.00  
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 types steel ring locator?

### TUNING

We tune any Class 1 engine to Works specification. All engine work undertaken is done in DK's workshop. DK Special Tuning, £50.00; Liners renewed from £30.00.

### Labour prices:

Strip, hone and rebuild.....	£10.00
Big end replacement.....	£3.00
Reboring & honing.....	£2.00
Resleeve & machine.....	£8.00
Carb test & rebuild.....	£2.50
D.K. special tuning.....	£50.00
Honing, crankshaft splitting and rod replacement while you wait (Except Wednesday afternoon).....	

We will guarantee any engine work undertaken in D.K.'s own workshop will be to top spec.  
**NOTE:** Crank splitting and Big End replacement, honing and crank truing if required during rebuild will be done at no extra charge. Unable to bring your engine rebuild or tune to us then we will collect and return to you — £8.00.

New liner fitted with spectacular DARTWAYS — £25.00  
Equipping your liner with DARTWAYS including removal and fitting — £25.00

**D.K. Special Tuning including DARTWAYS £50.00**

<b>BOOSTER KART.....</b>	<b>£235.00</b>
<b>CHAIN.....</b>	<b>£6.50</b>
<b>SPROCKET.....</b>	<b>£2.50</b>
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<b>ENGINE COMP. ARROW.....</b>	<b>£265.00</b>
<b>BRIDGESTONE YBN.....</b>	<b>£60.00</b>

**£589.00**  
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3mm, 4mm, 6mm, 8mm, T-bar Allen-key.....	£1.50
10mm T-bar socket.....	£3.25
13mm T-bar socket.....	£5.25
Sprocket puller.....	£4.75
Motoplait puller.....	£1.95
Motoplait holder.....	£1.75
Gudgeon pin extractor.....	£3.25

### BEARINGS

6204, C3 (metal cage).....	£1.50
6204, C4 (metal cage).....	£3.00
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6204, T, B, P63 (fibre cage).....	£5.75
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**All prices subject to alteration without prior notice**

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VEGA SL SLICK or WETS.....	£70.00 per set
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### NEW NEW NEW NEW NEW NEW

DARTFORD BEARING LOCATOR TO FIT MOST KARTS FOR EASY CHANGE OF YOUR 30mm AXLE IN SECONDS.....£15.00 per pair + VAT  
Booster panels complete with front cone.....£30.00  
Nerf bar set to fit above.....£10.00

Calling all export customers. With the excellent exchange rate and our large stocks and speedy service.  
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This MUST making karting CHEAP for YOU. So Ring Dartford 22645 TODAY.

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Triflon (large).....	£4.00
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DAG heat dispersant.....	£2.50
Shell R oil.....	£3.90
Girling brake fluid.....	£1.00
PH grease.....	60p
Castrol R 30.....	£2.50
Castrol R 40.....	£2.50
Trackside hand cleaner.....	70p
ILC Vari-clear demister.....	£2.00
Hermetite Instant Gasket.....	£1.75
In-line petrol fillers large or small.....	£1.00
Chrome exhaust ends.....	£4.50
NGK plug caps.....	75p
PVC tank tape (large).....	£4.00
Steel sprocket Class IV.....	
1" or 25mm or 30mm.....	£2.75
Steering wheels.....	£7.50
Class IV rear sprocket carrier.....	£5.00
210 pistons c/w rings.....	£12.00
210 Motoplats c/w coil.....	£37.00
Class 1 Motoplats with coils.....	£39.90
Advance & Retard Motoplait.....	£37.43

### RACING PLUGS

Motocraft AG 603.....	£2.00
Motocraft AG 403.....	£2.00
NGK 8EV-9EV-10EV.....	£1.95
Special rubber plugs caps.....	50p
Plastic plug holders 6 plug.....	20p
NGK, BBEN, B9EN, B10EN.....	£1.75
NGK, 8EGV-9EGV-10EGV.....	£2.65
NGK 8EG-9EG-10EG.....	£1.25
NGK Plug Caps.....	85p

### HELMETS AND ACCESSORIES

Star Wars, Simpson.....	£150.00
Bell M.1 replacement visor.....	£10.50
Bell LTD helmet.....	£110.00 No VAT
Bell Star (limited stock).....	
All helmets to BS2495 Amend 5 or SNELL 80.....	£95.00 No VAT
Bell Star replacement visor.....	£7.50
Bell Start II replacement visor.....	£3.75
Rotor visor (a must for the wet).....	£9.50
I.C.L. Vari-clear.....	£1.95
Turbo whirly visors.....	£9.50
quality version.....	£38.99
Helmet bag.....	£7.50
Team bags medium.....	£7.75

### DART RACEWEAR

All PVC suits are available in red, green, black or blue with contrasting stripes and available in 7 sizes to ensure a perfect fit.  
DART std PVC suit.....£27.00

New team suits are in the latest fashion with stripes up the side of arm, leg & body and carry DART logo on back and shoulders.....£33.00  
New F.1 style CIK suit. A new standard in style and comfort.....£42.00

Leather suits are available in colours and sizes as per PVC overalls. But manufactured in top quality leather.....£90.00  
DART new team leathers. New style, in various colour combinations in 7 sizes, also carrying DART logo. Manufactured in top quality leather.....£120.00  
PVC racing boots.....£12.50  
Super leather boots.....£16.50  
Short leather racing gloves.....£8.50  
Long leather gloves.....£10.95  
Equipment bag.....£6.50

### TUBES

600/710 Tubes.....	£7.50
450 Tubes.....	£4.50
350 Tubes.....	£3.50

Large stock of all above now in stock.

### PARILLA/IAME SPARES

<b>Genuine TT27</b>	
Cylinder Head.....	£30.45
Gudgeon Pin light.....	£2.45
Piston TT Bare.....	£8.75
Rings 2 Super.....	£6.90
Exhaust Gasket.....	49p
Exhaust Bend.....	£6.60
Woodruff Key.....	25p
Bronze Washer.....	£1.00
Paper Gaskets.....	30p
Crank Pin.....	£2.75
K80 Cylinder Comp.....	£87.64
TT27 Nat. Cylinder Comp.....	£85.26
Conrod Super 81.....	£30.00
Conrod Super 81 Selected Comp.....	£42.63
Conrod Hi-Fi Selected Comp.....	£54.81
Crankcase Jubilee & Washer.....	£92.54
Crankcase Nat. & Washers.....	£87.64
Rotary Valve Locator.....	£4.62
Rotary Valve Locator.....	£4.50
10T Sprocket IAME.....	£5.18
Factory packed Gasket Set.....	£2.00
Iron Liner TG14.....	£23.00
Iron Liner TT27 Nat.....	£32.00
Iron Liner TT27 Jubilee.....	£38.99
K88/K55/K80 Crank Pin.....	£2.75
K88/K55/K80 Conrod.....	£30.00
K80TT Crankcase Comp.....	£85.26
K88 Crankcase Comp.....	£75.46
Komet Cylinder Head.....	£30.45
Komet Rotary Valve.....	£4.62
Komet Valve Locator.....	£4.50
Timing wheel and boss.....	£23.10
Trade supplied on all IAME products	

# DARTFORD KARTING

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on page 14

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Brand new JTM 250 LC.....£575

Brand new Rotax 125 H5.....£690

ZIP 84 GP Rolling Chassis, full Silverstone bodywork, slicks, wets and all spares.....£450

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before 7pm or

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WRIGHT JUNIOR BRITAIN 2 fully tuned TKM engines, wets, dries, many spares, used one full season only. No expense spared on preparation. This complete outfit for only £750. Tel: (04853) 33555 anytime.

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For high quality Fibreglass

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or call 021-523 0732

## SOMETHING TO SELL?

## TAKE A MINI-AD

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444201

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RICHARD DEANS 1985 ROTAX ENGINE. Russell tuned C/W pipes, carbs £1,500 ono. Selection of new and used tyres, wets and slicks, rears on EDR wheels, fronts on Zip wheels, going cheap. (0773) 46425.

## PHIL BRISTOW has for sale:

1 EDR Formula E chassis complete with radiator, rev counter, temperature guage, etc .....£575  
Also 1 1983 250 Rotax complete with carbs, and new pipes. ....£1,000

1 1983 250 Rotax complete less carbs.....£900  
6 sets of 1 piece rims complete with tyres

.....£250

1 set of Brembo brakes complete .....£100

1 four wheel kart trailer with bench, vice, tyre rack, storage bins, and large awning.....£675

Tel: Rossendale 220788 eves.

'85 SEASON RACE EQUIPMENT. Two Zip, Chris Stoney Rotax powered outfits. Spare tuned '85 barrels, cranks, wheels, tyres etc. Tel: 0977 620492, evenings please.

1985 PHOENIX MINARELLI 125cc in short and long circuit trim. Various sets of tyres and some spares. £1,200 ono. Ring: 0761 35309 after 6pm.

## SURESPEED

### Engine Developments

For all Rotax 125 stands  
Vega and Bridgestone Tyres

1985 Team equipment for sale

Phoenix long circuit rolling chassis with wet and spares.....£680

Reseme Phoenix rolling chassis, brand new with all mods. as per team kart .....£725

Works engine completely rebuilt .....£775

Contact John Brooks for all your 1986 karting requirements at:

15 Sturminster Close, Clifford Park,  
Coventry. Tel: (0203) 611224

## CLUB SCENE

## Kimbolton

SUNDAY, OCTOBER 13th

### JUNIOR BOOSTER

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

### JUNIOR BRITAIN

1st Richard Walton Jeta/DAP  
2nd Darren Kinsey Zip/Goff TKM  
3rd Bobby Game Lane/Parilla  
4th Ricky Flynn Gillard/Parker TKM  
5th Tony Hardy Dino/Parker TKM  
6th Kevin Spires Gillard/Parilla

### 100 BRITAIN

1st Chris Dagless Wright/Parker TKM  
2nd Philip Hart Wright/Arrow  
3rd Glenn Taylor Wright/Parker TKM  
4th Lawrence Ribbans TKM/TKM

### NATIONAL NOVICE

1st Nick Brown Gillard/DAP  
2nd Tom Whitewright Gillard/Goff TKM  
3rd Phil Mansfield —/—

### NATIONAL CLUBMAN

1st Mark Woolford Ferrari/PRE DAP  
2nd Wayne Fobelets Zip/DAP  
3rd Mike Whitehouse Dart/TKM  
4th Martin Collard Art/Parilla  
5th Geof Woods Wright/Yamaha

### 210 NATIONAL

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

### 125 NATIONAL

1st Graham Steven Zip/Goff Rotax  
2nd Ian Mason Zip/Rotax  
3rd Bruce Moore Zip/SRS Rotax

### 250 NATIONAL

1st Colin Breeze Zip/KTM

### 100 NATIONAL SUPER

1st Ron Cox XK3/Goff DAP  
2nd Ken Bowes TKM/Parker TKM  
3rd Peter Giddings Dart/Parker Parilla

## Nuthampstead

SUNDAY, SEPTEMBER 15th

### JUNIOR BRITAIN

1st Trevor Fosskett Stratos/TKM  
2nd Ian Pearce

### SENIOR BRITAIN

1st Mick Snowling Sprint/TKM

### 100 NATIONAL 'A'

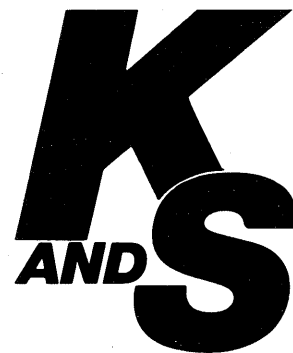
1st Mike McAler Dart/TKM TKM

### 100 NATIONAL 'B'

1st Barry Ticker Lane/Turk  
2nd Malcolm Fosskett Sprint/DAP

### GEARBOX

1st Ian McKenzie Barlotti/Villiers



MONTHLY

No. 83

## FRONT COVER:

Mike Wilson (91) — Kali/Komet, leading Giovanni Bonanno (88) — Fullerton/Komet, went on to collect his 4th World Championship title at Parma in September. Will 1986 be the year Wilson equals Goldstein's five times record?

Inset photo:- The Happy Victor

(Pics: Rodger Calvert)



Stefano Garelli (Birel/Komet) qualified first with a 47.08sec lap at Parma, Italy during the World Championship for Formula K 135cc.

(Pic: Rodger Calvert)

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## 210 CHALLENGE

Ian Hunter describes the Sherington round of this popular Villiers series.

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## CLUB SCENE

Our monthly look at what's happening up and down the country on the Club racing circuits.

38

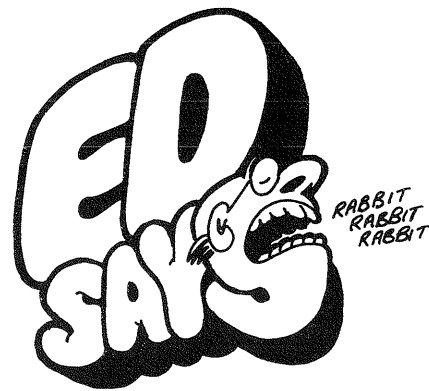
## WHERE AND WHEN

Where and when to see karting during the coming month.

38

## STOP PRESS





A rather disburbing fact came to light recently. A gentleman rang the Editorial Offices, mainly to draw attention to a matter very pertinent these days — cost effectiveness in racing and something rather startling he discovered — that it doesn't exist. The class the gentleman was particularly concerned about was Britain, and the maximum price limit imposed by the R.A.C. on chassis.

For the benefit of those perhpas not too familiar, the relevant section of Paragraph S. 3.2.2. on Page 195 of the current Karting Regulations in the RAC Motor Sports Yearbook quotes:-

**“The retail price of the new kart, chassis including tyres, tubes, brakes, chain guard, sprocket carrier, axle sprocket, tank, axle (must be magnetic), etc., must not exceed £370 (excluding V.A.T.) in easily assembled kit form, i.e., no welding required, or £400 assembled.”**

The caller is accepted as a genuine man, concerned and involved in the sport and reported that he had telephone several kart manufacturers to ascertain the price ranges of Britain class equipment, obviously to obtain the best deal. Expecting quotes to fall in line with Regulation S. 3.2.2., he found to the contrary. Prices ranged from around £15 to over 50 in excess of the limit, whether in kit form or assembled. To a degree our friend would have been willing to accept a price a little over, but when he was told:- “Tyres are extra” — he quite naturally became vexed, to say the least!

It was at that juncture he rang these offices to seek recourse of action. After a lengthy discussion he was asked to speak to the R.A.C. direct and bring the matter to their attention. This he proceeded to do and the next day again rang this office to report that an R.A.C. Official or member of staff informed:- “The karting trade always tried it on and people breaking the price rules were very difficult to police.”

However, the most alarming fact, of which the R.A.C. might not be aware is, that during one quote the gentleman was advised, if he paid the particular asking price, a receipt would be given that complied with the maximum price quoted in S. 3.2.2.!

After re-examining Regulation S. 3.2.2. in detail, it seems pretty straight-forward and doesn't offer any loopholes for the unscrupulous types to take advantage. Obviously the 'killer sharks' will find a way round anything, but it is up to the individual to report any breaches to the Governing Body. How can the sport be expected to proliferate with such types around? They should be nailed and nailed *hard*. Karting needs the blood it already has in stock. If a possible transfusion opts away from the karting scene in favour of another form of motor racing then the 'sharks' are the ones on whose shoulders the blame must rest. Avarice is a destructive power and always will be, but the R.A.C.

has the 'weight' to cut out the cancerous growths that create it.

The response to the publication, in last month's issue, of the 'Green Paper' proposals has been anything but inspiring, though maybe it's early days yet. Therefore no opinions on the paper have been expressed in this edition. Let's hope that the ensuing weeks will prove more fruitful and that a realistic evaluation can be offered for readers to mull over during the Festive Season. Remember, if you don't make your opinions known when the opportunity is given, you cannot justify denouncing any future legislation.

Ed McCormick

## RYE HOUSE WINTER SERIES

Hoddesdon Kart Club will be running a four round Winter Series, commencing in December and continuing into March 1986. It will be a National Series with 3 out of the 4 rounds to count and will be open to the following classes:

100 National 'Super' (Yellow Plates)  
100 National  
100 Britain  
Junior Britain  
Junior Booster

There will also be grids for Novice drivers.

The club has already attracted the interest of Cable TV and the intention is to screen a programme featuring the December meeting during the Christmas period and it is anticipated that the other rounds will also be given coverage in 1 to 1½ hour programmes. Prizes will include — engines, tyres, trophies, etc., and all drivers interested in participating are invited to contact:

Mrs Jean Sowden,  
Hoddesdon Kart Club,  
The Kart Raceway,  
Rye House Stadium,  
Rye Road,  
Hoddesdon,  
Herts.

All readers, columnists, advertisers and subscribers are asked to note that, due to extended Festive Season holidays within the printing industry, the January 1986 issue of *Kart and Superkart* will be prepared and printed before Christmas. All copy for inclusion in the January issue, therefore, must be received at these Editorial Offices by Monday 2nd December.

## CENTRAL KART CLUB CHAMPIONSHIP POINTS AFTER FINAL ROUND

210 National	Points	125 National	Points
1st John Newton	42	1st Chris Stoney	45
2nd Andy Martin	21	2nd Ian Shaw	20
3rd Alan Ogden	20	3rd Paul Molloy	18
4th Glen McAdam	17	4th Stephen Coward	18
5th Graham Sykes	17	5th Adrian Wilcox	18
		6th Colin Poole	17
Formula E	Points	250 National	Points
1st= Martin Hines	28	1st Mark Allen	33
1st= Derek Rodgers	28	2nd Mark Webster	32
3rd Roger Goff	26	3rd Mike Doble	24
4th Tim Parrott	21	4th Rob Hipkin	19
5th= Reg Gange	12		
5th= Steve Gill	12		

## RAC NEWS

### Gearbox Classes on Long Circuits

All competitors are reminded of Regulations S. 1.5.4. Any competitor found by scrutineers attempting to compete without some form of bead retention will be excluded from the event.

### 125 National Class

The Kart Committee confirmed that there is no intention of changing the Regulations for this class to admit liquid cooled engines. It was intended to retain the stability in this class until at least 1988.

### Correction to Regulation S. 1.6.6.

List A should be deleted from the first line of this Regulation as it was never intended that List A slicks should be hand-cut or that there should be a free choice of wet tyres for use in the wet for Booster or Britain classes. The only wet tyre for these classes is the wet YBF listed in List A. However, it is hoped that a longer life wet tyre will be introduced for use in 1986 and information regarding this will be released as it is available.

### Noise

There are still many cases of competitors failing to comply with the Noise Regulations. Quite apart from an efficient exhaust silencing system, competitors in all classes on short circuits are strongly recommended to use induction noise boxes to assist as this can account for several decibels. This matter should be treated very seriously as official Noise Inspectors, who now have the powers of Judges of Fact, will be visiting circuits during the latter part of the season.

## VOTE OF THANKS

*Kart and Superkart Magazine* along with the Series Organisers and the many Sponsors, including the Bridgestone Tyre Company, would like to offer a special vote of thanks to Mrs Sarah Edwards for the fine job of work she did as Series Administrator for the Bridgestone United Kingdom Championships during the 1985 season. Well done Sarah.

## KART BURGLAR!

An interesting little snippet comes to us by way of Jim Cruttenden, proprietor of Dartford Karting. Last month a thief burgled his premises to the tune of £5,000 worth of equipment. The thief then proceeded to scrounge a lift from a nearby house, but unknown to him, it was Jim's own house! Once he realised what had happened, Jim was only too pleased to play the good samaritan and gave the offender a lift — straight to the local Nick!

## CONGRATULATIONS

### BRITISH CHAMPIONS 1985:

MARTIN HINES 250 SUPERKART  
(World Cup Winner)

STEPHEN COWARD 125 NATIONAL  
(GP Winner)

### Agents

ANDERSON K C, CTRP, GRANGE KARTING (N. Ireland), PEAK REVS, PHOENIX KARTS, MERLIN DEVELOPMENTS, SRS and ZIP KARTS.

SWEDEN. Lennart Bohlin  
NORWAY. Torgjer Kleppe  
CANADA. Super Kart Shop  
USA. John Gibson, Franklin Kart Sales

MERLIN EXHAUSTS  
Grass Gars Farm, Ulpha,  
Broughton in Furness, Cumbria  
Tel: 06576 560

SUZUKI T20 CLASSIC RACER unraced, built from 80% new spares, immaculate £600. Wanted gear box class kart. Long circuit will consider part exchange. Waunfawr 428 evenings.

100 NATIONAL ZIP 4 Parillas, 2 sets slicks, 1 set wets on rims, carbs, pistons, bearing etc. £615 ono. Dean 23098.

MARK WEBSTER HAS FOR SALE 85 Phoenix KTM with full body. 2nd British Champs LC and SC. Complete outfit £1,850 ono plus spare 85 KTM loads of part worn tyres on rims plus spare bodywork, offers. Tel: 0704 892169.

1985 ZIP GP FULL BODY 125 Anderson tuned Rotax. Bridgestone YBR slicks and complete set of Bridgestone wets. £1,550 ono. Phone: 0656 721057.

LANE AEROSPACE PRO International/Dartford works tuned TKM. New Vegas, and rims, wets, stand, loads of spares including wheels and tyres. Totally rebuilt and ready to win. Bargain at £495 ono. Tel: (0980) 24509.

ZIP SRS 125cc £1,200. Only done 1 race, unused, YBK tyres, fairing and spares. Helmet, and leathers. Ring Gary 0493 740890 after 7pm. Disablement forces sale.

ZIP 250 INTERNATIONAL TZ Padgett Yamaha. Slicks, wets, intermediate L C bodywork, spare motor, chains sprockets. Very reliable. 4 wins, 6 starts. £675 ono. Bedale 22217 after 6pm.

## MEZ 508D 1976 S Speed

The ultimate in kart transport  
4-6 Berth  
Hot/Cold water  
Cooker, Fridge, Awning  
Separate area for kart and tools  
Spot lights for loading  
Large Fuel Tank  
Taxed, MOT

£2,500 Adrian Wilcox  
Work: 0922 33900/640514  
Home: 0922 406506

PHOENIX ROTAX 125 full bodywork, wet tyres. Only used 4 times, immaculate. Tel: 0253 693359 after 6pm. SPECRA/SIRIO 100 NATIONAL with some spares. £325. Telephone: Crosshands (0269) 842559.

125 P&R COMPLETE OUTFIT. Lancer. Honda. Latest Motiv pipe 34 and 36mm carbs. Full set of Pirelli Tyres. Full set Bridgestones and wets. Bubble and nose cone. Stand. £475 ono. Phone: Hinckley (0455) 617176 or 636082.

BARLOTTI YAMAHA 125 YZ Boysen reeds, 35mm carb, quick and reliable, many spares, wets, stand, etc. Joint Blackbushe champion. Honda and Rotax beater. The lot must go! £600 ono. Telephone: Robin Stoner 0252 519559.

100 BRITAIN OUTFIT ZIP 982 Manx (TT) new YBN's some spares, helmet, stand, tools, etc. £300 ono. Ideal for beginner. Aylesbury (0296) 83766.

MERCEDES VAN, M-reg, 10 month MOT (no ministry test). Good reliable kart transporter, includes awning, cooker, sink and bunk beds. Tel: 0234 54135 day, 0234 768474 evenings.

# JOIN THE 210 VILLIERS DRIVERS CLUB

And celebrate the 25 years' of Villiers gearbox kart racing by racing in the oldest and cheapest gearbox class in the country.

*All Villiers engines & spares available, to members.*

### Membership fees £2

To: Tom Thacker, 7 Mount Pleasant, Cheslyn Haye,  
Nr Walsall, West Midlands.  
Telephone: 0922 413300

250 NATIONAL ZIP G.P. Kelgate brakes. Peak revs, Yamaha 250H L/C bodywork, plus extras £850 for quick sale. Tel: 04665 3077.

DEAVINSON SPRINT ROLLING CHASSIS side tank, good condition £200 ono. 210 outfit blow Villiers, runs well. Bargain £180 ono. Tel: 04465 3077.

DINO 250 S F SPEC REVERSED BARREL YAMAHA motor just rebuilt. Very clean and competitive. 2nd in Midland & Welsh championships £650 ono. Plus, spare G Spec Yamaha, very quick £300 ono. Many spares. Contact Paul at work on 0386 552691 or in the evening on 0905 774618.

## RACE HIRE 125 ZIP G.P. ROTAX

available for all 1986 long circuit events, series or one offs. Also available for test sessions during winter period. For full details contact:-

RICHARD WALLIS MOTOR SPORT  
REAR OF 194 PHILIP LANE,  
LONDON N15 4H8 TEL: 01-808 4286

KTM '85 complete with Merlin pipe, 41mm Dellorto carb, ignition retarder, radiator, temperature guage, some spares included. Engine tuned and very quick. Trophy winner this season. All information given. Any sensible offers considered. Phone Rob on 0933 681150.

125 RED ROCKET HONDA SPRINT as used to win Scottish Championship, P&R and Open Championship. New crank, piston, tyres £775. Caravan Transporter, living and storage space, opening rear door £200. Phone Andy Whitefield on Wishon 375651 evenings.

## TIM PARROTT RACING Offers For Sale

2 Complete Zip/Anderson prepared Rotax outfits as used successfully throughout the 1985 season. Ready to race £2,600 each

Telephone:  
Peterborough (0733) 244050

100 NATIONAL — CORNICHE/KOMET K88 some spares, ideal novice kart. Going 210, hence £150 to clear. Milton Keynes 614391 evenings.

DYNAMOMETER, HEENAN AND FROUDE DP X1 complete with instructions for installation and use £400. Tel: Bristol (0272) 424642.

WANTED! Kart for beginner, anything considered less than £250. Contact Andy Fawkes 04882 369.

## BRITAINS FIRST LONG CIRCUIT KART SCHOOL !

Based at The Mallory Park Circuit in the heart of England. Tuition by one of U.K.'s Top Drivers, using fully prepared 125 karts. 1 day courses with individual or group tuition.

For further information and appointments  
please contact: STUART ZIEMELIS on

**0480 860823**



# NO CHANCE!

Next month's features include:- Australian Superkarts, Endurance Racing from Caen and Switzerland, Driver Profiles and lots more, plus our regular Columnists views. (These items were correct at time of going to press).  
Publication Date:- Thursday 5th December.



## WHERE AND WHEN

### 17th NOVEMBER

Nuthampstead (1½ miles East of Barkway, off B1368 Cambridge-Ware Road)  
Shenington (Off A422, Banbury-Stratford Road — 8 miles from Banbury)  
Plymouth (Riverside Raceway, Ernesettle Lane, Plymouth)  
Three Sisters (Off Junction 25, M6 — Bryn Road, Ashton-in-Makerfield)  
Felton (7 miles from Morpeth, on A1) — Club Championship Finals

### 24th NOVEMBER

Dunkeswell (5 miles from Honiton, Devon)  
Snetterton (Kart Raceway, 15 miles from Norwich, on A11)  
Blackbushe (Via Cricket Hill, off A30 and Vigo Lane, Yateley, Surrey)

### 1st DECEMBER

Kimbolton (10 west southwest of Huntingdon, off A45)  
Rye House (Kart Raceway, Rye House Stadium, Rye Road, Hoddesdon, Herts)

### 8th DECEMBER

Wombwell (Dorothy Hyman Stadium, Wombwell, 6 miles from Barnsley, South Yorks) Turkey Trot Meeting  
Tilbury (Dunlop Road, East London, near Tilbury Docks)  
Rowrah (4 miles from Frizington, Cumbria) Turkey Trot Meeting  
Chasewater (Pleasure Park, 1 mile from Brownhills, off A5, Staffs)

## STOP PRESS

News from Australia is that in the first race of the three round series, at Melbourne on 27th October, the overall finishing order (points count from the heats) was:-  
**1st** Lennart Bohlin (S) Zip/Rotax  
**2nd** Martin Hines (GB) Zip/Zip Rotax  
**3rd** Torgjer Kleepe (NOR) —/Rotax  
Further details when available.

Brands Hatch, Sunday 27th October — Johnny Herbert, ex-100cc karting exponent, won the FF1600 Festival of Brands aboard his Quest, totally obliterating the Van Diemen opposition.

Dave Coyne, also ex-karter was victorious in the FF2000 Festival event.

# Mini Ads

Telephone in your Mini-Ads using ACCESS, VISA, or BARCLAYCARD



All Mini-Ads must be prepaid and will be inserted in the first possible issue after receipt.  
**Rates:** 18p per word (£1.80 minimum charge)  
**Mini-Display Ads** (boxed) are also available at £11.50 per column inch.  
*These prices include VAT.*

## HAVE YOU GOT ANY BITS TO SELL OR SWAP?

WHY NOT USE THE COUPON BELOW!  
ONE WORD PER SPACE


Don't forget to include your TELEPHONE number in the box!

Name .....

Address .....

Access/Barclaycard No. ....

Advertisements to:

KART & SUPERKART, PINDAR ROAD, HODDESDON, HERTS EN11 0DE

250 ROTAX SUPERKART must sell due to work commitments. 1985 Spyda chassis, 2 races old. Engine 34 miles from full rebuild. 3 full bodys, 3 sets Burris tyres, 1 set new, 1 set scrubbed for race, 1 set wets, almost new. Special Rotax tools. Tandem wheel trailer (carries 2 karts), 3 sets Exp. Chambers, 1 Merlin, 1 PMP, 1 Kerky, SRA Tach., spare barrel, piston rods and many others spares. £1,400 ono. Tel: Woodbridge 2470.

YAMAHA TZ 500H road racer. Many spares and spare wheels. P/X Long Circuit Kart (125-250) or sell £2,300. Phone: 0592 755919.

KALI KART DAPT 75 JM 6 meetings old. Kapt 70JM 485 bore engines just rebuilt. Vegas 1 meeting old, 4 Vega wets on rims as new. Spare tyres, tools, trolley, stand, trailer, spares, etc. £950 complete will split. Phone: (0383) 720318.

## SPORTAC Racewear

THE WORLD CHAMPIONS CHOICE

Station Road, Gillingham, Dorset  
Tel: 074 76 3910

ZIP G.P. 210 ROLLING CHASSIS, L.C trophy winner. Kelgate axle, full alloy floor fairing, Bridgestone, pump and regulator. Very Good Condition £200. Lockable trailer — takes 2 superkarts, spares and tyres. £50. Ashford (Kent) 43861.

EXCHANGE WRIGHT/PCR with spare quick T72 and Manx. Race winner with spares — 250 or 125 or sell £650. Marcus 27997.

TKM FF99 three port not raced £165. Could deliver. Lincoln 720292.

## MIKE HODGINS RELUCTANTLY HAS FOR SALE

Zip GP KTM 544/1985 watercooled 250 National complete with Kelgate brakes as raced to first six in all long circuit finals started this year. (9 no...)

£1,500

Tel: 0452 33236

ZIP G.P. 125 Rotax engine. Prepared by Eurokart. Unrun since complete rebuild. Long or short circuit with body work, wets, slicks, sprockets £800 ono. MUST BE SOLD. Wigan 827453 (Day), Chorley 69355 after 6pm.

ROTAX 256 SPARES FOR SALE. Cylinders from £65, 1980 crankcases £100, 1980 crank shafts £70, 1980 gearbox £70, Mikuni carbs £15. Phone: Colin 01-853 1519.

## KART SCHOOL

Everything you need to know about racing a top 100 National Kart.

at TILBURY RACEWAY  
on Saturday: 9.30 till 1 pm

for appointments phone  
DARTFORD 22645

100 NATIONAL, BM 2 Arrows, genuine Hewlands, 1 tuned and very quick, both on original bore. 3 sets of Vegas on rims, 2 sets Bridgestone wets, all very good. Plus everything to race. £600. Phone: (0884) 33312.

COLIN POOL'S ZIP GOFF ROTAX. Very quick and reliable. Never out of the top six. Sold with fully body and Kelgate brakes. £1,495 ovno. Tel: 0234 54135 day, 0234 768474 night.

## SRS RACING

2 Fun Karts, brand new .....£450 each  
3 125 Rotax Motors .....£400-£500  
1 Zip GP/Rotax 125 .....£1,250  
1 Zip GP Full Body Rotax 125 with Kelgates .....£1,500  
1 Barlotti 125 Long/Short Circuit .....£375  
1 250 SRS Rotax motor with exhausts .....£1,000

Plus lots of secondhand fibre glass (for 125 & 250). 125 and 250 secondhand slicks and wets

Please ring for details: (0480) 860823

# BEAT A BANDIT?

# your letters..

Dear Sir,

Through your magazine I would like to express, to Paul Pedelty, my thanks and the thanks of all the drivers who participated in the Yamaha Challenge Series this year.

Paul and Lisa worked extremely hard to promote the Series and although support was initially slow, it turned out a very enjoyable and well supported Series. The camping and socialising over the weekends, as well as the excellent racing, is what club karting is all about.

The Yamaha engines, properly prepared, still offer excellent value for money racing.

I hope that we can look forward to a further year of exciting, sociable racing.

Best wishes to all involved,  
Bob Kennings and Family

Dear Ed,

Mark Allen, 250 National, would like to thank the following people for their help in 1985.

Simon Pain of Lightning Windows for his sponsorship and help at Silverstone and Donington; Jack Barlow for his kart; Keith Bisp for all the time and effort put into our engines; Nigel Wilkins for assistance on race days and, last but not least, my wife Lesley for all her help and support.

It might be a little early but — here's wishing you all a happy Christmas and I look forward to seeing you karting in 1986.

Yours sincerely,  
Mark Allen

## CONDITIONS OF ACCEPTANCE OF ADVERTISEMENTS

The publishers accept no liability for any loss or damage caused by an error or inaccuracy in the printing of any advertisements.

Every precaution is taken to ensure the prompt insertion of all advertisements. The publishers, however, do not guarantee the insertion of an advertisement in any specified issue, any special position or at all, and will not be liable for any loss occasioned by the failure of any advertisement to appear from any cause whatsoever.

All reasonable care is taken to exclude advertisements of fraudulent or objectionable character. Kart and Superkart magazine reserves the right to edit or delete any objectionable wording or reject any advertisement including pre-paid advertisements. Although every effort is made to meet the wishes of our advertisers, mistakes can and do occur. It is important that errors are reported immediately. Mistakes that arise in the course of publication must be notified to us within one month of insertion. After that time claims for credit cannot be considered. No republication will be given because of slight changes or typographical errors which do not lessen the value of the advertisement. All copy submitted is subject to approval of the advertisement manager.

Advertisements are only accepted subject to the above conditions.

## RAC BRITISH 1985 LONG CIRCUIT CHAMPIONSHIPS — Final Results

125 National	Points	Formula E	Points
1st Stephen Coward	33	1st Martin Hines	30
2nd Chris Stoney	31	2nd Roger Goff	28
3rd Paul Molloy	21	3rd= Steve Styrin	22
4th Adrian Wilcox	16	3rd= Tim Parrott	22
5th= Peter McCallum	12	5th Derek Rodgers	14
5th= Colin Poole	12	6th Phil Glencross	7
7th Ian Shaw	8	7th Sandy Dalgarno	6
8th= Kurt Luby	5	8th Paul Cook	4
8th= Derek Price	5	9th= Reg Gange	3
10th= Paul Harrison	2	9th= Rob Kerkhoven	3
10th= Steven Key	2	9th= Stuart Ziemelis	3
12th= Ian Westwood	1	9th= Steve Gill	3
12th= Malcolm Clark	1	13th= Richard Dean	2
12th= Boyd Barrington	1	13th= Adam Philpotts	2
		15th= Kevin Bullard	1

210 National	Points	250 National	Points
1st John Newton	24	1st Mark Allen	33
2nd Andy Martin	23	2nd Mark Webster	24
3rd Alan Ogden	20	3rd Rob Hipkin	23
4th George Bett	18	4th Colin Fletcher	15
5th Glen McAdam	15	5th Alan Cheetham	10
6th Gary Parker	12	6th= Mike Hodgins	9
7th Graham Sykes	10	6th= Jamie Vale	9
8th David Green	7	8th= Ian Woodcock	6
9th Phil Featherstone	6	8th= Mike Doble	6
10th John Underdown	5	10th Rob Bicknell	5
11th John Brennan	3	11th Jon Bunyard	3
12th= Igor Ashwell	2	12th= Barry Tomlinson	2
12th= Ralph Howard	2	12th= Keith Bisp	2
14th= Peter Baxter	1	14th= Dennis Barnes	1
14th= Steve Jones	1	14th= John Atherton	1
		14th= Frank Rowntree	1

## ZIP BRIDGESTONE 125cc SERIES FINAL RESULTS

1st Adrian Wilcox	54 Pts (£125 + £100 Rotax Voucher + Trophy + set Bridgestone Tyres)
2nd Colin Poole	39 Pts (£100 + £50 Rotax Voucher + Trophy + set Bridgestone Tyres)
3rd Ian Shaw	38 Pts (£75 + £50 Rotax Voucher + Trophy)
4th Ian Westwood	38 Pts (£50)
5th Stephen Coward	33 Pts (£50)
6th Malcolm Clark	33 Pts (£50)
7th Gary Ashurst	25 Pts (£50)
8th Julian Burleton	13 Pts (£50)
9th Brian Kennedy	12 Pts (£50)
10th Simon Bolton	12 Pts (£50)

(In addition to the above, after the final round at Mallory Park on Sunday 13th October, £475 in cash prizes was given away. During the whole series £3,500 cash prizes were given away, along with many sets of Bridgestone Tyres. Many thanks to the Organisers and Sponsors for a very enjoyable, competitive and well supported series).

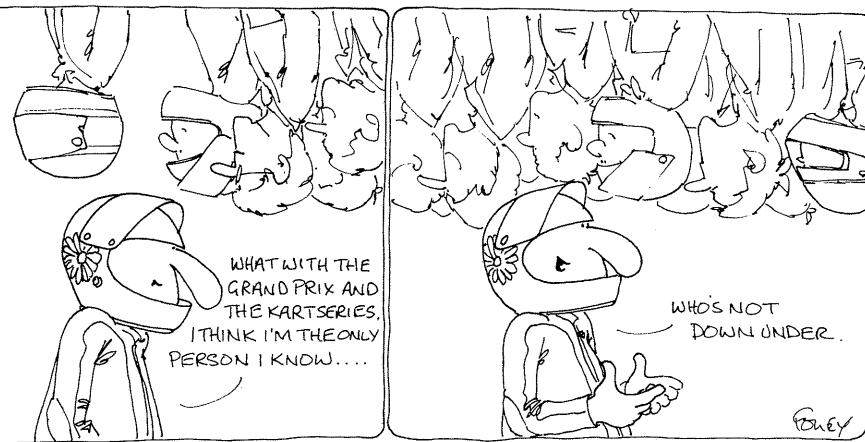
A full race report on the above meeting will appear in our December issue.

## FRIGAT

OH DEAR, OH DEAR - HERE THEY ALL COME  
NOW WE'VE GOT TO LISTEN TO THEM  
DRONE ON ABOUT HOW SUPER IT ALL  
WAS AND HOW JET LAGGED THEY ARE...



WHAT WITH THE  
GRAND PRIX AND  
THE KART SERIES,  
I THINK I'M THE ONLY  
PERSON I KNOW....



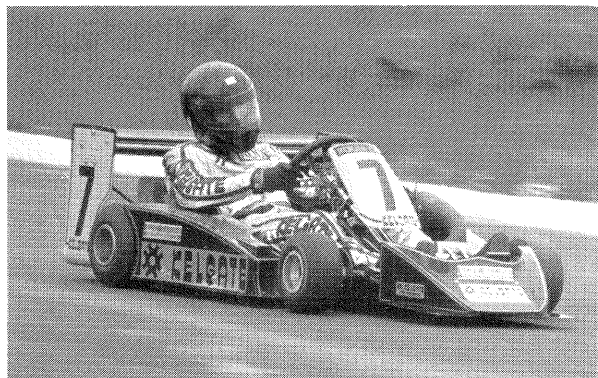
BY BARRY FOLEY

WHO'S NOT  
DOWN UNDER...

Grey



From 100cc to Formual E — Our Engine Tuning and Race Preparation Services are renowned



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Discount prices for ZIP KARTS  
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# Racing



## END OF SEASON SALE

Duncan White outfit, 125 ZIP GPX, full body, plus Zip tuned Rotax, immaculate..P.O.A.

125 ZIP GPX Plus parts. Anderson tuned Rotax .....P.O.A.

100cc ZIP ZX1 super plus TKM L90 TT Super. ....P.O.A.

Can be viewed at the Zip Kart Showroom. For details contact Zip Kart on (0992) 463371 or

Duncan White at Hazard Racing,  
Kingstown Industrial Estate, Carlisle

(022&) 45134 Daytime

(0228) 45025 Evening

Reason for sale — going 250!

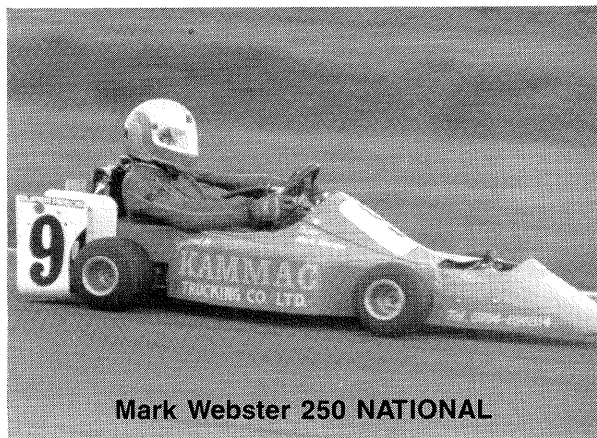


Philip & Simone Burrows,  
4 Chester Road,  
Winsford, Cheshire CW7 2NQ  
Phone: 06065 54366

CONGRATULATIONS TO  
MARK WEBSTER FOR A  
SUCCESSFUL SEASON USING



2nd in British Long-Circuit Championships  
2nd in British Short-Circuit Championships  
2nd Central Kart Club



Mark Webster 250 NATIONAL



SYNTHETIC 2-CYCLE OIL @ 40:1

& 75w-90 GEAR LUBE

Continued.....from Page 24

enjoyed the whole weekend, with the local Radio station broadcasting live from the circuit it was a meeting to remember for sometime to come.

### Scottish Championships 1985 Little Ferry Circuit

SEPTEMBER 6th, 7th, 8th

#### JUNIOR BOOSTER

1st Graeme Melville	Zip/Boyce PCR Parilla
2nd Barry Forsyth	Fullerton/PCR Arrow
3rd George Moodie	Premier/Komet

#### JUNIOR BRITAIN

1st Alan McNish	Fullerton/T.F. PCR
2nd David Coulthard	Wright/Wright Parilla
3rd Richard Scott	Jeta/Arrow
4th Desson MacDonald	Wright/Arrow TKM
5th David Scott	Wright/BTR DAP
6th Neils Christofferson	TKM/Deavinson Parilla
7th Graham Garden	Kali/Redhill Yamaha

#### SENIOR BRITAIN

1st Robert Wilson	Wright/BTR DAP
2nd Jim Baillie	Swiss Hutless/Parilla
3rd Alan Innes	Zip/IKC Parilla
4th Calum Rose	Wright/Yamaha Parilla Baillie

#### 100 NATIONAL

1st Gordon Murray	Zip/Boyce PCR
2nd Jim Forsyth	Fullerton/BTR DAP/Parilla
3rd Gordon Wilson	Wright/Boyce Arrow
4th Andrew Graham	Kali/Rutherford Arrow
5th Bryce Wilson	Wright/Parilla
6th Sam Brown	Kali/DAP JM
7th Robert Gardiner	TKM/TKM
8th Gordon Price	Wright/BTR Parilla
9th Darren Parks	Wright/IKC Parilla
10th Kenneth Graham	DAP/BTR DAP
11th John Wright	Wright/BTR Parilla
12th Peter Lambie	Wright/Parilla

#### 100 NATIONAL 'B'

1st Peter Lambie	Wright/Parilla
2nd Tom Brown	Zip 984/BTR Parilla
3th Martin Foyle	Zip/Redhill Arrow

#### 125 NATIONAL

1st Paul Cook	Zip GP/Neil Rotax
2nd Roy McQueen	Zip/Rotax
3rd Bill Urquhart	Zip/Rotax
4th Bill Stoddart	Zip/Rotax P&S
5th Les Cranston	Zip/IKC Rotax

#### 210 NATIONAL

1st Peter Baxter	Barlotti/Bett Villiers
2nd Gordon Addie	Zip/Stoddart Villiers
3rd Brian Swankie	Zip GP/Villiers
4th James Wallace	Zip GP/Bett Villiers
5th Gordon Donaldson	Zip/Villiers

#### 125 P&R

1st Andy Whitefield	Sprint/AC Honda
2nd John Brolly	Zip/—
3rd Robert Hamilton	Barlotti/Honda

A very special thank you is given to all Officials and helpers from all clubs, without whose help the championships would not have been possible.

Photographs by Grant MacLean

G. K. Parks

class, and beat he got! Richard Gameson and Richard Peek took opportunist wins, once in the wet, and again when a wire came adrift on Coles coil.

At his first Dunkeswell meeting out of Booster, Lee Rennison scored a 2nd, 3rd and 4th, and led the Final for several laps until Coles slithered bravely by at Pit Bend. Lee then promptly seized — even in wet conditions — but showed a lot of promise.

Novice Janette Peek collected her final upgrading signature by taking 4th overall in the Final, while poor Andy Reed struggled manfully on slicks and refused to give in.

#### 100 BRITAIN

Three heats and a Final gave four different race winners, Julian Pitocco, Andrew Thompson, Steve Alway and Stewart Baker. Baker was without doubt the most consistent man this day, with his Final victory plus two 2nds and a 4th.

Best of the non-winners were Dave Lloyd with two 3rds and a 6th, and Nick Houston, Steve Prickett and Alan Smith. The class was its usual rumbustious self, with many minor offs and exciting manoeuvres.

#### 100 NATIONAL

This class was dominated by Darren and Russell Maple who each took two wins, running Arrow and Yamaha respectively. Consistent drives from Peter Atkin (a 2nd and two 4ths) and Mike Miller (a 2nd and 3rd). Ian Hiscock, Clive Elmore, Grant Steele and Barry Somers (used to be in 125), all ran well at times but fell foul of the showers. Arthur Wood led a brilliant heat three, which caught everyone out on slicks, until he fell foul of a backmarker at Pit Bend.

The Final was all for the lead. Maple D. lept into the lead and stormed away at a great rate, while Maple R. was stuck in the traffic. This didn't last long and soon Russell had carved through the field to break clear but found himself fifty yards down on his brother. Lap after lap the gap came down until with just three laps to go the two Maples were locked in combat that saw no 'brotherly love' at all.

Wheels were clashed, an airbox went flying, and everyone forgot the good racing going on for third spot as the brothers stormed into the last lap. And at the flag it was Russell by half a length from Darren — would there be trouble, no, a big handshake right in front of the spectators brought a round of applause for both men. Great stuff.

#### 125/210 COMBINED

What a disappointment the 210 section of these races was; only six entries and Steve Plain went home when he saw the rain! Perhaps he was right, there was just one finisher in the first heat and only two in heat three. Yet just to show you can be fast and reliable Fred Tarr took 210 with three wins, that equated to a 3rd, 4th and 5th overall with the 125's.

In the 125's all eyes were on Andy Bundy and Malcolm Williams to continue their regular duel, but it wasn't to be this day, as try as he might, Williams couldn't match the flying Bundy and was usually twenty yards back at the flag. Colin Higman was revelling in 125 power, which suits his driving style better than Class One, was quick and consistent to take a 2nd, two 3rds and a 4th. Good performance too from James Bedford and newcomer Giles Jackson at only his second meeting, who took a 5th and two 4ths — keep it up.

#### 250 COMBINED

Excellent value! Fast, colourful, with some real live racing taking place. Sixteen entries — large by SW standards — of singles and twins made a truly entertaining grid.

Paul Elmore, wearing his newly acquired No 1,

was expected to do great things, and he did, he cooked his wets in the first heat as the track dried rapidly. So did John Gosling, who had led but had to ease off and almost didn't make it to the line but just hung on for 2nd. So a well earned win for Steve Ford and the flying Honda.

Julian Schnitzer, Gosling and Mike Biddlecombe raced hard in heat two, but Elmore showed 'em all the way home by storming up through the field with much late braking to take a fine win.

Heat three was a wet lottery won by a cool Steve Hiller while others went in all sorts of directions; the crowd loved it!

On a drying track Schnitzer led the final from flag to flag, but this was a 'chase' race and although he led all the way he was reeled in by Hillier and Elmore. In with a chance were Gosling, Biddlecombe and Ford until Gosling got off the dry line on the Back Stretch and instantly all visited the grass, with only Ford able to get going again!

Meanwhile with just two laps to go Hillier had caught the leaders, but try as he might he just couldn't find a way past. Elmore, some ten yards back, nearly caught the dicing duo at the flag. Great Stuff.

Spectator

#### Dunkbits

The talk in the Pits was all about Parilla SS20GB/TT's and the sad and ludicrous situation at the recent Clay Pigeon champs. Opinion seemed to be that it was about time the RAC remembered that this was supposed to be a class for everyman, and that it needs to be returned to basics as it ain't cheap anymore.

### Results

#### JUNIORS

1st A. Coles	Jeta/Tabor DAP
2nd R. Peek	Zip/Arrow
3rd R. Gameson	Gillar/Arrow

#### 100 BRITAIN

1st S. Baker	Dart/Arrow
2nd S. Alway	Zip/Wasp Arrow
3rd J. Pitocco	Jetta/Tabor DAP
4th M. Williamson	Jeta/DAP

#### 125

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

#### 250 NATIONAL

1st P. Elmore	Zip/KTM
2nd S. Ford	Barlotti/Honda
3rd G. Seymour	Star/Honda

#### BOOSTER

1st W. Collinson	Jeta/DAP
2nd S. Freegard	Zip/DAP

#### 100 NATIONAL

1st Russell Maple	Wright/Yamaha
2nd D. Maple	Wright/Maple Arrow
3rd C. Elmore	DAP/DAP

#### 210

1st F. Tarr	Dale/Upton
2nd M. Reed	Barlotti/?
3rd N. Robinson	Barlotti/?

#### 20 INTERNATIONAL

1st J. Schnitzer	Zip/Yamaha
2nd S. Hillier	Zip/Yamaha
3rd M. Faulkner	Aero/Yamaha



Craig Booth. *Heat 2* — 1st Keith Baines, 2nd Craig Booth, 3rd Neil Wiltshire. *Heat 3* — 1st Craig Booth, 2nd Keith Baines, 3rd Paul Wells.

*The Final* — Needless to say it was Baines and Booth who occupied the front row of the grid overlooked by circuit regulars David Hedger and Neil Wiltshire. At the end of lap one it was Booth leading from Bains, Wiltshire, Hedger, Wells and Hollamby. The leader board remained the same until lap 8 when Baines took the lead from Booth. However by lap 12 it was Booth back in the lead from Baines, Wiltshire, Hedger and Wells. Lap 13 proved very unlucky for Hedger, who after a tangle crashed heavily wrecking his well prepared chassis fortunately without injury to himself. By the final lap it was ‘all change’ and at the flag it was Booth, Graham Waters, Chris Pollard, Keith Baines, Craig Caldwell and Keith Tinworth.

250cc NATIONAL

Colin Breeze had two heats wins and Bill Garner had one. In the final it was again Colin Breeze who led from start to finish. Bill Garner had a problem in the early stages of the race and left Neil Ward as the only real challenge to the Kings Lynn driver.

210cc NATIONAL

Ricky Jenner was the only driver to appear in this class unfortunately, and all credit to him for a consistent day’s driving among the 250cc men.

125cc NATIONAL

With a dozen 125’s on hand this is an ever increasing grid and racing was very competitive, despite a number of regulars being absent for holidays. ‘Rocket Ron’ Banthorpe was at the time basking in the sun on a beach in far off Jamaica, although he really wanted to be at overcast Snetterton, and in the absence of a good connecting flight had to drop this meeting. It was Gary Thexton who emerged the day’s winner from Dean Palmer and Ian Mason.

100 NATIONAL NOVICES

For the 3rd successive month there was an extremely good entry in this class and Simon Bucknell claimed victory in two heats whilst the other heat went to Ian Connell. Despite a large number of non-finishers in the final it was Connell who took the honours from Simon Bucknell and Danny Coker.

100 NATONAL ‘B’/‘A’

For the second time this season it was found necessary as a time saving exercise to combine these classes. Whilst there have been no complaints from the six or seven regulars (‘A’), there have been many complaints levelled by the sizeable grid of ‘B’ drivers who maintain that being grided behind the ‘A’s is a heavy disadvantage to them and the result has been many unnecessary tangles eliminating in some cases the top point scorers in the ‘B’ league resulting in costly loss of Club Championship points — my sympathy goes out to the ‘B’ drivers — here’s hoping this will be the last of this kind of exercise.

100 NATIONAL ‘B’

*Heat 1* — 1st Tim Bishop, 2nd Alastair Jordan, 3rd Richard Bennett. *Heat 2* — 1st Alastair Jordan, 2nd Mike David, 3rd Martin Church. *Heat 3* — 1st Alastair Jordan, 2nd Dale Bridges, 3rd Martin Church.

*The Final* — Quite clearly the man of the meeting amongst the ‘B’ drivers was Alastair Jordan, who with every justification occupied pole position for the final and quite clearly created waves amongst the ‘A’ ranks. Results of the final were 1st Alastair Jordan from Paul Somers, Mike David, Richard Bennett, Dave Adams and Simon Whiting.

100 NATIONAL ‘A’

*Heat 1* — 1st Gordon Chenery, 2nd Robbie Adams,

3rd Lee Cranmer. *Heat 2* — 1st Robbie Adams, 2nd Lee Cranmer, 3rd Bob Kett. *Heat 3* — 1st Martin Prior, 2nd Gordon Chenery, 3rd Graham Gannon.

*The Final* — The front row of the grid was occupied by Martin Prior and Lee Cranmer, without any doubt the two quickest drivers on the Kartway. From the flag it was Prior from Cranmer, Chenery, Kett, Lee Gage and Gannon. There was no change in this order until lap 12 when Kett was displaced by both Gage and Gannon. At the chequered flag it was a comfortable win for Prior from Cranmer, Chenery, Gage, Gannon and Kett. It was interesting to note that the leading ‘B’ driver actually finished 6th on the road.

TEAM RACES

With all nominated drivers having been out for two practice sessions and four hard races, it was a question of what machinery and engines were intact to take part in the additional races.

JUNIORS

Eight Junior drivers lined up for the team race which proved to be a conclusive win for the Norfolk & Suffolk drivers taking 1st, 3rd and 4th in Britains and 1st in Boosters. The driving was sensible and clean and although several pirouettes were witnessed from Messrs Prior and Lowther and a low level flying exercise from young Jamie Spence, all were completed with grace and without injury. To Simon Reeks, Jason Baker, Dean Caswell and Mark Thomas — well done, Gentlemen!

SENIOR BRITAIN

This race can only be described as something very close to the World Banger Finals. The local team suffered the loss of Dave Hedger, who had carefully written off his machine without assistance in an earlier race. Much of the racing was just off the tarmac and some just off the ground. The result was a victory to the London Kart Club.

100 NATIONAL

With dusk fast approaching, the race was justifiably reduced to just 8 laps, quite enough as it soon turned out. Clever tactics were employed in many cases but a small level of over enthusiasm (or stupidity) was employed in other quarters.

The result overall — London Kart Club 99, Norfolk & Suffolk 97.

RESULTS

SUNDAY, AUGUST 25th

JUNIOR BOOSTER

1st Adam Baker  
Nov Ralph Firman

JUNIOR BOOSTER

1st Shaun Nicholson  
2nd Simon Reeks  
3rd Dean Caswell  
4th Jason Baker  
5th John Cleave  
6th Darren Kinsey  
Nov Paul Watering

100 NATIONAL NOVICE

1st Ian Connell  
2nd Steven Butcher  
3rd Phil Wells  
4th A. Packward

210 NATIONAL

1st Ricky Jenner

250 NATIONAL

1st Bill Garner  
Nov Neil Ward

250 INTERNATIONAL

1st Colin Masters  
Nov Iain Slater

125 NATIONAL

1st Roger Barrington  
2nd Colin Mason  
3rd Duncan Long

100 BRITAIN

1st Dave Hedger  
2nd Graham Waters  
3rd Keith Baines  
Nov Nigel Ibbs

100 NATIONAL ‘B’

1st Tim Bishop  
2nd Alistair Jordan  
3rd Mike David  
4th Martin Tolliday

100 NATIONAL ‘A’

1st Gordon Chenery  
2nd Philip Woolley  
3rd Ron Cox

SUNDAY, SEPTEMBER 15th

JUNIOR BRITAINS

1st Simon Reeks  
2nd Darren Kinsey  
3rd Paul Rees  
4th Dean Caswell  
5th John Lowther  
6th Russell Penn

JUNIOR BOOSTER

1st Jamie Spence  
Nov Ralph Firman

100 NATIONAL

Nov Ian Connell

100 NATIONAL ‘B’

1st Alistair Jordan

SENIOR BRITAIN

1st Craig Booth  
2nd Graham Waters  
3rd Chris Pollard

250 NATIONAL

1st Colin Breeze

125 NATIONAL

1st Gary Thexton

100 NATIONAL ‘A’

1st Martin Prior

Dunkeswell

SUNDAY, AUGUST 25th

The crazy summer weather affected the DKC’s August meeting in more ways than one. A day of instant showers caught many a race out on slicks when wets were needed, and the promised TV coverage failed to materialise as TSW went down to Newquay to film international level Surfing as the weekends weather produced the biggest surf of the year!

This of course proves the ancient law; ‘Any sport is more important than motor sport.’ Which reminds me: isn’t it about time someone produced a tongue-in-cheek sticker reading, ‘Sport for All — except motor sport!’

JUNIORS

Yet again Adrian Coles was the man to beat in this

# A WHITE WASH!

## Autumn Championships

### Cadwell Park, Saturday September 28th

The Cadwell Club hosted its final meeting of 1985 on Saturday September 28th, the event being the Club Autumn Championships and the final round of the 125 P&R Series.

Saturday meetings always bring a few slight problems, mainly due to some competitors and officials having to work for a living and not able to afford the extra day off. However, the entry was quite reasonable and John Shaw had enlisted the help of his lap scoring ‘second team’, together with Tony Wilkins behind the mike. A good job was done by all.

The weather was first class all day with the 1.5 mile Club circuit bathed in sunshine bringing a somewhat relaxed atmosphere to the day’s proceedings.

PIT PATTER

Around the paddock it was more a case of spotting who wasn’t racing than who was listed in the programme. Steve Styrin, Reg Gange, Dave Buttigieg and Roger Goff were all absent from the Superkart ranks whilst Tim Parrott was having a day on the spanners assisting 100cc exponent Tony Negal on the Gardner Merchant/Sealink outfit. Malcolm Turner had made the long journey from the depths of Devon and as always was enjoying himself. Martin Hines was again the only Hermetite Zip runner, trying out the all new Zip outfit and expressing himself well pleased with its performance.

Richard Dean was present and looking well after his Mallory ‘nasty’ and already talking of next year’s efforts.

A newcomer, or at least a returnee to the Superkart scene, was Scot Duncan White. He was running the ex-Carolynn Zip outfit again with a view to 1986.

The 125 class had a sizeable entry as usual although here again one or two names were missing. Kurt Luby appears to have left the class for an assault on the Superkart field but sat this one out as the new machinery was not quite ready.

Chris Stoney, like Tim Parrott, was present but not racing. Instead Chris was spanning for his wife Bernadette. Her comment was that she found herself with a little bit more time compared to her

Report: Mike Smith

Pics: Doug Rees



A first in Formula E for Hazard Racing’s Duncan White (25).

usual short circuit surroundings.

Mark Allen was present and raring to go in the 250 National class whilst Mark Webster missed this one. Alan Cheetham was another driver to give up his racing set for the day with Ray Howarth taking over the familiar No 54. Now into car racing Alan Mugglestone, remember his GP victory, was having a run out on a Zip/Yamaha. So, all in all, it was a day of ‘all change round’.

The 210 lads numbered just about a dozen with George Bett being the most prominent name missing. The 125 P&R class had just under 20 entries and although they ran their heats in with the 210’s they were given their own ten lap final for this the deciding round of the Champs.

FEATHERSTONE FIRST

Instead of John Newton, Andy Martin and George Bett it was Garry Parker and Phil Featherstone who topped the results after each of the two heats. Garry



The Villiers and the order in the final across the line:- Phil Featherstone, Garry Parker (89) and John Newton (1)

Parkers’ Aero took the first from Newton, Graham Sykes, Andy Martin, Featherstone and Pete Ingall. Second time out Phil Featherstone put the Kobra at the front at flagfall ahead of Parker, Dave Green, Newton, Martin and Simon Quance.

So, by way of a change, Garry Parker had pole for the ten lap final with Phil Featherstone and new No 1 John Newton completing the front row.

With only ten runners it was, I suppose, inevitable that things were going to become a bit quiet out on the track and once the final got under way Phil Featherstone hit the front and held on.

Parker, Newton, Green, Quance and Sykes filled the next few places after just one lap whilst Andy Martin was running in last but one place. Newton made some progress over the first few laps and overhauled Parker on lap four to take second spot. That didn’t last long though for as the half way stage was reached the No 1 plates were back to third. Featherstone held first spot ....Parker second ....then Newton followed by Green, Quance, Sykes and Brian Borwell. Andy Martin had gone missing and by lap seven Borwell had been lapped by Featherstone, Parker and Newton.

With three laps left to run the only change to the order came when Newton once more got the better of Parker to claim second place... a position he held right through to the flag. Green, Quance and Sykes completed the first six whilst Borwell was the only other left running at the finish.

1st Phil Featherstone  
2nd John Newton  
3rd Garry Parker  
4th David Green  
5th Simon Quance  
6th Graham Sykes

Kobra/FPV  
Zip/Longtune  
Aero/CKC Villiers  
Zip/GP Villiers  
Zip/Villiers  
Zip/Longtune

Race Time: 11min 40.3secs — 77.10mph

Fastest Lap: John Newton, 1min 8.9secs, 78.37mph





Mike Fowler (126) took the flag just ahead of Graham Barker (141).

## FIRST FOR FOWLER

Two shared heats with the Villiers but a separate 10 lap final were on the cards for the well supported P&R lads and pole position for the ten lapper went to Louth based Tony Martin. Terry Cheesbrough from Castleford and Stockport's Dennis Mairs completed the front row. Championship contenders Graham Barker from Louth and Mike Fowler from Chester were on the second and third rows respectively and a good final was in prospect.

By the end of one lap Tony Martin had the advantage closely followed by Graham Barker and Mike Fowler.

Lap four and it all went wrong for Tony Martin and he started lap five in fourth place behind Barker, Cheesbrough and Fowler.

Those three had a good lead over the rest of the field when Martin slipped back into retirement after seven laps.

The lead was changing frequently between Barker and Fowler with Cheesbrough still in there adding to the interest. Rob Johnson, yet another Louth lad, had fourth spot from Andrew Harvey of Mold. Barker led at the start of lap nine but Fowler put in an extra effort to lead over the line at the start of the last tour with Cheesbrough still hanging on to third.

At the flag it was Fowler first ...Barker second and Cheesbrough third. Some eight seconds adrift was Johnson in fourth followed by Harvey and Nigel Wrisdale.

Immediately after the race the first three marched along to the Clerk of Course and for a while it looked as if protests regarding driving behaviour would be lodged. However, after much discussion and time to think it all out no such protests were lodged and the result stood.

1st Mike Fowler	Zip/Honda
2nd Graham Barker	Barlotti/Honda
3rd Terry Cheesbrough	Stratos/CSK Honda
4th Rob Johnson	Zip/GJ Yamaha
5th Andrew Harvey	Barlotti/Honda
6th Nigel Wrisdale	Barlotti/Honda

**Race Time:** 12min 33.5secs, 71.66mph

**Fastest Lap:** Tony Martin, 1min 13.5secs, 73.47mph

## LIGHTNING STRIKES ....AGAIN!

The next time anyone tells you that lightning doesn't strike twice then beware ...for in the case of Lightning Windows backed Mark Allen it strikes much more often than that.

The Leamington Spa driver again dominated the single cylinder class with a couple of heat wins which put him on pole for the ten lap final. Colin Fletcher and Mike Hodgins were the next best after those heats and they made up the front row with Allen. Mike Doble, Rob Hipkin and Dale Couzens completed the second row.

At the 'off' Hodgins, Fletcher and Allen got away

With good gaps between the leading drivers nothing changed over the second half of the race and after ten laps Mark Allen added another first place trophy to his collection. He had, as in previous outings, eased off a little during the closing stages and Hodgins had closed the gap to just over two seconds at the flag. Fletcher was four and a half seconds down on Hodgins but with a five second advantage over Hipkin. Johnstone was fifth whilst Mugglestone had made ground over the final stages to claim sixth.

1st Mark Allen	Dino/KMP KTM
2nd Mike Hodgins	Zip/KTM
3rd Colin Fletcher	Zip/CJF Yamaha
4th Rob Hipkin	EDR/T&C Yamaha
5th Rob Johnstone	McAdam/ARD KTM

6th Alan Mugglestone Zip/Yamaha

**Race Time:** 11min 5.5secs, 81.14mph

**Fastest Lap:** Mark Allen, 1min 5.1secs, 82.94mph

## MASTER MOLLOY

A larger field of 125 exponents had just two heats and a twelve lap final to decide the best of the day and as usual they provided some excellent stuff.

Paul Molloy and his Startos dominated both heats to wrap up pole for the final with Adrian Wilcox and Stephen Coward making up the front row. Boyd Barrington, Colin Poole and Richard Crump occupied the second row with John Cooke, Ian Shaw and Phil Middlehurst on the third.

As the big grid wound its way down to the start-line eyes were on the front row and as the flag fell it was Molloy and Coward who got away first.

By the end of one lap Molloy had the edge,



Mike Hodgins — 2nd home in 250 National, chased hard by .....



.....Burnholme's Colin Fletcher (97) and Rob Hipkin.

# CLUB SCENE

back into the pack before pulling away from the flag. Joining Gary on the front row were Brian Bird and John Garvey with the second row made up of Chris Bell and Malcolm Campbell.

Bird led the field round at the end of lap one from Docker, Bell, Winder and Campbell but his joy was short-lived as Gary outraked him into the hairpin for the second time. Winder also deposed Chris Bell on the same lap and the gallant threesome could only watch as Docker streaked away with the race. For around half the race these three disputed second place and were joined in the latter stages by Malcolm Campbell. Into the last lap and Bell moved into third before clashing with his compatriot Bird at the hairpin removing the latter from the race and leaving the former in second spot. As they crossed the line to finish the race, Docker led by quite a margin from Chris Bell, Brian Winder and Malcolm Campbell, whose engine was emitting smoke from what looked to be the clutch.

## 210 NATIONAL

Pole on Monday was taken by Terry Percival with a 2nd and two wins to his credit from the heats. Joining him on the front row were Mike Gilfillian who won the other heat but non-finished the last heat and novice Ian Taylor who had some good heat performances. Looking over the heat results, it is interesting to note that Percival was the only driver to finish all three heats, everyone else having at least one DNF.

The final provided a good two way battle for the lead between Gilfillian and Percival which raged for the whole race. Despite several attempts, Percival was just unable to find a way through into the lead which he desperately wanted. Occupying third and fourth for the whole race were Bill Mee and Ian Taylor whilst Sunday's winner, Ashley Winter was suffering from gear selection problems and a misfire which kept him out of contention. Also suffering from mechanical maladies was Tony Holman, who had blown a head gasket in the first heat and sat out the other two to preserve his motor. This was all to no avail as his engine lost crankcase compression and wouldn't stay in third gear. After the meeting when he stripped the motor down, one of the barrel studs fell off highlighting the seriousness of his problem.

## 250 NATIONAL

Andy Martin was again totally dominant with his raucous Maico as he took the heats with the greatest of ease. Kevin Routh again lined up alongside after a brace of 3rds and a 2nd with the front row being completed by Geoff Ross with two 2nds and a DNF. These three were the only ones competing as others had problems and failed to make the final.

From the moment the flag was dropped to start the final, the positions seen at the end were resolved. Martin led with Routh in second and Ross a short distance behind in third place. Unfortunately there were no place changes but the speed and skill of the drivers was good to watch.

## 250 INTERNATIONAL

Barry Tolson was completely rampant during the heats as he won two and had a 3rd to annexe pole for the final. John Ashe won the other heat and took two 3rds for the next place on the grid with the front row being completed by Brian Graham who had three 2nds.

Ashe got the jump at the flag and held off Graham with great aplomb all race, even when Brian got very close in the last half of the race. Barry Tolson circulated in 3rd all race, unable to display the pace which was so apparent in the heats. The two Yamaha powered drivers, Edgar Wills and Barry Mellor were sadly off the pace with Wills retiring at the end of the penultimate lap.

## JUNIOR BOOSTER

1st Barry Forsyth Fullerton/Arrow

## JUNIOR BRITAIN

1st Desson McDonald Wright/TKM  
2nd Richard Scott Jetta/Arrow  
3rd David Scott Jetta/Arrow

## 100 BRITAIN

1st Iain Deans Fullerton/DAP  
2nd Ray Robson Stratos/Rutherford Arrow

3rd Colin Shanks

## 100 NATIONAL

1st Ian Williams Superdart/DK Parilla  
Fullerton/Parilla  
2nd Jim Forsyth Superdart/DK TKM  
3rd R. Crossley TKM/Yamaha  
4th Willie Grieve Sprint/Parilla  
5th William Turner  
6th Duncan Bullock

## 125 P&R

1st Mike Fowler Zip/Honda  
2nd P. Goodison Zip/TVM Yamaha  
3rd John Brolley Zip/Honda

## 125 NATIONAL

1st Gilbert Keenan Zip/Rotax  
2nd Brian Bird Phoenix/Minarelli  
3rd Chris Bell Phoenix/Minarelli  
4th Brian Winder Nevada/Rotax  
5th J. Garvey Star/Rotax

## 210 NATIONAL

1st Ashley Winter Aero/Villiers  
2nd Barrie Irving Barlotti/Villiers  
3rd Bill Mee Zip/Villiers  
3rd N. Robinson Barlotti/?

## 250 NATIONAL

1st Andy Martin Stratos/CKC Maico  
2nd Kevin Routh Phoenix/Yamaha  
3rd Geoff Ross Barlotti/Yamaha

## 250 INTERNATIONAL

1st Trevor Cryer Zip/Rotax  
2nd Barry Mellor Zip/Yamaha  
3rd Brian Graham Zip/Rotax

## MONDAY

## JUNIOR BRITAIN

1st David Scott Jetta/Arrow  
2nd Richard Scott Jetta/Arrow  
3rd David Nolan Jetta/DAP

## 100 BRITAIN

1st A Roberts Jetta/JEA Arrow  
2nd Lloyd Ross Zip/Parilla  
3rd John Ingham Wright/PCR

## 100 NATIONAL

1st John Docker Sprint/TKM  
2nd Stu Davison TKM/TKM  
3rd Jim Baillie Hutless/Parilla  
4th William Turner TKM/Yamaha  
5th Ian Fairless Superdart/DK TKM

## 125 P&R

1st R. Dickinson Phoenix/Honda  
2nd D. Peers Star/Honda  
3rd Andrew Harvey Barlotti/Honda

## 125 NATIONAL

1st Gary Docker Zip/BDR Rotax  
2nd Chris Bell Phoenix/Minarelli  
3rd Brian Winder Nevada/Rotax

## 210 NATIONAL

1st Mike Gilfillian Zip/Villiers  
2nd Terry Percival Zip/Villiers  
3rd Bill Mee Zip/Villiers

## 250 NATIONAL

1st Andy Martin Stratos/CKC Maico  
2nd Kevin Routh Phoenix/Yamaha  
3rd Geoff Ross Barlotti/Yamaha

## 250 INTERNATIONAL

1st John Ashe Zip/Rotax  
2nd Brian Graham Zip/Rotax  
3rd Barry Tolson Zip/Rotax

# Snetterton

## SUNDAY, SEPTEMBER 15th

Snetterton kartway was a scene of considerable activity when it staged its 'Castrol Gold Cup' meeting on September 15th, attracting 100 entries. The meeting included team races between the Norfolk & Suffolk Club and a team from the visiting London Kart Club. The weather was reasonably kind and the meeting was run in totally dry conditions although accompanied by a keen wind.

The programme of events had catered for the nominated team drivers to contest all heats and final throughout the day run alongside the normal Club events. However, due to some discontent amongst a handful of the 100 'A' drivers, it was decided that three separate team races should be held after all heats and finals had been completed. This was in fact done and time was saved by amalgamating the 100 National 'A' and 'B' classes, much to the annoyance of the 'B' brigade. The days racing wasn't completed until approaching 7pm.

## JUNIORS

With a massive combined grid of Boosters and Britains numbering twenty two, the Juniors provided an 'all action' day of entertainment, albeit sometimes of an airborne nature, and much bent machinery was evident in the Pits.

Heat 1 — 1st Paul Rees, 2nd Simon Reeks, 3rd Russell Penn. Heat 2 — 1st Jon Pichel, 2nd Gavan Kershaw, 3rd Darren Kinsey. Heat 3 1st Simon Reeks, 2nd Paul Rees, 3rd Jason Baker.

Final — It was Simon Reeks and Darren Kinsey who occupied the front row of the grid after consistent performances throughout the heats. From lap 1 it was Simon out from Pichel, Kinsey, Penn, Rees and Caswell. By lap 3 Pichel had been displaced by Kinsey and Rees. At half distance it was still Reeks out in front and under heavy pressure from Kinsey. Rees followed trying at every opportunity to pass Kinsey who would have none of it; Penn, Caswell and Lowther followed. On lap 14 Dean Caswell passed Penn to take fourth place and although the front four drivers were extremely close time was running out for any change of order. At the flag it was Reeks, Kinsey, Rees, Caswell, Lowther and Penn.

## BOOSTERS

With 5 Booster drivers on hand it was encouraging to see an upsurge of interest in this class. Adam Baker and British Booster Champion Jamie Spence shared victory in the heats. In the final it was young Jamie Spence who emerged victorious from circuit regular Mark Thomas. Ralphie Firman took the Novice award.

## SENIOR BRITAINS

Heat 1 — 1st Keith Baines, 2nd Neil Witshire, 3rd ►



# CLUB SCENE

heat winner was Jim Brolley but 5th and a DNF dropped him to the second row for the final.

Keenan took an early and totally undisputed lead in the final and never looked in doubt of winning this one. Early second place man was Campbell but he was passed on lap three by Alan Tolson who kept that place until lap seven when he retired. This put Campbell back into 2nd but it was not to last as he gradually dropped and, in some confusion at the chequered flag, failed to finish. Second spot was being disputed between the dynamic duo of Bird and Bell with the latter holding the advantage right up to the last lap when the runners up pot was wrested from his grasp by the determined Bird. Brian Winder and J. Garvey were next in line but both drivers had been lapped by the rapid Keenan.

## 210 NATIONAL

Ashley Winter made another appearance at Rowrah and sewed up pole with a brace of wins and a 6th from his heat starts. Bill Mee was sat alongside after gaining a 3rd and two 2nds and the front row was completed by Tony Holman, having his first meeting out of novices and looking for a good showing. His mechanic Peter has a rather unusual claim to fame but I'm not allowed to say what as he'll kill me if I do. Row two was made up by newcomer to Rowrah, M. Gilfillian who non finished the first heat but steadily improved with a 4th and a win; and novice Ian Taylor who impressed all with some safe and steady driving. Other drivers had simply terrible heats and would probably prefer me not to say any more. (The same is probably true of most of the readers.)

The final was dominated throughout by Ashley Winter whilst second place belonged to Barrie Irving, just short of the pace required to catch the leader. Early 3rd place man, Tony Holman, had to concede to other drivers as the race progressed due to declining crankcase pressure and a failing head gasket. These misfortunes let through the battling duet of Terry Percival (being spannered for by John Brewis) and Bill Mee, who remained in 3rd and 4th right up to the end. Holman kept his motor going to finish 5th whilst Rex Winter brought up the rear in a lapped 6th.

## 250 NATIONAL

Late entry Andy Martin was the dominant force in this particular class, winning two heats and coming second to Kevin Routh in the other to land him pole for the final. Routh's DNF in the first heat dropped him to the outside of the front row where he and Martin sandwiched Geoff Ross running his Barlotti in Snap-On Tools colours and gaining two 3rds and a 4th from his heat starts. The next best from the heats was Brian Crickett but a DNF from the last heat due to failed main bearings put him out of the final. There was one sour note to the proceedings on Sunday which involved a short, but eventful conversation between Mike McDowell and the Clerk of Course, Jack Squires. This was sorted out without fuss and a lucky McDowell escaped with licence intact and a severe ticking off ringing in his ears.

Once the final got under way, it was not a question of whether Martin would win, but by how much would he win it. It took him three laps to get past the leading International and was never seen again by the chasing group. This was effectively Routh as Ross and McDowell didn't appear to have the speed necessary to get on terms with the 2nd placed man. The final was eventually resolved in favour of Martin with Kevin "Zipper" Routh 2nd from Geoff Ross and Mike McDowell making up the other placings.

## 250 INTERNATIONAL

Three different heat winners featured in this class and two of them sat on the front row. Pole was taken

by Brian Graham with his win and two 3rds, next along was Trevor Cryer with three 2nds and the front row was completed by John Ashe, now Rotax powered, with a win, 3rd, and 4th. The winner of the last heat was Barry Tolson, who coupled that with a 4th and DNF to take the inside spot on the second row where he was kept company by Barry Mellor as the sole Yamaha representative in the race.

Drama reared its head again on the rolling lap as Ashe's chain broke, robbing the race of a potential winner before it had even started. Cryer took up the running from the flag and wasn't troubled by any Inters although it must have been disconcerting to see the Maico of Andy Martin waltz past and romp away from him. Pole man Graham seemed to be suffering problems as he languished at the tail of the field eventually to be passed by Barry Mellor's lovely sounding Yam. So a rather uneventful race drew to a close with Cryer the winner from Mellor and Graham.

## MONDAY

### JUNIOR BRITAIN

Pole position for Monday was taken by David Scott with a win and two 2nds netting him this place, next up was his brother Richard after 3rd, 2nd and 1st from his heats. The other heat winner was David Nolan and that, coupled with his two 4ths put him on the inside of the second row where his partner was P. Morris reaping the rewards of steady consistent driving. The third row was made up of Kathryn Lord, daughter of Schools Karting's Brian Lord, and A. McDonald from the North East.

So the final commenced and by the end of the first lap the leader was David Scott, followed by Richard, Morris and David Nolan with Johnathan Holt 5th. Despite some spirited driving by all concerned, the only positional change within the top five came on lap six as Nolan took third when Morris had a slight moment exiting the pits hairpin. With no other changes in the order, David Scott ran out the winner from his brother Richard with a gap back to the third placed driver, David Nolan heading P. Morris and Jonathan Holt. Just before we leave the Juniors may I just point out to the father of one driver that the two drivers using Goodyears were novices running on an absolute shoestring and only racing for a bit of fun. If you can't stand the heat, stay out of the kitchen.

### 100 BRITAIN

A. Roberts journeyed all the way from Castleford to be with us on Monday and was rewarded for his labours with pole position coming from a 2nd and two wins. John Ingham took the other win and, with his 2nd and 3rd, was enough to see him beside Roberts on the front row. Row two was made up of that old firm of Robson and Son with the old man slightly dischuffed after being beaten into 5th in the last heat by Mike Leonard (Yes, dear reader, he actually beat him). Lloyd Ross had still more carb bothers as two DNF's put him back on the 4th row with a lot to do to get in amongst the pots.

As expected, the pole man shot away into the lead followed at the end of the first lap by Lloyd Ross, Ray Robson, Mike Leonard and Andrew Lee, Ingham having spun off at the hairpin and restarting in last place. This signalled the start of a fight from the rapid PCR engined Wright as he fought back to 3rd by the 7th lap. Although he got closer to Ross, he never managed to challenge him for his 2nd place. So the race finished with a win for Roberts, with Lloyd Ross in 2nd and John Ingham in 3rd. 4th and 5th were taken by Ray Robson and Mike Leonard respectively in a return to the expected form.

### 100 NATIONAL

Five different drivers emerged as the winners in this

class. Heat one was won by Duncan Bullock but a brace of DNF's put him at the front of the B final. Willie Grieve won the second heat but also suffered a pair of DNF's to put him also in the B final. Rowrah returnee, Stu Davison, took heat three and pole position when taken with his 2nd and 3rd from his other heats. The 4th heat went to John Docker, now mounted on a Sprint after his colossal shunt earlier in the year and gave him the inside spot on row two with his 3rd and 4th places from other heats. Winner of the last heat and opposite pole man was Jim Baillie, with the same number of points as Docker but all done a heat earlier. William turner again had some good heat finishes as had David Tooley, heading the 3rd row from Shaun Power with Phil Chappel and B. McAdam on the 4th row.

Before all the excitement of the main final we had the fomality of the B final to get through. This was won quite easily by Duncan Bullock from Willie Grieve with Kevin McBride and J. Bowman occupying 3rd and 4th throughout the race, these four going through to the big one.

As the main grid come round to complete their first lap, the man in front was Stu Davison from a very close Baillie, Ian Fairless, Turner and Tooley. Docker relieved Baillie of second a lap later and moved up to the rear bumper of the leader Davison to begin what turned out to be an epic battle. Rounding the pits hairpin at the end of the second lap, the leaders were confronted by restarting backmarkers. Davison went one way, Docker the other and the lead changed hands. Thereafter, the lead pair circulated nose to tail and were very evenly matched with Davison making several unsuccessful attempts to regain his premier spot. While the race of the day was going on at the front, B final winner was making serious inroads into the middle of the pack, working his way up to 9th at half distance. Within another three laps this had become 6th and that is where he stayed for the remaining few laps. It hardly seemed any time at all before the chequered flag was shown to a delighted Docker with a philosophical Davison only inches away in 2nd. Third went to Jim Baillie from William Turner and Ian Fairless with Duncan Bullock finishing an excellent 6th. After it was all over, John Docker was generous enough to admit that the race would probably have been totally different had it not been for the backmarkers, but that is racing.

### 125 P&R

Pole went again to Mike Fowler with two wins and a 5th and he was accompanied by R. Dickinson who had two 2nds and a 4th and Andrew Harvey with 7th, 3rd and 2nd from his heats. The other heat win went to David Peers but a DNF relegated him to the second row along with Dave Logan who had some consistent drives to net him that position.

At the start of the final it was again Fowler who made the best move and led the field round at the end of the first lap. He was trailed by Dickinson, Harvey and Peers immediately behind him and had C. Clarke, Logan and P. Goodison a little further back.

Disaster struck on the fourth lap, however, as Fowler was forced into retirement with gear linkage bothers handing the lead over to Dickinson with Harvey a little way ahead of Peers and Clarke. By half distance, Harvey was coming under pressure from Peers which Andy to his credit withstood until two laps to go when Peers caught out Harvey at the hairpin.

This left the race order at the flag, Dickinson in 1st from Peers, Harvey, Clarke and Mike Morris who moved to 5th on the 7th lap.

### 125 NATIONAL

Pole winner on Monday was Gary Docker with three emphatic heat wins, including a blatant piece of cheek in the second, when he deliberately dropped

Coward was second from Wilcox and Barrington.

After two laps Barrington had gone ....Poole was up to fourth from Cooke, Middlehurst, Crump and Shaw.

A pattern was soon established ....Molloy pulled out a good lead and was looking comfortable .....Coward, Wilcox and Poole were disputing second whilst Cooke was engaged in a battle with Crump and Middlehurst for fifth spot. A little further behind the two Ians ..Shaw and Beaumont ....were having their own little scrap for eighth place.

By lap seven Molloy was encountering back markers and certainly in no immediate danger from Coward, Poole and Wilcox ...who were still fighting over second place.

Lap eight and Beaumont got it all crossed up at the hairpin allowing Shaw to edge slightly ahead into a more comfortable eighth spot. Beaumont recovered well though and after two more laps was back up on the rear bumper of Shaw. Molloy meanwhile had maintained his lead and Coward was about to be relegated to fourth place by both Poole and Wilcox.

Crump had the better of Cooke and Middlehurst over laps ten and eleven whilst Beaumont briefly took over eighth place from Shaw.

The last lap and Molloy encountered no problems at all, or so it seemed, and crossed the line for a well earned victory.

Wilcox made second his own from Poole and Coward whilst Cooke hit back in style to take fifth from Middlehurst and Crump.

At flag fall Shaw had found that little bit extra to take over eighth place from Beaumont.

1st	Paul Molloy	Stratos/Rotax
2nd	Adrian Wilcox	Zip/Goff Rotax
3rd	Colin Poole	Zip/Goff Rotax
4th	Stephen Coward	Zip/Field Rotax
5th	John Cooke	Dino/KMP Rotax
6th	Phil Middlehurst	Phoenix/Rotax

**Race Time:** 13mins 36.4secs, 79.37mph

**Fastest Lap:** Paul Molloy, 1min 7secs, 80.59 mph

## A WHITE WASH

Timed practice and two heats were used to decide the final grid for the Superkarts and after the session against the clock two names were shown on the same time. Hermetite Zips' Martin Hines and Leaside Tyres Derek Rodgers both put in a time of 1min 1.9secs with Phil Glencross putting the second Leaside outfit in third place with a time of 1min 2secs. The two six lap heats both went to Martin Hines, so the orange outfit lined up on pole for the final. Phil Glencross had a second and third to line up alongside and the row was completed by Scot Duncan White. Duncan had a couple of excellent heats ...a second and a third ...and certainly looked at home in the ex-Carlynn Zip outfit.

Derek Rodgers, Steve Gill and Bryan Reader made up the second row with Malcolm Turner on the third in the company of Colin Olden and Alan Pritchard. For Pritchard that was a good show for in the timed session he had been outside the qualifying time ...but made up for that with steady drives in the heats.

Twelve laps were on the cards then for this one and as the starter sent them on their way it was Hines, Glencross and White getting the best of it. During that first lap White surged to the front and as they came through Mansfield corner to start lap two the Hazard Racing driver had made first his own. Hines was still in pursuit in second spot ....Glencross had third and Rodgers was up to fourth. Those four quickly broke away from the rest and by the end of lap three there was a large gap back to Kevin Bullard and Bryan Reader who were disputing fifth.

Hines pursuit of leader White was relentless but the Stranraer driver maintained his position at the front and try as he might Hines could not appreciably close the gap.

As the race progressed and reached its closing stages the leading four ..White ...Hines ....Glen-



A race-long scrap in 125 National between Wilcox (2), Poole (85) and Coward (GP) netted finishes in that order.

cross and Rodgers were well clear of fith placed Steve Gill. Reader was next up followed by Bullard and Gary Lyons.

The question as to whether Hines could use all his expertise to haul in White was soon answered for as the last lap began White still had the advantage and over the last 1.5 miles Hines just couldn't get close enough to make it his.

A fine victory for Duncan White and Hazard Racing well supported on the day by Martin Hines and the Zip camp. Watch out for him in 1986! The Leaside duo of Glencross and Rodgers finished third and fourth. Steve Gill had made good progress to

take fifth ahead of Bryan Reader.

1st	Duncan White	Zip/Rotax
2nd	Martin Hines	Hermetite Zip/Rotax
3rd	Phil Glencross	Leaside Zip/Anderson Rotax

4th	Derek Rodgers	Leaside Zip/Anderson Rotax
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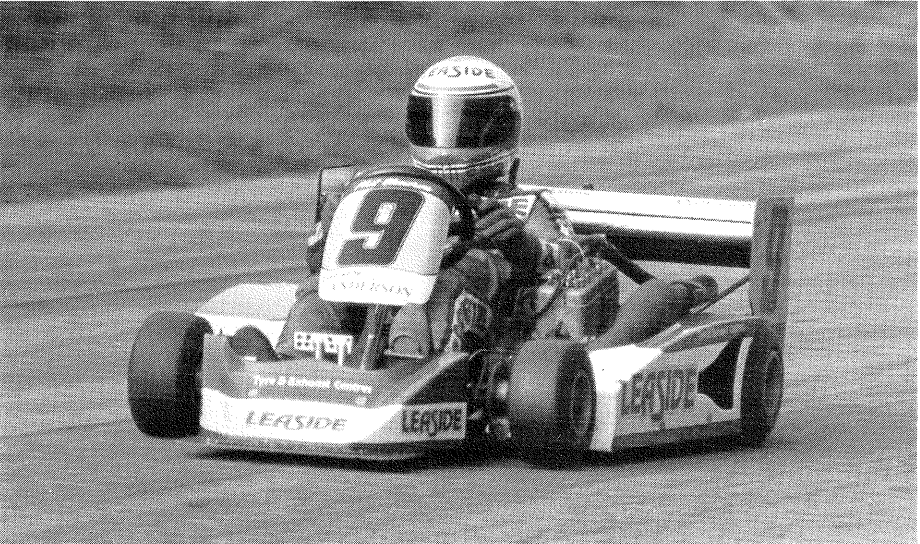
5th	Steve Gill	Zip/CSK Rotax
6th	Bryan Reader	Zip/Waddon Rotax

**Race Time:** 12mins 20.7secs, 87.48mph

**Fastest Lap:** White and Hines, 1mins 1sec, 88.52mph



Hines (0) leads White (25) out of the hairpin with plenty of opposite lock, while Bryan Reader looks on.



Leaside's Phil Glencross — third home.



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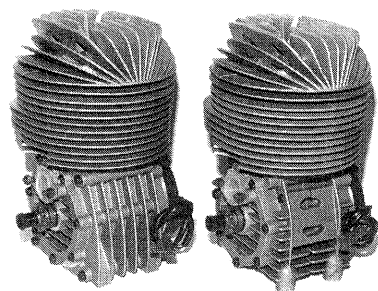
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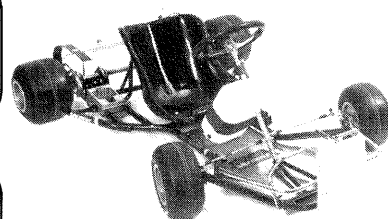
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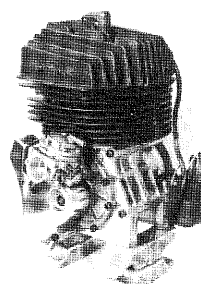
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## CLUB SCENE

### 100 National

Perhaps the best class of the day, especially for Richard Copeland who scored three 1st and a second.

However Chris Lord saved some local face by scoring a 1st, 2nd and 3rd, and was leading a fourth race when he lost a rear wheel! Mike Bradley was pleased to score a 3rd and a 5th with his new TKM.

Each race in this class provided action galore, with all sorts of hairy manoeuvres and late braking attacks. Perhaps the best race was Heat two; as Chris Lord and Arthur Wood (making his first visit to Riverside) raced hard for first spot, they were followed very closely by Harry Nicholl-Jones, Grant Steele and Mike Bradley. While they were all having fun, Copeland was carving through the field at a great rate. Soon it was Copeland and Lord racing wheel to wheel for the lead, while Wood, H N-J and Bradley and Steele followed hard just three lengths behind. With just two laps to go, Steele made a superb effort and hoisted himself out of this dice and successfully challenged Lord for 2nd spot, though by this time Copeland was ten lengths clear. Great Stuff.

**SPECTATOR**

### PLYMCHAT

Nice to see Pete Edgcombe taking a day off from his new business; the Dartmoor Railway Inn, in the Devonshire market town of Crediton. Better than usual 'pub-grub' I'm told.

What we all feared at Plymouth has happened — a noise complaint. Apparently it comes from your 'professional complainer' type, but never the less must be taken seriously, so please bear with the club if noise rules are ENFORCED.

### 100 BRITAIN

1st L. Jordan	Jeta/Arrow
2nd D. Cooke	Dart/Arrow
3rd J. Lewandowski	Dart/Arrow

### 100 NATIONAL

1st R. Copeland	DAP/DAP
2nd G. Steele	Jeta/DAP
3rd C. Lord	DAP/DAP

### 250 NATIONAL

1st J. Gosling	Barlotti/Yamaha
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### 210 NATIONAL

1st A. Sutcliffe	Barlotti/Owntune
------------------	------------------

**Best Novice: J. Ellicott (210)**

## Rowrah

**SUNDAY AND MONDAY, AUGUST 25th and 26th**

The wondrous "summer" weather continued to dampen our area but not our spirits as the Cumbria club unveiled its increasingly popular two-day event. Over a hundred drivers were entered for both days but the cloudburst which preceeded practice on Sunday persuaded a number to head for home early, so the number actually racing was around the eighty mark. Sunday's heats were run in dry conditions on a damp track with the finals conducted in a light drizzle, whilst Monday's proceedings were thankfully free of wet stuff.

A very popular feature of the weekend was the barbecue on the Sunday evening which had the canteen full of chomping karters mingling in a happy atmosphere until late into the evening. This happy atmosphere was carried onto the track with few, if any, reports of dubious behaviour throughout the weekend

A good cross-section of entries turned up including current 210 short circuit and GP title holder, Andy Martin, running his Maico powered Stratos kart in the 250 National class under the watchful gaze of engine importer, Bill Brown, who reckons the best is yet to come from this motor. The 125 P&R contingent were again well represented and their number included the kissogram girl's delight, Mike Fowler, still trying to live down his Channel Island exploits.

100 National contained the usual starts from North and South of the Border and a healthy sprinkling of bodies from dahn sah representing the affluent end of the country (there'll be hell on if that's misprinted) with three from London and one from Watford. All very welcome and a joy to see such dedication.

One final piece of news which primarily concerns 1986. It seems likely that the 100 National British Championships will be staged at Rowrah which, coupled with the regulation changes, will almost certainly ensure the name of a relative unknown on the trophy next year.

However that is in the future, the immediate past concerns us now and the two day meeting commenced with the Juniors on Sunday.

### SUNDAY

#### JUNIOR BRITAIN

After the heats had been run the grid was lined up with R. Scott occupying pole position following a first, second and third from his heats. Sitting alongside was Desson McDonald, who took the other two wins but had managed only 7th in his first heat and was looking for victory. D. Scott and Ian Innes held on to the second row immediately in front of James McKnight and Andrew Laws. There was only one driver representing the Booster class who was Barry Forsyth and he finished all three heats harrying the Brits as usual in high positions on the road.

From the start of the final the die was cast, Desson McDonald leapt into an immediate lead with the Scott brothers, Richard and David, occupying the next two places for the entire race. Also maintaining their places were Ian Innes, James McKnight and Andrew Laws, until around mid-distance when D. Nolan deposed Laws for 6th. The only movement apart from this was the progress through the pack of Booster, Barry Forsyth, who eventually finished 4th overall but 1st in class. So the winner at the flag was Desson McDonald from Richard and David Scott, Ian Innes, James McKnight and D. Nolan.

#### 100 BRITAIN

With the entry swollen by several late arrivals, the standard of racing promised to be better than average and, to a certain extent, this turned out to be true. Pole was taken by Ray Robson after a brace of wins and one 2nd, whilst the other win and opposite pole was annexed by C. Rose who added a pair of thirds to his win in the heats. Heading the second row was Nicky Robson, following a 3rd and two 4ths, and he was accompanied by Mike Leonard who had had a 4th and a pair of 5ths. Currently doing well is Iain Deans, but a DNF in his second heat dropped him down the grid to the 3rd row.

Rose took up the cudgels as the flag dropped to signal the start of the final and led the pack round at the end of the first lap. He was followed by Deans, novice driver Colin Shanks, Ray Robson and Andrew Lee. This remained the same until lap 4 when Robson found a way past Shanks to slip into 3rd place. The appcalt was upset further on the seventh lap as Deans wrested the lead away from Rose who promptly disappeared from the lap charts on the next lap. After this little piece of excitement, the order stayed as it was right up to the end giving

the win to Iain Deans, with Ray Robson 2nd and Colin Shanks 3rd.

#### 100 NATIONAL

A good entry in this class was rewarded with some excellent clean racing which required four heats to sort out the grids for the finals. When all the heats had been run, the man credited with pole position was Ian Williams, piloting his Superdart as if on a leisurely tour of the country. He sewed up pole with a 2nd and two wins from the heats and his results were streets ahead of his nearest challengers. R. Crossley sat alongside Williams with a brace of 3rds and a 7th. Other luminaries to fare well during the course of the heats were Jim Forsyth, William Turner, Tony Donoughue, Ian Fairless, Willie Grieve and Duncan Bullock. Stu Davison paid a long overdue visit to Rowrah and was amply rewarded with a 3rd row spot after a win, 3rd and an uncharacteristic 15th.

Before all this fun, however, came the B final with the prospect of four places on the back of the main final. After many anxious moments studying the sky, David Tooley opted for slicks and, as the final got underway, down came the fine drizzle which rapidly soaked the track. Amazingly, Tooley held on to the lead for over six laps before the wet-shod N. Blackhood slipped through into a lead he was not to lose. Tooley kept his kart going to secure his place in the final whilst third went to Andrew Stanton, the Geordie answer to Dave Hockey, and the last qualifying spot belonged to Ian Carter.

The outcome of the main event was never really in doubt from the moment the flag was raised. Jim Forsyth and R. Crossley fought valiantly but just couldn't get in touch as Ian Williams sailed off into the distance. Fourth placed man initially was Ian Fairless but he began a gradual slide down the order from half distance onwards. Making a stirring drive from mid grid was Willie Grieve, who made it up to 6th by the second lap, improving to 4th within another four laps. The driver deposed for that position was William Turner, who stayed in 5th right up to the flag, with Duncan Bullock 6th after being relegated to mid-grid thanks to a non finish in heat one. So the final order at the flag was a win for Ian Williams, 2nd was Jim Forsyth from R. Crossley, Willie Grieve, William Turner and Duncan Bullock. The highest placed driver from the B final was David Tooley, who wound up an eventual 10th.

#### 125 P&R

Two wins and a 5th were enough to secure pole position for Mike Fowler as he piloted his outfit almost effortlessly in his first visit for a year. Next on the grid was R. Dickinson who took the other win and coupled them with a 2nd and a 4th. The last place on the front row was the property of P. Goodison who took a pair of 2nds and a 4th in his heats. Our own P&R, Andy Harvey, had rather mixed fortunes with a DNF, 3rd and 4th which gave him the inside spot on the 3rd row.

The outcome of the final was never really in doubt as Fowler raced away with the lead which no-one was able to get on terms with. Second place was held by Goodison for the entire distance but he had to fend off Dickinson for five laps before the latters retirement.

The mantle of third fell upon Harvey for the next few laps before he, too, suffered misfortune and gave that place to the following John Brolley with D. Logan being rewarded for a steady drive through the race with a 4th place.

#### 125 NATIONAL

Man of the meeting was undoubtedly Gilbert Keenan with two wins and a 2nd landing him pole with Malcolm Campbell next on the grid after three 3rds and the outside of the front row occupied by Brian Bird after a pair of 2nds and a 6th. The other



# 210 CHALLENGE ROUND 7 — SHENINGTON

Exactly one week after Round 6 at Little Rissington, the 210 Challenge competitors arrived at the Shenington Kart Circuit for Round 7. There was an excellent entry for the 210's and with one or two notable exceptions all the leading point scorers were ready to do battle once again.

Each driver had two heats and there were three heats altogether to decide the grid for the A & B finals.

The day didn't start so well for a few drivers, the most noticeable being Ed Mellor and Simon Barnett who bent each others back axles in practice but some frantic work found them ready for action once the heats were under way.

The first heat had Phil Hemes leading for five laps but at the chequered flag Steve Hurst had the premier spot with Phil Hemes very close in second place. Close behind these two came Paul Woodward, who had charged through from the rear of the grid, followed by Ed Mellor who had survived a lurid "moment" on lap two when he and Paul Woodward had touched, Ed two wheeling through the chicane in spectacular fashion. 5th was taken by Jeoff Tourle, 6th Gary Marshall, 7th Simon Bateman, 8th Ian Sutton, 9th Chris Bowers and the first 10 completed by Dave Sutch.

Heat two was led from start to finish by front row starter Paul Woodward but what was more worrying for the other drivers was the field and breaking Colin Hoar's year old lap record in the process of six high speed laps. Ian Sutton and Ed Mellor were close together in second and third with the rest of the top ten finishers going through in the order Mark Powell, Graham Hemes, Shaun Gibbs, Simon Bateman, Duane Sutch, Gary Marshall and Chris Bowers, Novice driver Jack Hemming found himself upside down at the start of this heat after two or three drivers had spun at the first corner and was taken off to hospital for a check up.

Heat three and from his front row grid position John Haigh led all six laps to take a good win. John just getting out in time for this heat as in the previous heat a 'coming together' with Simon Bateman had resulted in a broken stub axle, the resulting repairs only just being completed in time. Second was Phil Hemes, 3rd Paul Umney, 4th Steve Hurst, 5th Jeremy Pinney, 6th David Bailey, 7th Glen Clarke, 8th Gary Witts, 9th novice Robert Webb and 10th novice Paul Savage.

The 'B' final was the first final of the afternoon and naturally was full of drivers who had had problems during the course of the day and for Martin James and Robert Webb the agony continued as neither could start so both were out before they had even seen the start flag. Colin Hoar had had a miserable day and was on the last row of the grid but this didn't stop him leading the first and being a persistent misfire for the whole race. The next few drivers were spaced out in the order Paul Tompkins, Duane Sutch, Dave Sutch, these four earning a rear 'A' final place. Behind these came a good dice which resolved itself in the order Simon Barnett, Gary Witts and Tony Lees with Paul Savage following these three.

Paul Woodward had secured pole position for the second consecutive Sunday and making up the front row with Paul were Phil Hemes, 1984 Shenington Club Champion Steve Hurst and Ed Mellor. The second row had Ian Sutton, Simon Bateman and Gary Marshall, with the third row containing Glen Clarke, Chris Bowers and John Haigh, the rest of the field lining up behind these.

As the field did its warming up lap Shaun Gibbs

had a panic as his engine wouldn't start, lucky for him the field was sent round once again and a quick plug change saw Shaun take his rightful grid position. The field came up to the start, the starter held the flag up, the engines were revved and quite a few drivers started creeping forward, but the starter refused to be intimidated and sent them round again. This time there was much more discipline and as the flag was dropped Paul Woodward made the best start to lead into the first corner, fellow front row starter Ed Mellor made a terrible start and fell almost to the back of the field.

At the end of lap one Paul Woodward had a small lead to Steve Hurst, Phil Hemes, the irrepressible John Haigh who had made a good start, Mark Powell, Ian Sutton, Glen Clarke, Graham Hemes, etc, etc... Lap 2 and Paul Woodward had opened a small gap to new second place man John Haigh and we wondered could John catch lap record holder Paul Woodward? The answer was yes and by lap 3 John was right on the tail of Paul and in a beautiful outbraking manoeuvre in the chicane he was through into the lead. Paul Woodward didn't give up easily though and by lap 6, half distance, he was still on the tail of John Haigh. In third was Steve Hurst, fourth Phil Hemes, 5th Ian Sutton, 6th Graham Hemes, 7th Glen Clarke and 8th Simon Bateman. This lap also saw 'B' final winner Colin Hoar pull out, in a fine 6th place at the time, Colin was still being plagued with a misfire which a new transistor box had failed to cure and Colin stopped before he did any more damage to the engine.

By lap 9 John Haigh had pulled out a 1.5 second lead over Paul Woodward and this lead was maintained to the end of the 12 lap race, the amazing John Haigh winning yet again. Paul Woodward had put up another good fight to finish second with Steve Hurst 3rd, 4th taken by Phil Hemes, 5th Ian Sutton, 6th and 7th very close in the order Graham Hemes and Glen Clarke, another close finish for 8th and 9th was resolved in the order Simon Bateman and Paul Tomkins with the top ten completed by Jeremy Pinney.

John Haigh's score after 7 Rounds now reads six 1sts and one 2nd and it looks increasingly likely that John's name will be engraved on the 210 Challenge trophy for 1985. Last years winner Paul Woodward is fighting him all the way and will not give up till the last round, these two drivers having a big points lead over the rest of the 210 Challenge competitors.

## 210 CHATTER!

Competitive it may be but this year's 210 Challenge is still friendly, John Haigh and Paul Woodward were seen to be hugging each other in the scrutineers bay after the final, both drivers having total respect for one another.

It was nice to see that the 210 entry was the biggest of any class entered, surely there cannot be anyone still under the false impression that the oldest gearbox class in karting is going down hill.

When Paul Woodward broke Colin Hoar's year old lap record he was using an old piston that had seized the week before at Little Rissington. Paul leaving the record at 47.79secs.

Club champion Steve Hurst was heard to complain about the cost of racing — his day's racing having

cost him over £3 and that was for a number plate and a few numbers.

Here are the top twenty point scorers:-

1st	JOHN HAIGH	138
2nd	PAUL WOODWARD	98
3rd	TOM THACKER	58
4th	STEVE JONES	48
5th	SIMON BATEMAN	41
6th	STEVE HURST	40
7th	JOHN CHEESEMAN	35
8th	CHARLES MORRIS	32
9th	ED MELLOR	30
10th	GLEN CLARKE	28
11th	LIONEL SIFLEET	25
12th	PAUL TOMKINS	23
12th	PAUL HEMES	23
14th	GRAHAM HEMES	20
14th	MARK POWELL	20
16th	COLIN HOAR	18
17th	BRIAN FINN	16
18th	TONY LEES	14
19th	PAUL MARSHALL	12
20th	ALAN POOLE	12
20th	R. HORPHAM	12
20th	MIKE EDWARDS	12
20th	IAN SUTTON	12

## Plymouth

SUNDAY, SEPTEMBER 22nd

The PKC's, September 22nd race meeting took place on a beautiful Autumn day and proved to be a success with both racers and spectators.

## GEARBOX

A small entry in gearbox saw John Gosling on his Yamaha take three wins from four races, including the Final. Tony Burt just couldn't match Goslings speed yet still ended up with a 3rd, 2nd and 1st to show for his efforts.

Alec Sutcliffe took the 210 section after some spirited dices with Roger Jessep, and Alan Timson; these three going so well they kept up with some of the 250's.

Alan Timson had double bad-luck; firstly when he had to drive into the tyres at speed to avoid Peter Edgcombe's alarming looking spill (Peter very lucky to walk away), and secondly when a track rod broke on the fastest part of the course sending him into the tyres yet again. As Alan walked away from both these spills, perhaps it wasn't such bad-luck after all!

## 100 BRITAIN

This class was nearly dominated by local drivers — they took 2nd and 5th places in the Final, but the vital first place went to Bristol visitor Ian Jordan on his ATA Windows Jeta/DAP. So quick was Jordan this day that in consecutive races he went from 10th to 6th to first place in just a handful of laps.

Others going well were Dave Cooke, John Lewandowski, Dave Banbury, Steve Bishop, Julian Wills and Gareth Derrick. So hot was the action that it would take pages to tell it all, so let it suffice to say that there was plenty of elbow to elbow stuff in each race, with people going up and down the field like yo-yo's!

Kart & Superkart

# ULSTER FOCUS An Update on Karting in the Province

By Dessie Black

A further round of the Northern Ireland Karting Association Road Race Championship took place at Crumlin on 3rd August, which featured a main straight through the village then turning right into a housing estate before returning to the main road. Although the circuit is relatively smooth, great care is necessary because of intimidating kerbs and the gable wall of the local pub which was, incidentally, liberally protected by straw bales.

Recently Formula E has tended to decrease in numbers, however, at this venue two drivers appeared for the first time this season, thus increasing the field to nine competitors. One of the drivers, Brian Beattie, a potential winner, had difficulties throughout and unfortunately did not feature. All excitement was left to Richard Bell from Dundrod who was only making his second appearance this season, and road race championship leader, Billy Kinnin of County Fermanagh, Colin Menary from Newtownards and last year's champion, Dick Curran.

From flag fall Kinnin held a slender lead from Bell, who was driving so well it was hard to believe he has been 'out' for a number of months. At approximately half distance instead of Kinnin emerging from the housing estate it was Bell, followed by an inspired Walter Cushnahan; Kinnin was now down to fifth. Third place was claimed by Menary until the end. With Bell winning and Cushnahan second, this result has probably pushed Dick Curran out of the championship race as he failed to finish.

A small class of Lisburn Glass sponsored 250 National took the flag with Joe Morton leading from start to finish, despite having to contend with a broken seat bracket. Behind Joe there was a race-long battle between Alan Wallace, Harold Montgomery and Dessie Black, which was finally resolved when Champion Elect, Wallace, spun off leaving Montgomery and Black second and third. Fourth was the ever consistent David Forde.

Throughout the 125 National event Henry Crossan and Brian Kennedy had a titanic duel which was finally decided when Kennedy tried that little bit too hard and subsequently dropped to fifth position. Second was George Montgomery, followed by Walter Spence who achieved his best result this season.

As with 125 National, the 125 P&R race was equally impressive. Class favourite, Mark Playle, although driving very fast, found problems during the race which left Raymond Johnston leading from a determined Mark Taggart. Unfortunately Mark's determination boiled over at the last bend when he did a 180 degree spin. Having passed Johnston as they swept through the housing estate all Mark had to do was hang on until the end. That was not to be and Johnston slipped through to win as Taggart recovered to finish second. Third, after a fierce duel with Gordon Crossett and Chris Pentland, was Ivan Fisher.

Drivers who travelled the great distance to this event, from County Fermanagh, claimed most of the top prizes in all classes. Morton, Montgomery and Forde in 250 National; Johnston and Fisher in

125 P&R and, finally, Kinnin, fifth in Formula E. It is believed after celebrations none were capable of driving home!

With five rounds of the Ulster Karting Club Championship series completed for all classes, (three remaining), only two classes — 125 P&R and 250 National — are showing definite favourites.

Leading 125 P&R, with maximum points on 150, is Mark Playle of Dundrum; second, 50 points behind, is Ronnie Knox, followed by Chris Pentland. Mark Playle for almost all this season has been class leader. His one unexplained disappointment was not winning the Karting Club Grand Prix, an event where he finished behind Ronnie Knox. However, being in such a strong position in the Series, the excellent financial prizes at the finish will certainly make up for that lapse.

Sponsored by the Lisburn Glass Company, the newly revived 250 National Championship seems to be firmly in the clutches of Joe Morton. Joe, who purchased an extremely quick Alan Cheetham Yamaha, has put the machine to good use, only dropping six points in the process. Second is Joe's fellow townsman, David Beattie on 91 points. Dave who also drives a Yamaha has recurring engine problems early on but now seems to have gained consistency and speed, despite only having completed two rounds. Harold Montgomery fills seventh place. Harold, who has an excellent record in our Road Races, is unable to compete as often as he would like. However, in each of his appearances this season, he has always been in the first three. At the Grand Prix, when Morton retired, Montgomery took over and led to the chequered flag. Another driver making excellent progress since he changed from Honda power to the Motiv Yamaha, is William Lyttle. Willie, as he is better known, currently claims fifth spot, only 10 points

behind Alan Wallace on the ex-Richard Boston Yamaha.

125 National is filled with tension and pressures for six drivers, any one of whom could lift the coveted first prize. Fourteen points cover first to sixth places, the joint leaders being Brian Kennedy and Leslie Currie with 99 points. They are closely followed by Henry Crossan and Gordon Howell on 94 points. The other two places in the top six are occupied by Kirk Grills on 90 points and Alan McAloran with 85.

Class One, 100 National, with the largest number of competitors, has David Allen in front on 558 points, followed by Grand Prix winner, Alan Vance, with 473 and Nigel Allen on 444.

**Junior N.I.K.A.** — With a healthy lead of 63 points John West appears well on his way, although Keith Cheshire in second place will be awaiting any slip up. In third place, only 31 points adrift, is Roger Drumm, followed by J. Wilkinson and A. Lyons, up-and-coming sons of two of Northern Ireland's leading drivers.

## JUNIOR INTERNATIONAL

1st	A. Johnston	550
2nd	N. Cheshire	509
3rd	A. McCauley	394
4th	C. McKitterick	194
5th	F. Ferrity	194

In a sadly depleted 250 International class Raymond Lyons leads on 117 points, from Dick Curran and Trevor Roberts, 97 and 88 respectively.

From almost fourteen drivers last year Formula E has dwindled to around six drivers. Obviously the main reason for this situation is cost, but where are the water-cooled Yamaha machines which played such an important part of Superkarting last season?



Formula E continues to dwindle in numbers — where are the water-cooled Yamahas of last season? Pictured — Keith Campbell aboard his Cobra Yamaha outfit at Kirkistown. (Pic: Rowland White).





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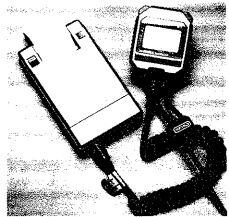
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tour and succeeded in getting past the GP plates  
of Martin to take the flag first and secure the British  
No 1. Featherstone hung on to third spot ahead of  
Ogden, Underdown and Sykes.

1st John Newton  
2nd Andy Martin  
3rd Phil Featherstone  
4th Alan Ogden  
5th John Underdown  
6th Graham Sykes

Zip/Longtune  
Stratos/CKC Villiers  
Kobra/FPV  
Zip/APV  
Zip/CKC Villiers  
Zip/Longtune

**Race Time:** 8min 53.7sec — 91.07mph

**Fastest Lap:** Andy Martin — 51.5sec — 94.36mph

### Hines Hat Trick

An entry of around 25 Superkarts adopted the now  
normal procedure of timed practice followed by two  
eight lap heats and a ten lap final. At the top of the  
list after the timed session and therefore on pole for  
the heats was Womersley based Steve Gill. A time  
of 46.5 seconds was just 1/10th quicker than  
Kelgate's Roger Goff. Martin Hines recorded third  
fastest time with Steve Stylin next up. In fifth spot  
against the clock was the old maestro himself Dave  
Buttigieg. Butty and Peter Berry were not placing  
too much importance on that time... believing that  
it was more important to get a good finish once the  
racing got under way.

The first of the two heats produced a win for Steve  
Gill to underline that his earlier time had been no



John Newton wound up his return year to Villiers with the British No 1 plates.

with the rim and after spinning wildly the outfit  
crashed into the tyre wall at some speed and Richard  
was thrown out on to the grass. The emergency  
services were quickly called to the scene and the  
race was brought to a speedy halt under red flags.

Richard was swiftly taken to the Medical Centre  
and after examination it was announced that he was  
sitting up and taking notice with no serious injuries.

That was a relief to all... being on the spot... I  
must say it looked pretty horrific at the time. The  
stoppage did allow Derek Rodgers to hurriedly fit

Stylin, Parrott, Goff and Gill into the Esses. Derek  
Rodgers had gained half a dozen places during the  
first tour and was motoring quite rapidly.

The leading quartet of Hines, Stylin, Parrott and  
Goff soon began to ease away from the rest, leaving  
Phil Glencross in charge of Ziemelis and the  
following train. Steve Gill had retired when his  
clutch gave up and after briefly leading on the fourth  
lap Tim Parrott also went into retirement with a  
broken rear axle.

Hines still led but it was now Goff pushing hard  
in second place with Stylin next ahead of Glencross.  
Rodgers was still making forward progress and with  
just two laps to run was up to eighth. Ziemelis was  
performing well in fourth spot with Philpotts and  
Cook immediately behind him.

Into the last tour and Goff made his move taking  
first spot from Hines and holding it to the flag.  
Stylin claimed third... Ziemelis was a creditable  
fifth behind Glencross whilst Rodgers had made  
great strides to take sixth place.

So Goff... after two disastrous heats got some  
reward... but Hines second spot was enough to take  
the British Title for the third year running. And  
he knew it! Butty finished in the lowly position of  
twelfth.

After it was all over Derek Rodgers... for the first  
time in his racing career... protested the actions of  
another driver... Steve Gill. The Stewards met and,  
after hearing all the evidence, Steve Gill had his  
licence endorsed. A sad end to his day, for the time  
sheets and the heat results showed that he was  
certainly on the pace.

<b>1st</b> Roger Goff	Kelgate Zip/Goff Rotax
<b>2nd</b> Martin Hines	Hermetite Zip/Rotax
<b>3rd</b> Steve Stylin	EDR/DRE Rotax
<b>4th</b> Phil Glencross	Leaside Zip/Anderson Rotax
<b>5th</b> Stuart Ziemelis	Zip/Rotax
<b>6th</b> Derek Rodgers	Leaside Zip/Anderson Rotax



Martin Hines — Formula E British No 1 hat trick.

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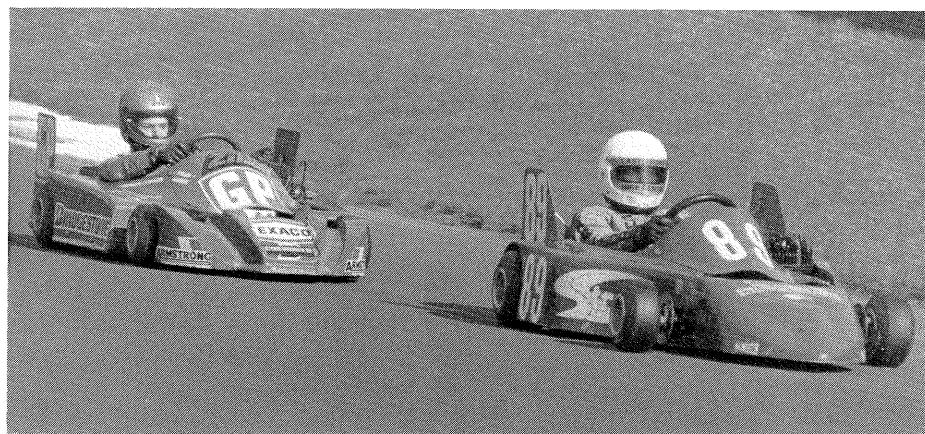
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First and second in 125 National — Chris Stoney (89) and Stephen Coward (GP).

strides to claim seventh place.

Immediately after the race it looked as though all manner of protests were about to be instigated by Chris Stoney over the bodywork of Stephen Coward's outfit, together with the alleged problems associated with an oil leak from the Zip. However, after much discussion with the Scrutineers, some of it rather heated, the matter appeared to reach a satisfactory conclusion. The result then was:

1st Chris Stoney	Stratos CSK Rotax
2nd Stephen Coward	Zip/Field Rotax
3rd Adrian Wilcox	Zip/Goff Rotax
4th Ian Shaw	Zip/Rotax
5th Colin Poole	Zip/Goff Rotax
6th Boyd Barrington	Spyda/Hood Rotax

**Race Time:** 8min 37.3sec — 93.94mph

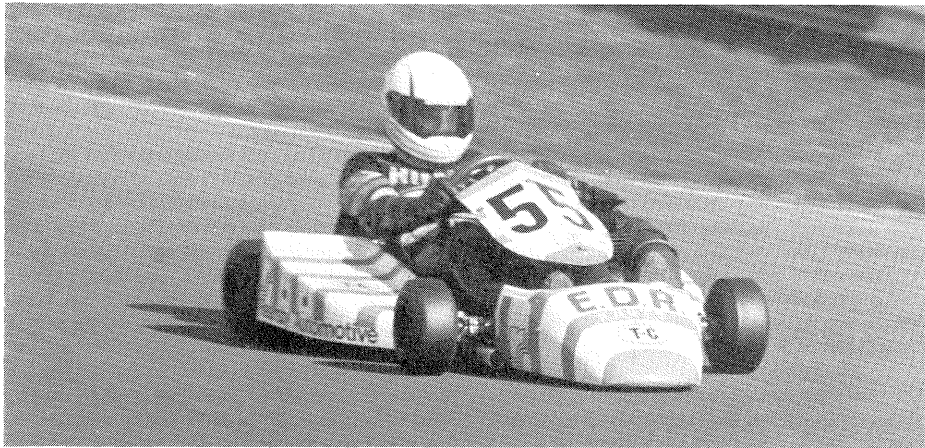
**Fastest Lap:** Stoney — 50.6sec — 96.04mph

## Allen makes his Mark

Judged by recent form it was no real surprise to see Lightning Windows backed Mark Allen put his GP plated Barlotti on pole for the final. Two heat wins earned the Leamington Spa driver that position and he was certainly looking very quick again.

Mike Hodgins, Rob Hipkin and Colin Fletcher joined him on the front row whilst Rob Bicknell, Mike Doble and Steve Matthews made up the second row. At least four makes of chassis, Zip, EDR, Barlotti and Aero on the first two rows together with an even mix of power plants... KTM and Yamaha.

Second in the RAC points table at the start of the day... Kammac Trucking backed Mark Webster had a miserable time of it in the heats and at one stage it looked as though he might not make the final. However, with help from a number of willing hands including Kurt Luby and Derek Price, the blue Phoenix duly lined up for the final on the last full row. Mark (and Tom Thumb) certainly had some work to do.



Rob Hipkin (250 Nat) — 2nd on the day, 3rd in the Championship.

back up a place on the next lap and started the final 1.3 miles in fourth.

Tomlinson had gone into retirement and Hipkin still had second spot behind Allen. Fletcher was third whilst Hodgins had been relegated to fifth ahead of Bicknell.

At the flag that was the order, with Mark Allen taking the British No 1 and Mark Webster having to take the disappointment and second place in the championship.

1st Mark Allen	Barlotti/KTM
2nd Rob Hipkin	EDR/YC Yamaha
3rd Colin Fletcher	Zip/CJF KTM
4th Mark Webster	Phoenix/KTM
5th Mike Hodgins	Zip/KTM
6th Rob Bicknell	Aero/KTM

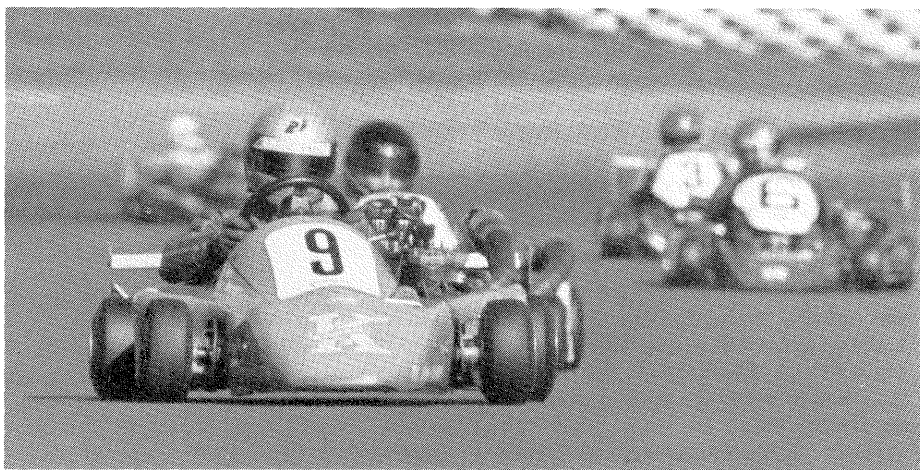
**Race Time:** 8min 27.1sec — 95.83mph

**Fastest Lap:** Mark Allen — 49.4sec — 98.36mph

## Newtons No 1

A small grid of Villiers took part in just two heats with each one producing a different winner. Gary Parker followed up his success at Cadwell when he won the first eight lapper from Glen McAdam, Alan Ogden, Andy Martin, Phil Featherstone and Graham Sykes.

John Newton didn't have a very good time of it first time out, finishing eighth. He made up for that in the second heat though coming home second



Mark Webster (9), second in the 250 National stakes.

Hipkin. Allen, meanwhile, was motoring on sweetly in first place and in no apparent danger from anyone.

As the race went into its second half things changed a little... Webster was in trouble and slipping back... by lap eight he was in fifth place behind Hodgins and Fletcher. The problem was clear for all to see after the event... a rear tyre had begun to lose rubber in a big way, inevitably affecting both performance and handling.

Undeterred, however, Webster hauled himself

behind Glen McAdam. Featherstone, Ogden, Martin and Sykes again completed the top six. Defending British Champion George Bett was totally out of luck, not finishing either heat so he had to line up at the back of the final grid.

With Glen McAdam on pole for the ten lapper once the lights changed to green Newton... from the second row... got a flier and was quickly heading the field. Martin, Featherstone and Parker were close at hand whilst George Bett was really having one of those days... pulling off at the Esses before one lap was completed. Newton held the upper hand for the first three tours before the GP plates of Andy Martin took over as they went into the fourth lap. Phil Featherstone had third with Alan Ogden, Graham Sykes and John Underdown filling the next few places.

The race order soon settled and as the second half began Martin still had the advantage, although Newton was not letting the Stratos driver get away. By the end of lap eight Newton was back in front... Martin was now in the chasing position with Ogden in third spot. Featherstone, Underdown and Sykes followed in line astern but were not posing much threat to the leaders.

The cat and mouse game continued at the front and with just one lap to go Martin had again ousted Newton from the lead. Featherstone had found a way past Ogden whilst Underdown, Sykes and the rest held station. Newton battled on during the last

# LE MANS INTERNATIONAL 6 HOURS 6th October 1985

Story and Photos — George Robinson

Sixty entrants formed the grid for this the fourteenth Le Mans 6 Hours. Many French teams, including National 1 and 2, Yamaha and 125 were joined by International competitors from Belgium, Germany, Switzerland and England.

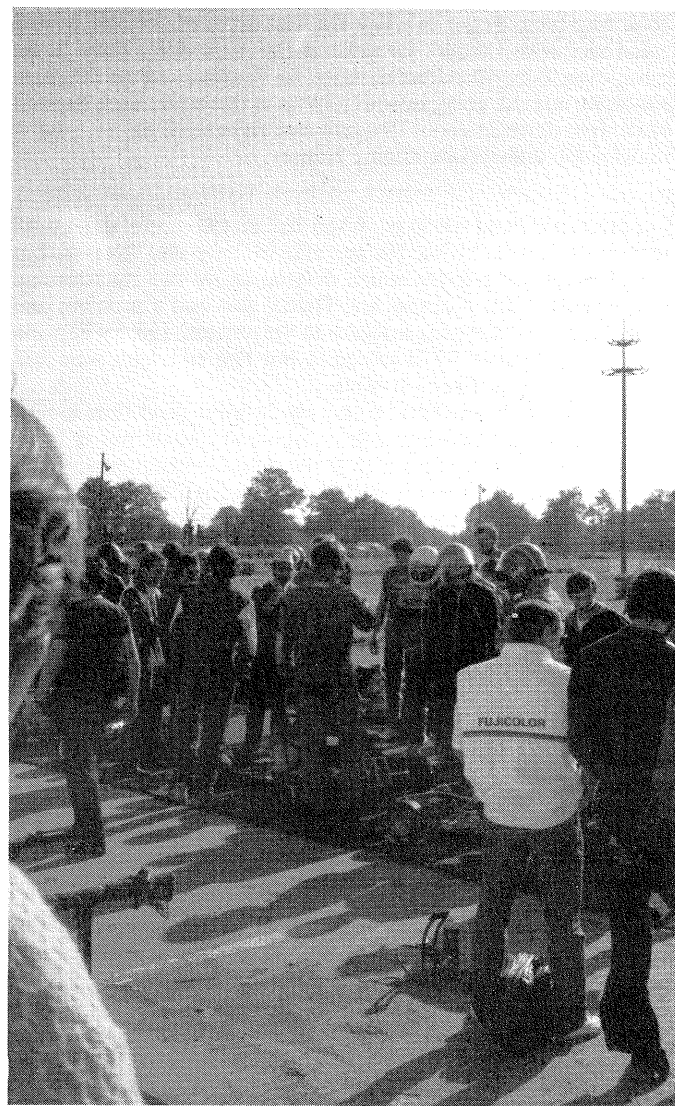
The start at 10.30 was uneventful, however, once four laps had been run a bad accident on the main straight took place. Three karts were involved in a high speed collision, speeds at this point approach 100mph. Two drivers were lying on the circuit as others sped past. The pace car was brought out while the track was cleared. Soon all competitors were bunched up behind it at rolling lap speed. After a further four or five laps the green flag was out and the race was on once more.

At the one hour stage the Lesage/Colin Team were leading. These Frenchman from the Dourdan Club are often front runners, using Allkart/Parilla Jubilee equipment with the Hetchel Gear Drive.

In second place was the Belgian Team of Kumpens, Kennens, Lemmens — recent winners of the Gent 1000Km race on Allkart/PCR. Also on 61 laps at this stage was the super Swiss Kart-Shop Team of Carigiet/Gradel. Mark Tilley blew up his TKM and was some 13 laps down on the leaders. Reg Dormer on his trusty Remrod/Parilla was well up with the leading group when he handed



The Renault 5 pace car had to corner on the door handles to go fast enough.



Just before the start.

over to son John. I had taken the start for our Zip Team and had an unhappy trip to hand over to Roger Moth just behind Reg on the leader board.

Roger set off with the Zip to run sixth at two hours, by which time Carigiet (Kart-Shop) had taken the lead, followed by the Belgians and the quick DAP of La Reunion Team. Reg Dormer blew a Parilla and Mark Tilley's second engine big end failed — not a day to remember for Remrod so far.





The off! Smoke in the distance shows position of the front-runners. No 37 in the foreground is in the middle of the grid.

I took over from Roger to enjoy the best drive of the day, having a good race with Carigiet for most of the hour. After three hours we had risen to fourth behind Carigiet, La Reunion and the Belgians. Everything was still going smoothly for us at this stage. Both Remrod Teams were down in about fifteenth and eighteenth places, paying the price for unfortunate engine failure.

Four hours gone and two to go. Roger had an uneventful drive until the throttle spindle broke. He was able to drive into the pits, but we had to change engines which delayed us by two minutes and demoted us to fifth. Carigiet and Gradel also had a problem and lost four minutes, dropping to fourth in the process. Thierry Ranchin elevated the Remrod TKM to eighth but Reg and John were still in trouble down in fifteenth place.

At five hours Carigiet/Gradel had put in some good time to lead again, followed by Bachmann/Rossi who had quietly put in some laps and had arrived in contention at the right moment near the end. Lesage/Colin third; Roger and I fourth and the Belgians fifth.

The last hour often spells disaster for the English teams and this race was no exception. Roger and I had to change a rear sprocket and both Remrod teams had to change engines in the last few minutes.

Carigiet/Gradel consolidated their advantage to win by four laps at 376; Bachmann/Rossi second with 372; Lesage/Lesage/Colin third with 371; Kumpens/Kennens/Lemmens fourth with 370, whilst Roger and I finished in fifth with 369 laps.

An interesting multi-national result — Swiss/Swiss/French/Belgian/British. Allkart/PCR first and second; Parilla Jubilee third and



The rolling lap.

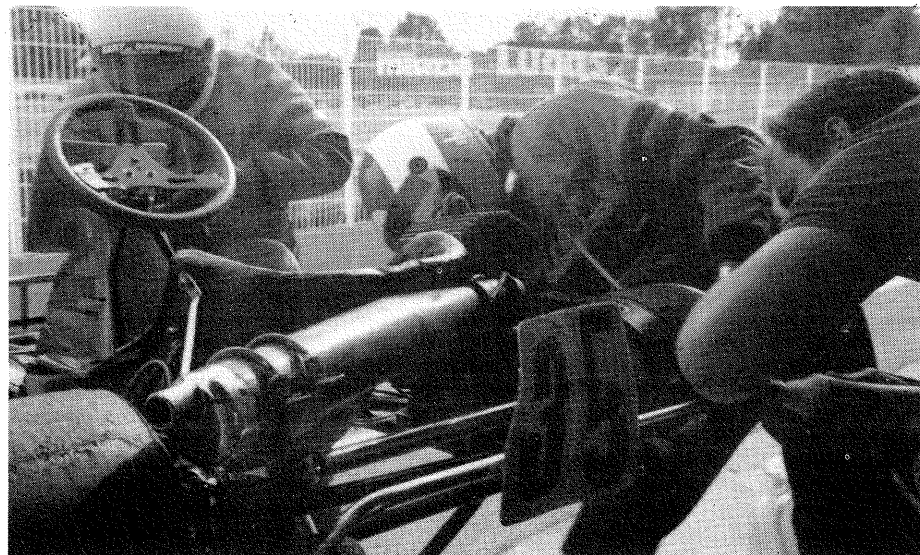
fourth. Three of these were using the Hetchel Gear Drive units. Mark Tilley/Thierry Ranchin finished in eighth, while Reg and John Dormer were seventeenth but by no means in disgrace, with 348 laps to their credit.

A very competitive race in near perfect conditions. By the time this goes on sale we shall have been to the Caen 6 Hours and also the Shenington 3 Hour. News of these in the next issue.

See you soon.



(l to r) Nick Carter, G.B. back to camera, Mark Tilley and Andrew Butler (the big one!).



Zip Team pitstop — G.R. (left), Roger Moth and mechanic, Andrew.



John Dormer followed by G.R. in the Chicane.

# HINES HAT TRICK

## MALLORY PARK

### Sunday, September 15th 1985

RAC Long Circuit Champs Round 6  
Zip/Bridgestone 125 Champs Round 5  
Central Kart Club Champs Round 6

Report: Mike Smith

Pics: Doug Rees

Martin Hines second place at Mallory Park on Sunday September 15th was enough to ensure that the RAC Championship for 250 Formula E would stay at Hoddesdon for the third successive year. Roger Goff beat Martin to the flag but had to settle for second overall in this year's RAC Title chase. Third placed Steve Styron aboard the EDR shares second spot in the Championship with Goff, both finishing on 22 points, eight behind Hines.

Stephen Coward was happy to settle for second place on the day in the 125 category in the knowledge that six points was enough to give him the British No 1 to add to his GP plates. Chris Stoney headed Coward home in the final but like Goff had to settle for second overall in the points table.

Mark Allen's recent dominant form continued and he ran out a comfortable winner of the 250 National class, like Coward adding the No 1 to his Silverstone GP success.

John Newton made his first season back in the Villiers class all worthwhile, his seventh win of the season giving him a three point advantage in the Title stakes over second placed Andy Martin.

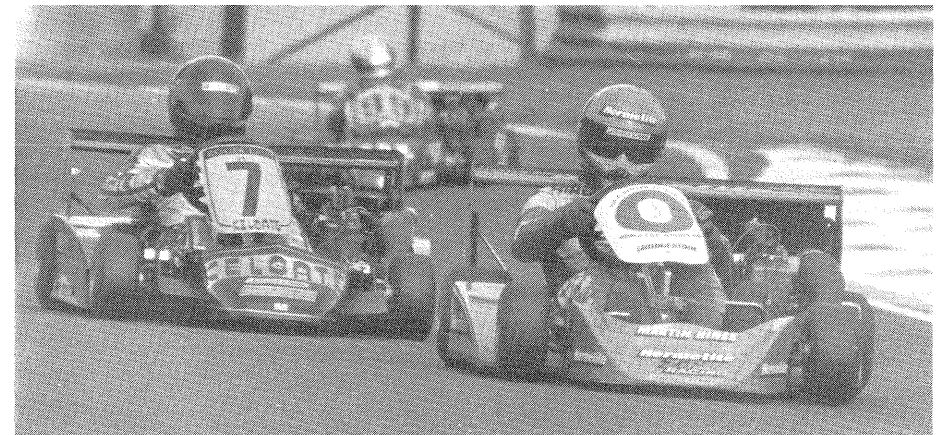
The meeting was as usual in the hands of the Central Kart Club and in addition to the RAC final round included Round 6 of the Club Champs and Round 5 of the Zip/Bridgestone 125 Series.

The weather was quite reasonable all day, dry, but with a stiffish wind blowing throughout.

The entry was around the 140 mark with all the likely lads present in all classes.

#### Paddock Gossip

Nothing really startling was to be seen around the paddock at this late stage in the season. 125 pace setter Kurt Luby was again running a Rotax with some assistance from Derek Price and word was that it was to be the last outing for Kurt in the class... a move to the Superkart category is apparently imminent... that should be interesting. Butty and Peter Berry were present for this one but from comments made all was not as it should have been in the handling of the rather hurriedly prepared outfit. Rest assured that must be counted as just



Two-thirds distance, Hines (0) with Goff (7) on his tail while Styron (99) lurks in the background.

a minor hiccup. When things settle down Butty will be up there where it matters!

#### Stoney v Coward

The 125 brigade started the day's racing with a sizeable entry once more two split heats and a qualifier were needed to determine grid positions for the ten lap final.

GP winner Stephen Coward soon showed that he was determined to add the No 1 plates to his collection by winning both his heats and securing pole for the final. Chris Stoney aboard his Stratos was second to the Zip driver in the first heat but won second time out to claim a spot alongside Coward on the final front row.

Paul Molloy had a second and a third to take the next front row place whilst Ian Westwood occupied the last spot after a win and a fifth. Adrian Wilcox, Peter McCallum and Richard Crump made up the second row with Boyd Barrington, David Boa, Colin Poole and Gary Ashurst on the third.

Kurt Luby and his LEP Phoenix had not enjoyed the best of heats and he lined up on the fifth row.

Only five drivers went through from the qualifier and Ian Shaw showed them they way home in fine style after non finishing one heat. He quickly established a good lead then sensibly did just enough to ensure a final place. John Cooke, Malcolm Clark, Les Cooper and Robert Marsh were the four to join him on the back of the main final whilst Keith Rudge just missed out in sixth place.

The final then had all the makings of yet another classic confrontation and it certainly lived up to its promise.

As Ian Rushforth flicked the lights to green it was

Stoney, Coward and Molloy getting away first to lead the pack into Gerrards for the first time.

That was the order as they went into the Esses but by the time the opening lap was complete the GP plates of Coward were at the front. Stoney clung to the Zip's rear like a limpet whilst Molloy began to fall into the clutches of Boyd Barrington, Adrian Wilcox and the battle for third spot.

Peter McCallum, Colin Poole and Ian Westwood were all up there disputing that third place whilst Kurt Luby was in trouble and out of the race by lap four.

Stoney had the lead at the half-way stage but Coward was not letting the Stratos driver get away and hounded him every inch of the way. Ian Shaw had put in a tremendous effort from the back of the grid and by half distance was well inside the top ten and still making progress. Lap six and Coward was back in front with Stoney now taking on the role of chaser. The two leaders were well clear of the entertaining and close scrap for third and, by lap seven, Ian Shaw was in there with them to add even more interest.

One more lap and Paul Molloy was out of the race leaving Boyd Barrington in charge of that battle for third. It was by no means a comfortable spot though as the Spyda driver had Wilcox, Poole, Shaw, and Westwood breathing down his neck looking for a way through. Lap nine and the two leaders, whilst still locked in battle, were encountering back markers but getting past with apparent ease. Into the Esses for the last time and Stoney had the advantage... Coward was in a comfortable second spot and that was how it stayed to the flag. Adrian Wilcox, Ian Shaw, Colin Poole had all managed to find a way past Barrington at the flag, whilst Les Cooper, like Shaw from the qualifier, had made great



Mark Hines and Alan Turney were there to pass on their prizes. The table looked more like a kart shop because the prizes were not only the trophies given on the day by the club but the winner on the day received a huge silver cup, a bottle of champagne and a laurel wreath from Glenn Beer, who older karters will remember as a driver of quality and for a short time club starter, and now a successful insurance man.

The overall Championship winners received karts from Zip, Dart, Gillard and TKM. There were twelve set of Bridgestone tyres, helmets, gloves, boots, racing suits, hold-alls, free tuning, wine and t-shirts.

All and sundry voted that this was one of the best meetings of the year — accident free, exciting racing, conducted in the best sporting spirit, fine weather and an excellent commentary by a very professional Murray Walker.

Thank you to St John Ambulance, their collection during the interval netted slightly more than £140, so we are one step nearer their cabin on the circuit.

Also a very big thank you to the officials who worked very hard before, during and after the meeting to ensure its success.



Ricky Grice collected the 100 National title.

#### 100 NATIONAL NOVICES (Supporting Race)

- |                     |                |
|---------------------|----------------|
| 1st Cliff Smithurst | Sprint/Parilla |
| 2nd S. Soyongsug    | Zip/Parilla    |
| 3rd Julia Ironside  | Sprint/Parilla |
| 4th Marc Selzer     | Sprint/Parilla |
| 5th Tom Whitewright | Gillard/TKM    |

#### 100 NATIONAL (non-championship)

- |                       |                 |
|-----------------------|-----------------|
| 1st Bobby Cox         | Sprint/Parilla  |
| 2nd Victor Threadgold | Ferrari/Parilla |
| 3rd John Richardson   | Sprint/Parilla  |
| 4th Trevor Cox        | Dart/Hewland    |

#### JUNIOR BOOSTER

- |                      |              |
|----------------------|--------------|
| 1st Jamie Spence     | Dart/Hewland |
| 2nd Dario Franchitti | Sprint/Arrow |
| 3rd Daniel Stilp     | Sprint/PCR   |

#### JUNIOR BRITAIN

- |                  |              |
|------------------|--------------|
| 1st Nicky Hart   | TKM/TKM      |
| 2nd James Rhodes | Wright/TKM   |
| 3rd Stephen Webb | Spyda/TKM    |
| 4th Paul Rees    | Dart/Parilla |

#### SENIOR BRITAIN

- |                    |               |
|--------------------|---------------|
| 1st Craig Booth    | Dart/TKM      |
| 2nd Andy Clark     | Zip/PCR       |
| 3rd Tony Rainbird  | Zip/PCR       |
| 4th Jamie Thompson | Gillard/Arrow |
| 5th Kevin Thompson | Zip/TKM       |

#### 100 NATIONAL CHAMPIONSHIPS

- |                    |                 |
|--------------------|-----------------|
| 1st Gary Moynihan  | Wright/Parilla  |
| 2nd Steve Tillett  | Gillard/Parilla |
| 3rd Steve Brogan   | Sprint/Parilla  |
| 4th Stephen Day    | Sprint/Parilla  |
| 5th Ricky Grice    | TKM/TKM         |
| 6th David Cuff     | Sprint/Parilla  |
| 7th Grahame Pettit | Gillard/Parilla |

#### BRIDGESTONE

- |                 |
|-----------------|
| Wright/Parilla  |
| Gillard/Parilla |
| Sprint/Parilla  |
| Sprint/Parilla  |
| TKM/TKM         |
| Sprint/Parilla  |
| Gillard/Parilla |

# Tecno

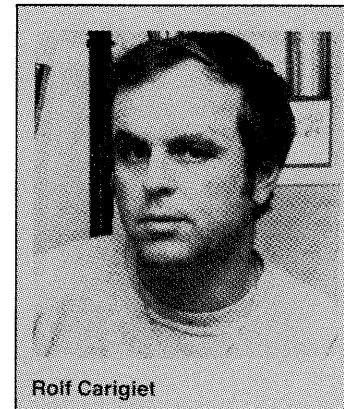
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## CLAY REGAZZONI



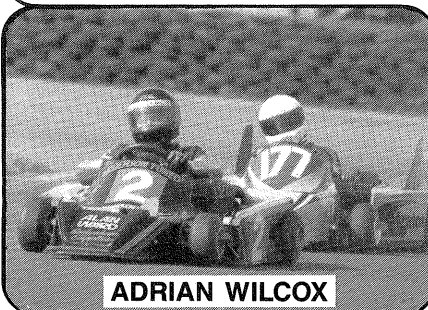
On Sunday 13th October, at Wohlen in Switzerland, a special celebrity kart race was staged in order to raise funds for the Mexican earthquake disaster. Heavily promoted by Rolf Carigiet and his Kart-Shop in Rumlang the event attracted many well known motor sport personalities — Rene Arnoux, Marc Surer, Phillipe Alliot, Dutch motorcycle-sidecar ace Egbert Streuer and Stefan Johansson though, in the case of Johansson, Ferrari would not release him to compete. The man of the moment, however, had to be Clay Regazzoni, the ex-Formula One star who, on his return to competition, ran home to claim a marvellous fourth place. Clay was driving an All Kart-PCR which had been specially modified with hand throttle and brakes by Carigiet's Kart-Shop concern. Clay gave a tremendous demonstration of his driving talents as he relentlessly pursued the leading trio of Marc Surer, Mario Hytten and Rolf Biland, Surer running out the winner. Rene Arnoux, after a spirited scrap with Surer's Zip, unfortunately crashed out of contention. Surer, the former Swiss Champion, was in a class of his own all weekend and his best lap time would have qualified him second for the big Intercontinental class final at the same event. Clay Regazzoni though must surely take the accolade, his determination to overcome disability is a guiding light for others. There will be a full report with photographs in next month's issue.



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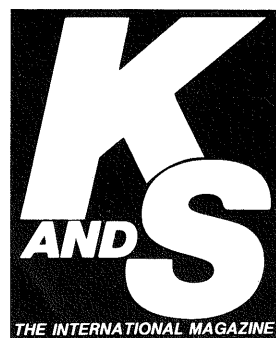
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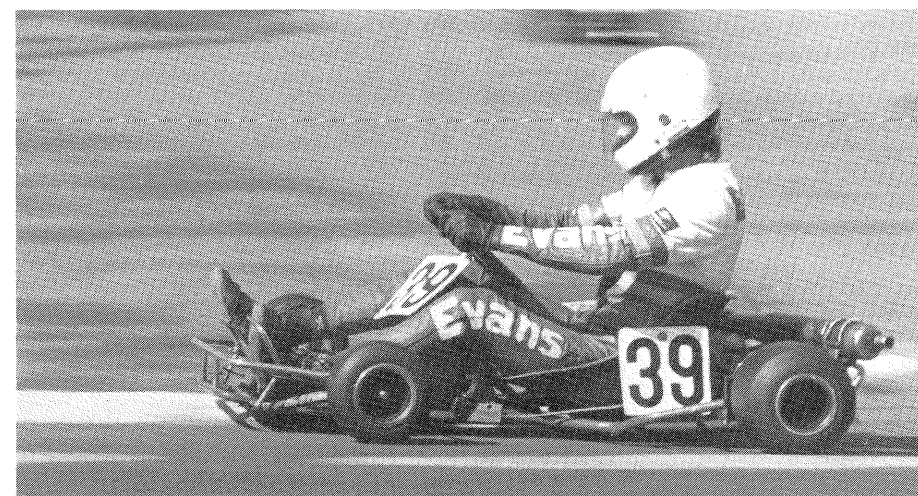
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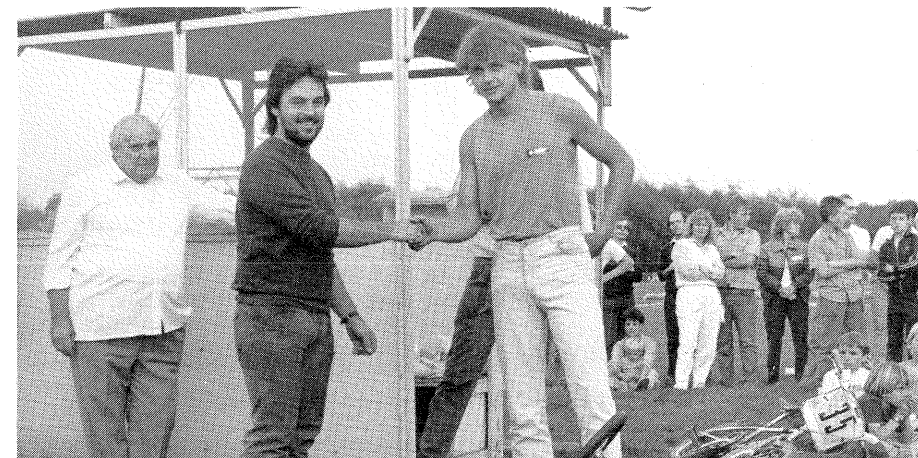
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Darron Gibbs, Senior Britain, mechanical problems meant a DNF in the final.....



.....but his points tally during the Series gave him the class honours, pictured here with Alan Turney, whilst Mark Hines looks on.

Gailer and Gailer did seem to be holding the pace but as they entered lap twelve the luckless Mark blew his motor and spun out on Stadium Bend not to finish. Lap fourteen and fourth placed Gavin Wills also crashed into the straw bales on Stadium Bend not to finish. With just three laps to go, the lead Darron Gibbs had looked impenetrable but, as he sped over the start/finish line, there was a grinding noise which sounded to me like a chain breaking and his fine effort ended on the grass. Craig Booth gratefully accepted premier position and, as he was some eight lengths clear of Tony Rainbird, was able to relax for the remaining three laps and take first trophy. Tony Rainbird thought he had done enough for second but Andy Clark had other ideas as he forced his way past Tony to take second place, leaving Tony with third trophy. Jamie Thompson who had recovered well was fourth and Kevin Thompson came home to take fifth trophy.

### 100 NATIONAL BRIDGESTONE CHAMPIONSHIP

Although the entry was down to 30 we still employed the group system which gave a better mix of drivers in the heats and lessened the chance of 'prangs'.

Ricky Grice came to the meeting leading the Championship and he possibly thought no one could overtake him, but it was statistically possible for Derek Higgins, who was eighth with only five good results to his credit, to overtake Ricky, bearing in mind that points earned in heats count as well as the final.

**Heat 1 AvB.** 1st Gary Moynihan, 2nd Andrew O'Hara, 3rd Ricky Brice, 4th Simon Sutton.

**Heat 2 CvD.** 1st Steve Brogan, 2nd Steve Tillett, 3rd Clive Wheldon, 4th Mark Salter.

**Heat 3 AvC.** 1st Ricky Grice, 2nd Simon Sutton, 3rd Grahame Pettit, 4th Charlie Brown.

**Heat 4 BvD.** 1st Jack Brown, 2nd Steve Day, 3rd Darrell Beasley, 4th David Malcolm.

**Heat 5 AvD.** 1st Gary Moynihan, 2nd Steve Tillett, 3rd David Cuff, 4th Andrew O'Hara.

**Heat 6 BvC.** 1st Derek Higgins, 2nd Steve Day, 3rd Jack Brown, 4th Darrell Beasley.

### Final

After the heats points were totalled, it was announced that if Derek Higgins finished no lower

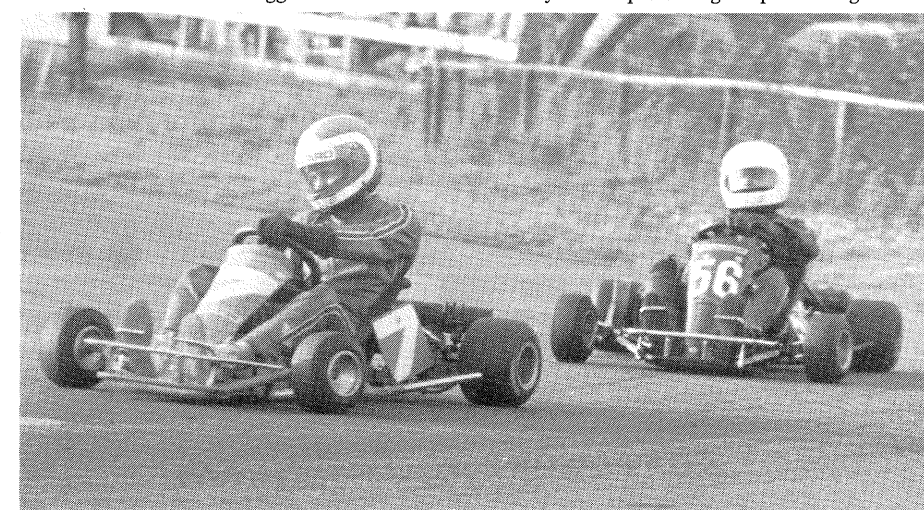
than sixth place, and Ricky Grice finished tenth or worse Higgins would win the Championship. This certainly added spice to what promised to be a good final anyway. The line up for the grid:

2 Steve Tillett	1 Gary Moynihan (Pole)
4 Ricky Grice	3 Steve Day
6 Steve Brogan	5 Derek Higgins
8 Charlie Brown	7 Grahame Pettit
10 Dave Banbury	9 Jack Brown
12 Simon Sutton	11 Clive Wheldon

You will notice that Grice was on the outside row and Higgins just behind on the inside. It is notorious at Rye that an inside row of fast lads present difficulties for the outside row to slot in around Stadium Bend at the start, but if the outside line can be held, it gives the driver the advantage on the left hander into the tights. You can imagine that the purests among us licked our lips in anticipation, with all the other 'names' around the two key figures in the championship the mix was worthy of the RAC British Championship itself. With all this adrenalin flowing through their veins it was remarkable that not too many rolling laps were required. Moynihan led Tillett, Grice and Brogan out of Stadium with Higgins a yard back in fourth ahead of Day and Charlie Brown.

The leading positions stayed the same for six laps, the only change during this time being that Moynihan had stamped his authority on the race by drawing three yards clear of the rest. Lap seven, a smart move by Brogan saw him pass Grice taking Higgins with him and a murmur went round the spectators. Should Grice lose further positions a last minute change was possible. By lap ten, the half-way stage, Moynihan now some three lengths clear seemed out to prove something, for at first he was only 200ths of a second outside Simon Sutton's lap record. Then in lap fourteen, all those tyres obviously nice and hot and at working temperature he equalled the lap record of 36.01sec. Then another lap and he had beaten the best time by 100th of a second to 36.00sec. Also in lap fifteen Steve Day out-braked Ricky for fifth place and Cuff made contact with Grice. Just when we were beginning to wonder if Ricky would slide any further down the field we lost Higgins. I did not see the incident but he came round in sixteenth place. With only three laps to go Derek had no chance of a recovery and at the line he ended in eighteenth place overall. The result was an excellent win by Gary Moynihan some nine lengths clear of Steve Tillett, in turn four lengths ahead of Steve Brogan. Brogan was half a length in front of Steve Day whilst four lengths further back came the victorious Ricky Grice, the 1985 Bridgestone Champion. The remaining two trophies were taken by David Cuff and Grahame Pettit.

There ended a fine full day of tip-top racing with Murray Walker presenting the prizes. Reg Deavin,



Steve Tillett (7) and Jack Brown (56) — 6th and 7th overall in the 100 National class.



Lap three saw Kevin Jenkins spin out when lying fifth; he was unable to restart and did not finish. Cox and Threadgold had by the halfway mark the length of the home straight between themselves and the rest. Lap seven and Shane Perkins failed to come round. A shuffle in lap eight resulted in Trevor Cox moving into third, just ahead of John Richardson and relegating Mike McAleer to fifth. Two laps later a series of attacks on Trevor by John Richardson paid off when John slipped by into third position that he held to the finish. The final positions were:- 1st completing a grand slam of four races and winning by some five lengths Bobby Cox, 2nd, on any other day an easy winner unfortunate to catch Bobby in such a domineering mood, Victor Threadgold; 3rd John Richardson, 4th and final trophy Trevor Cox.

## JUNIOR BOOSTER

**Heats.** Jamie Spence, our new British Champion, although only lying third in the Bridgestone Championship, had no chance of catching Dario Franchitti. But obviously Jamie was out to prove on his home circuit that he was British Champion and barring accidents was going to win today. It turned out to be a two horse race, for Jamie and Dario were first and second in all three heats. Daniel



*Happy as the proverbial 'sandboy' — Junior Booster Champion — Dario Franchitti.*

Stilp took one third place and Stuart Capstick took the other two.

### Final

A couple of rolling laps and a nice controlled start. A tussle for the lead which Jamie won and he and Dario were off into the distance in a cloud of blue smoke. For 12 laps these two drove in tandem, both appearing to be going round on rails, Murray Walker was full of admiration for how well these 12 year olds handled their fast equipment, remarking how we may be witnessing some Formula 1 drivers of the future in action. These two had no trouble and crossed the line in the same order. As said earlier, Dario had already clinched the Bridgestone Championship and all that had happened was that Jamie had improved his position. The race was on for the minor placings and the scrap between Stuart Capstick, Daniel Stilp, Scott Donaly, ending with Stuart spinning out and finishing last and Daniel gaining a fine third trophy. Good drives were noted by Guy Smith just outside the trophies, Gareth Hession, Dave Wilson and Scott Donaly.

Jamie beat his own lap record three times in the final! It now stands at 37.89sec.

## JUNIOR BRITAIN

**Heat 1.** ‘All the way’ first and second David Coulthard and Nicky Hart, 3rd Jason Wordon.

**Heat 2.** Early leader, Simon Bunce was passed by British Champion Ivan Turner and Shaun Nicholson who went on to get 1st and 2nd. Simon went out in lap eight allowing David Coulthard to take 3rd.

**Heat 3.** It was Tony McCarthy’s turn to win every lap. Marcus Gavin held 2nd for eight laps but spun out not to finish in the ninth. British Champion Ivan Turner moved up to annex 2nd place leaving Nicky Hart 3rd and James Rhodes 4th.

### Final

Murray Walker introduced the leaders as they sat on the start/finish line for the final and encouraged each of them to give a wave to the spectators. On pole we had British Champion Ivan Turner, while alongside him was David Coulthard. The second row consisted of Bridgestone Championship leader, Nicky Hart and Shaun Nicholson; third row Jason Wordon and Steven Webb; row four, Tony McCarthy and Simon Harrison. Several rolling laps were required and a fast start resulted in Turner and Hart heading Coulthard and Webb. It wasn’t long,

however, before Nicky Hart had taken the lead on his home track and try as he would Turner could not match him for speed or ability. By lap six Hart was four or five kart lengths clear and Turner was fighting off the attentions of Coulthard. Some five lengths off the pace Webb just led McCarthy, Rees and Rhodes. On lap eight Nicky hart was recorded as being within a tenth of Allan McNish’s lap record. As they entered the tenth lap an altercation on Stadium Bend put both Turner and Coulthard into the straw bales. Turner was unable to restart and Coulthard restarted in twelfth place, which was a pity, for these two had given us some fine racing. With the race three-quarters run Nicky Hart’s lead was non unassailable for he had the length of the home straight between himself and Steven Webb who still led the group scrapping for second place. In the last lap this group caught Gina Moss who was lapped and in the melee James Rhodes managed to squeeze by Webb and happily crossed the line to take second leaving Webb third, Paul Rees fourth.

## SENIOR BRITAIN

**Heat 1.** Craig Booth 1st from pole, 2nd Mark Gailer, 3rd Jamie Thompson.

**Heat 2.** Jamie Thompson overcame Andy Clark in the last lap to win. John Yeomans also passed Clark for 2nd, Andy had to settle for 3rd.

**Heat 3.** 1st and 2nd held their positions all the way, they were Mark Gailer and Tony Rainbird respectively, 3rd after tussle with Glenn Taylor and Darron Gibbs.

### Final

After the start and finish line parade, an introduction by Murray Walker, a couple of extra rolling laps were required to get everyone in their rightful place and they were soon off to a good fast start. Jamie Thompson and Shaun Hollamby collided at the new hair-pin, both restarted at the back. Darron Gibbs had taken the lead and by the end of lap two was three lengths clear of Mark Gailer and Craig Booth who seemed to be sharing the same kart. A few yards back came Tony Rainbird, John Wilcock, Patrick Smith and Gavin Wills. Lap four and Booth out-braked Gailer for second spot at the back straight hair-pin. Whilst, all this time, Darron Gibbs had been increasing his lead and, although by the halfway stage, Booth was tucking his elbows in and bowing his head in an effort to reduce wind resistance, he could make no impression on the leader. Booth had a small gap between himself and



The current generation of Formula One drivers can be divided up into two initial categories, those who are there on their undoubted skills and achievements and then there is the type who stay but briefly as a result of the huge sponsorship they manage to muster. The latter variety don’t usually stay for long, Grand Prix racing is intolerant of also rans. Of the first category of talent, over half have cut their teeth in karting, furthermore karting has now provided four motor racing World Champions — Emerson Fittipaldi, Nelson Piquet, Keke Rosberg and now Alain Prost. It has taken 25 years for British Karting to provide a home grown Grand Prix winner though. Nigel Mansell has got where he is now through unequalled self confidence in his own ability, and blood, sweat, tears and sacrifices that few would even consider. That is an undisputed fact not observation. He has now won two Grands Prix on the trot, having to beat a team mate who is probably the best in the business, out qualifying the same Rosberg on both occasions in practice, and on 4 or 5 previous other occasions this season. Yet for all that there is a certain inexplicable degree of reservation from all quarters shown towards the hero. He has been involved in incidents on more than a few occasions which have left a degree of tarnish to his reputation. His less than harmonious “rapport” with Rosberg has been well publicised, but that sort of image people usually shed with the passing of time. A certain prejudice is often shown towards him, a classic example being at the Brands Hatch scene of his first victory. When Rosberg muffed his start, and put Prost on the grass, both T.V. commentators James Hunt and Murray Walker jumped to the conclusion that of the two Williams’ drivers it must be Mansell’s mistake, and reminded you of the fact that when Nigel went off at Druids that was now his second error on the first lap of the race!! It is very difficult to pin point what the reason is that people seem to have reservations about in the “Mansell Man”, but they undoubtedly have them. There was even the chance that he could have had his first victory taken from him, as it was alleged that he passed Senna, another more recent karting star, under the yellow flag. The possibility of a protest from Lotus was quashed by John Player P.R. men, on the basis that it may be detrimental to cigarette sales if a British driver was deprived of victory by a British Company. So once again the sweetness of victory was somewhat soured. It is indeed a fickle world when a new hero finally achieves his aim and does not receive the full plaudits he obviously so richly deserves. It would seem to be insufficient to be recognised as the new hero by success alone, the first English winner since James Hunt, but there’s the difference one would suppose. Hunt attracted publicity on and off the race track with his larger than life flamboyant image. The public at large is indeed hard to please! For all that, I am sure that the karting world will look forward to more Mansell wins, and possibly even a championship, and wish him well with his new team leader for next year, Nelson Piquet.

A few months ago I mentioned Adam Phillpotts as the son of a famous karting father. We now have two more sons of old karting figures who have joined the ranks. Remember Chris Bolton? — who for reasons we had better not reveal earned the nickname “Sexy Remy” from Bert Hesketh. He was one of the top 250 men in the early seventies late sixties, usually with a Blow Bultaco. Chris Bolton has a son, Simon 21 years of age, who has just started, after a while in Class 1, in the 125 National class with a second hand Zip Rotax. After a few initially troubled outings, but now with some guidance from Stephen Coward’s sponsor Jack Field he came home a good seventh at the recent Mallory Park meeting after a spin.

When old names re-emerge they usually bring back memories and Bolton is no exception. In those days there was a far greater North-South divide and whilst I had heard of Chris Bolton and raced against him I never got to know him until a 250 team trip to Sweden. So in the bar — where else — on the boat on the way over, I went up to him shook his hand and said “Hello Chris, I’m Chris, we haven’t really met before”, or something like that, to which he said “Yes we have, we rubbed wheels at Cadwell last weekend”, “Oh”, said I “Yes you wrote my chassis off!” What can a chap say to that? Anyway he was all very good humoured about it, and I can’t remember a thing — something to do with a last lap dash in the final that put three karts into the weeds!

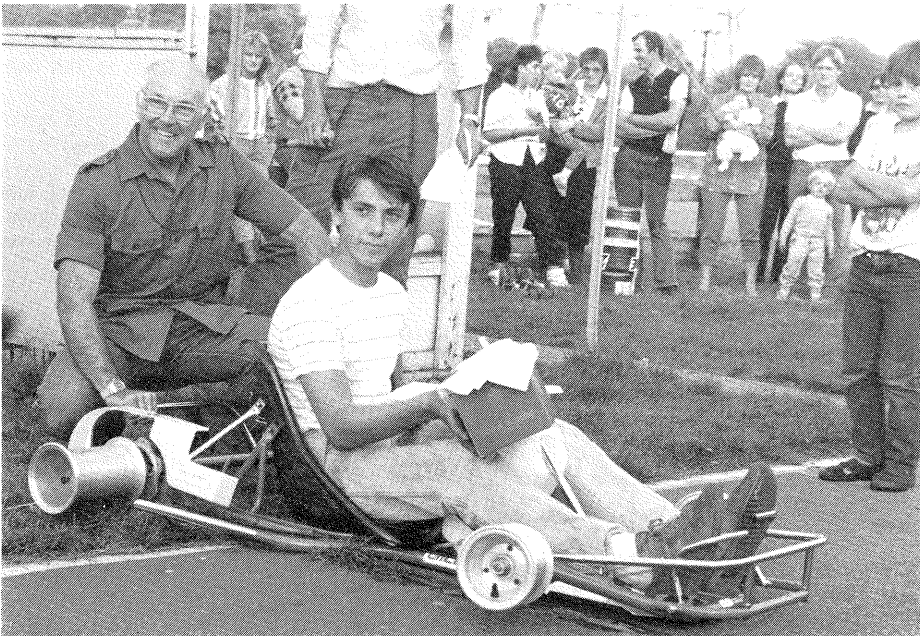
And the other famous karting father, Graham Liddle no less, thirteen year old Dan is feeling his feet in Junior 100 with a Zip P.C.R., and when I asked the obviously enthusiastic father that I hoped that he wasn’t becoming a typical totally indulgent Dad, he said “Totally”, “We’ve got so much gear I don’t know what half of its for!” Nothing changes.

Undaunted by the task, Jim Luby boss of Phoenix Karts has now entered the 250 Superkart market and seems well satisfied after son Kurt’s first outing at Three Sisters, achieving three heat wins but losing out in the final due to he says, running out of rubber. Whilst he is the first to admit they still have an awful lot to learn before they will feel confidence on a fast circuit, he feels they have set off more or less on the right lines, both father and son were staggered by the power on tap, with twice the capacity they are used to in 125. They will not, however, consider a full 250 season next year unless sponsorship is confirmed, which they are more than hopeful of acquiring. One thing Phoenix do feel sure of is a considerably more stable footing to their business after one or two shaky periods since taking on the new premises two years ago. They now have some good bread and butter work making the frames for Armstrongs 250 and 500 Moto Cross bikes, which they are currently knocking out at the rate of 20 a week. Seemingly tireless Jim Luby is even considering making his own 125 racing bikes for the new formula for next year using the 1986 specification 125 Rotax. This apparently is a complete departure from the current design and incorporates obviously the new Power Valve Water Cooled Cylinder, the disc valve and carburettor are now on the same side as the 250, and the clutch is now similar to the 250 being of the air cooled, dry variety. The other new feature is Nippondenso transistor ignition.

The new spec. of engine obviously raises a question, as Britain is probably the only country left requiring air cooled specification of engines, everywhere else of consequence that I know of are liquid cooled, what will the supply situation be like? It would seem that, at the latest 1987, 125 National will have to go water cooled as with the other two major classes of gearbox karting. We don’t want a repeat of the 250 National situation, “these are the engines you can use, but we know they are no longer available!”

Whilst on the subject of new racing engines, I heard from a usually reliable source the basic specification of Honda’s new engine for Freddie Spencer, and it is not a two stroke. It is apparently a twin cylinder 250cc four-stroke, turbocharged, with eight, yes eight, valves per cylinder producing 225 horse power, which even if they are Far Eastern horses, there are an awful lot of them to transmit to the black stuff through one small area of rubber. “Born again” Christian Freddie Spencer may need to repeat his nativity to stay aboard that lot!

**Chris Merlin**



*Celebrity, Murray Walker presented Junior Britain driver, Ivan Turner with a Gillard kart.*





Although this article will be read in November, the 100cc commercial championships wound up early this year — Wombwell in mid-September hosting the final round of the Super One Series and Rye House the 9th and final round of the Bridgestone United Kingdom Championship at the end of September.

Wombwell's event as always ran smoothly and the enthusiastic club officials did an excellent job with efficient organisation. Although in parts the circuit looks quite daunting, the safety improvements continue, but the fencing is still very unyielding — ask Derek Higgins or Mark Salter, both of whom sampled the barriers. Pit facilities are still limited but the use of the perimeter field for caravans and a strict policing of the paddock worked quite well, (thankfully the grass was dry!).

Onto the racing and all eyes were on Alan McNish in the Junior Britain event. Having a superb year Alan again proved to be the star, his style and maturity in the final were exceptional (watch out for him next year when he moves into the Senior class — he will undoubtedly shine). As well as winning the Super One series (5 out of 6 points scores to count) Alan also scored the highest overall point for 6 rounds, irrespective of class, and won himself a TKM engine, courtesy of Alan Turney.

The contest for the runner-up spot in the Wombwell Junior Britain final was intense, with Michael Mills (JETA/DAP) and Nicky Hart (TKM/TKM) scrapping every inch of the way — even on the rolling lap. The outcome favoured the former who showed an ability to remain unflustered, despite the pressure. Shaun Nicholson had his work cut out, starting from the back of the grid following a first corner incident, but as usual made rapid progress on his Boxer kart. The 100cc Senior Britain class was well supported and either Southerner, Andy Clarke (Zip/Hewland), or local youngster (and Britain man of the moment), Steve Hazlett (JETA/Arrow), had the opportunity to win the Series overall. These two battled out the final with Steve finishing fourth and Andy fifth, Steve accumulating sufficient points with a well judged race to become the Super One '85 champion. However, three other drivers dominated the superb final — Tim Sugden (T.F. Hire Drive), ex-British Champion and local hero Paddy Walsh (JETA/DAP) and "give it everything" Gibbs (Zip/Arrow). The race was fantastic, with places swapping regularly — particularly round the brick wall corner. Initially Sugden had the upper hand but slipped to third, while Walsh looked a winner, until Darron Gibbs gave it 101% effort — literally — and snatched victory to the applause of a substantial crowd — excellent!

The 100cc National title was still up for grabs but Gary Moynihan again showed his all round ability as a thinking kart racer, (not too many of these about!) and finished second to a very rapid Doug Spencer. Gary collected enough points to clinch the title for a second year running — quite an achievement. Dougie was quick all weekend and deserved the win on his Deavinson Sprint-Parilla outfit. Ricky Grice was the other part of the equation and was charging hard in third place. His pace was only just that of the leading duo but with

some 10/10ths driving he inched closer. Luck was not with him though on that day as his "on the limit" driving got out of hand exiting the top hairpin and he clipped the tyres and rapidly came to a halt, out of the race with bent steering gear.

Of the rest, David Cuff, National's No 1, charged up the field to finish third after a fine drive, while a disappointing Steve Brogan could only manage fourth, in front of the ever-popular and talented Paul Fletcher. The power of his Deavinson Parillas was quick and he drove extremely well. The top five places highlighted the season's trend towards Deavin equipment, as they finished 1st, 3rd, 4th and 5th!

Richard Weatherley would normally rank amongst the leaders but showed an unusual lack of pace in the final. Steve Sykes, on the other hand, was quick but had a collision early in the final (no fault of his) and was eliminated on the spot.

One other highlight of the proceedings was Derek Higgins' tangle with Bryce Wilson in the third heat. Unfortunately the incident was up at the top hairpin, out of view of the C of C, but it appeared that more than verbal abuse was dished out!

As usual the Wombwell Sporting Association Club House was the centre for the overall Series presentations. A fine array of goodies was given, with each winner receiving a kart. Several engines were given and Ricky Grice collected £100 for the most number of pole positions in 100 National. A good end to the Series, with thanks to all sponsors, Jerry Cotterill and Neil Hann.

From one series to another — the final round of the Bridgestone United Kingdom Championship at Rye House. As usual there was plenty of atmosphere and the circuit looked in good order, (still very bumpy though into the new hairpin). The Hoddesdon Kart Club had made a 'scoop' by attracting no lesser personage as commentator for the day than Murray Walker. The professional and in-depth commentary of Mr Walker enlightened proceedings and proved very worthwhile and popular. The overall entry was low for the series but as always the racing was fast and furious.

The Junior Booster campaigners performed well, but the overall honours were already decided, as front runner Dario Franchitti was home and dry before the event. On the day though Dario had to give best to the British Champion, Jamie Spencer, who had another good meeting and proved his No 1 win was no fluke. With these points Jamie finished as runner-up in the series.

In Junior Britain the Championship was still undecided, with Nicky Hart, Shaun Nicholson, David Coulthard and Ivan Turner still in with a chance. Ivan Turner was running very well at this meeting, no doubt revelling in his British Championship glory which has at last been confirmed by the RAC. When it came to the final it was down to Hart and Nicholson, but the decision could not have been clearer, Shaun did not start. Nicky powered into the distance and notched up another fine victory. With this show of class (and points score) Nicky Hart also clinched the series; after some fine performances the ex-British Champion looks to have a bright future ahead of him.

The Senior Britain Championship had also been decided prior to the final event, as Darron Gibbs had amassed an unbeatable points tally, indicating his super past performances, but there was still a lot at stake at Rye House. Just as the first round, local Dartford Karting driver, Craig Booth, took the honours — obviously Craig has a great liking for Rye. Andy Clarke, as ever, was in the running and with his second in the Rye final he finished as runner-up, (just as in the Super One Series) — word is about that Andy may be moving into National next season, something he has done before — good luck.

100 National was as exciting as ever, with Gary Moynihan establishing his rightful (or is it Wrightful) place at the top of the pile. His speed and skill are a match for any British driver and the hard work by all the team has again paid dividends. His win at Rye was superb but was not sufficient to dislodge the other hotshoe this year — TKM's Ricky Grice. A thoughtful and calculated drive into fifth place was sufficient to keep Derek Higgins (his only possible rival in the series final) at bay. Derek did his best in the final but was unable to claim enough points (finishing fifth overall in the series).

Steve Tillett had a brilliant race, finishing a very competitive second. Steve's confidence has been improving all season and was

# RYE HOUSE CHAMPS!

The final round of the Bridgestone (UK) Championships for Junior Booster, Junior Britain, Senior Britain and 100 National was held at Rye House Kart Raceway on Sunday, 22nd September 1985. The weather was kind after some overnight rain, a cloudy start gave way to fine dry conditions which were absolutely ideal for karting.



Some of the 'goodies' up for grabs at this year's Championships.

To go with the four main events listed above, we had a full grid of 100 National Novices and a grid of 100 National (non-championship). This made the balanced programme and gave the many specators an exciting and entertaining day's racing.

Report: Alan Kilbey

A big draw of course was the appearance of the well known BBC TV Motor Sport Commentator, Murray Walker. The Club thank Reg — Paul — Greg — Ivy — Jan Deavin for the sponsorship which made it possible to have the services of Murray. His stream of comment on the racing was truly amazing, for when one thinks he has only commented at two or three kart meetings in his life he had to put in an awful lot of time 'swotting up' on jargon, drivers names and equipment, their achievements, the area they come from and the names of all the bends on the circuit to identify the part he was talking about. When working, his ability to spot a number on the kart, the situation as it occurred and translate that into an interesting and accurate description of what was happening, also he kept an eye on what lap they were on, the winners and placed drivers from previous heats to identify how they were progressing, then he would use his stopwatch to time whole laps and distances between various karts on the circuit. I was privileged to assist Murray on the day and considered my education complete.

To ensure there would be ample time to do justice to all groups but at the same time run a slick meeting we started an hour earlier than usual and the minimum number of laps were indicated on the time table which could be increased if time and weather permitted. As it turned out, the weather being fine and there being no accidents we were able to increase the laps of the finals in the four championship classes.

## 100 NATIONAL NOVICES

**Heat 1.** 1st Julia Ironside, Murray went into raptures about a young lady beating all the guys. 2nd Cliff Smithurst, Murray also thought this was great to have a sixty year old driving so well. 3rd Danny Coker.

**Heat 2.** 1st Andy Richardson, 2nd Cliff Parker, 3rd Paul Askew.

**Heat 3.** 1st Cliff Parker, 2nd Andy Richardson, 3rd Nick Brown.

## Final

Andy Richardson led Cliff Parker, Cliff Smithurst, Paul Askew and S. Soytingsug. Lap 2 Paul Askew spun out, restarted in 13th place, did one more lap and then retired. The leading four now consisted of Richardson, Parker, Smithurst and Soytingsug with a pursuing group led by Julia Ironside, including Marc Selzer, Tom Whitewright, Nick

Pics: Doug Rees

Brown and G. Ironside. Positions stayed thus for six laps when Andy Richardson ran out of road and restarted in 6th place, this of course promoted the remainder. Cliff Parker's lead was under attack by Smithurst and the battle raged until there was just one lap to go we lost Parker and the happy lap holder, Cliff Smithurst, cruised home to win himself a nice 'gold' cup. Second was S. Soytingsug, Julia Ironside third; Marc Selzer fourth and Tom White-wright completed the trophy winners.

## 100 NATIONAL (Non-Championship)

**Heat 1.** 1st Bobby Cox from 16th grid! 2nd Victor Threadgold, 3rd David Noble-Smith.

**Heat 2.** Again Bobby Cox, this time from 4th grid, 2nd Victor Threadgold, 3rd Ray Ledwith.

**Heat 3.** Bobby Cox completed his hatrick; 2nd Grant Wagstaff, 3rd Victor Threadgold.

## Final

Cox and Threadgold had been head and shoulders above the rest in the heats and had obviously earned pole and second pole positions. Their superiority was such that Bobby led Victor around Stadium Bend and by the end of the first lap they were some six lengths clear of the group which was led by Mike McAleer and Trevor Cox.



SCOTTISH CHAMPIONSHIPS 1985 — LITTLE FERRY

Friday 6th September started off the Scottish Championships with practice for the whole day in order that drivers could hopefully iron out any problems that were there. A tremendous amount of effort and organisation had gone into things in order that the whole weekend would run smoothly. The main sponsor for the weekend was Tom MacLaren of Aviemore Raceway who operates fun karts, for holiday makers.

There was only one bad incident on the Friday when Gordon Wilson's brakes failed after accelerating down the straight, but it turned out he was only badly shaken and resumed racing the next day.

Saturday came and with it a dull overcast sky but it remained dry all day so we couldn't complain. Saturday's racing consisted of heats only with 109 drivers registered and 7 classes all had to complete 3 heats, with the exception of some 100 Nat drivers who had two heats due on the Sunday. Each driver was after the best result they could get for that heat to enable them to gain a good grid position in the final on the Sunday, regrettably some were disappointed by their performances.

The heats went well with the lead and wins being evenly dispersed. Thankfully the ambulance wasn't needed at all Saturday or Sunday as there were only minor pile ups and spin-offs and only damage to the equipment resulted.

Saturday evening a Buffet/Disco was laid on in one of the local hotels to allow folks to let their hair down and relax. A good evening was had by those that attended and, so to bed.

Sunday came and with it the same weather as Saturday, it looked as though we might just manage a first class meeting, weather wise.

The heats got under way without serious mishap, which brought us to the interval. This was taken up with the public being given a chance to take a fun kart around the circuit, kindly loaned by Aviemore Raceway.

With Marshalls and Officials fed and watered, the finals were ready to get under way.

First off the grid was the 100 National 'B' final consisting of the drivers that failed to get into the first 24 position in the 'A' final, the first four home from this would go on the end of the 'A' final. Only 3 were to finish with Peter Lambie taking the flag.

The next race to go was the Junior Booster which would see the first Scottish Champion. Would young Dario Franchitti hold onto his crown, or would one of the other up-and-coming young drivers take it from him? Alas it was not to be, he spun off and by the time he had got going again had lost two laps. Although he piled on the pressure it was too much even for him to do and so had to accept defeat. A very dejected and tearful Dario made his way back through the pits counting the cost of his mistake. The second place driver Graeme Melville held onto his position and took the chequered flag just ahead of Barry Forsyth, with George Moodie in third. After their lap of honour the karts were all placed in a compound set aside for Graham MacWilliam to check out engines, chassis and petrol.

The next race away, Junior Britain, saw two main contenders, the present champion David Coulthard and Alan McNish recently gaining 3rd position in the world championships. With both boys at the front line of the grid it would be the quickest away that would hold the lead. This turned out to be Alan with David hot on his heels but he couldn't find that extra power needed to overtake Alan and had to be content with second place. Richard Scott took third after Erik Christofferson was taken off on the last bend, when lying in third place, by David Greig. Greig overtook him on the inside in a last ditch attempt to beat him, in the process robbing Erik of a place he had fought so hard for. Trophies

went down to seventh position.

Senior Britain followed next. Although well established in the South it has only just got under way this year in Scotland. Robert Wilson, making a return to karting after being laid off for a while, looked dominant throughout the heats. This was so in the final when he took an early lead and hung on to it, with Jim Baillie second and Alan Innes third; Alan only making a comeback after being off for nearly a year having tried 125 Nat and not taking to it. Having come from Junior Britain last year it was the ideal step to take.

Another new class to get off the ground here this year the next race of 125 P&R. It was started off by Andy Whitefield, whom I'm sure would like to hear from any drivers wishing to take up this class next season. Andy can be contacted through A & C Karts of Wishaw and hung on to the lead to take the flag, closely followed home by John Brolley with Robert Hamilton third.

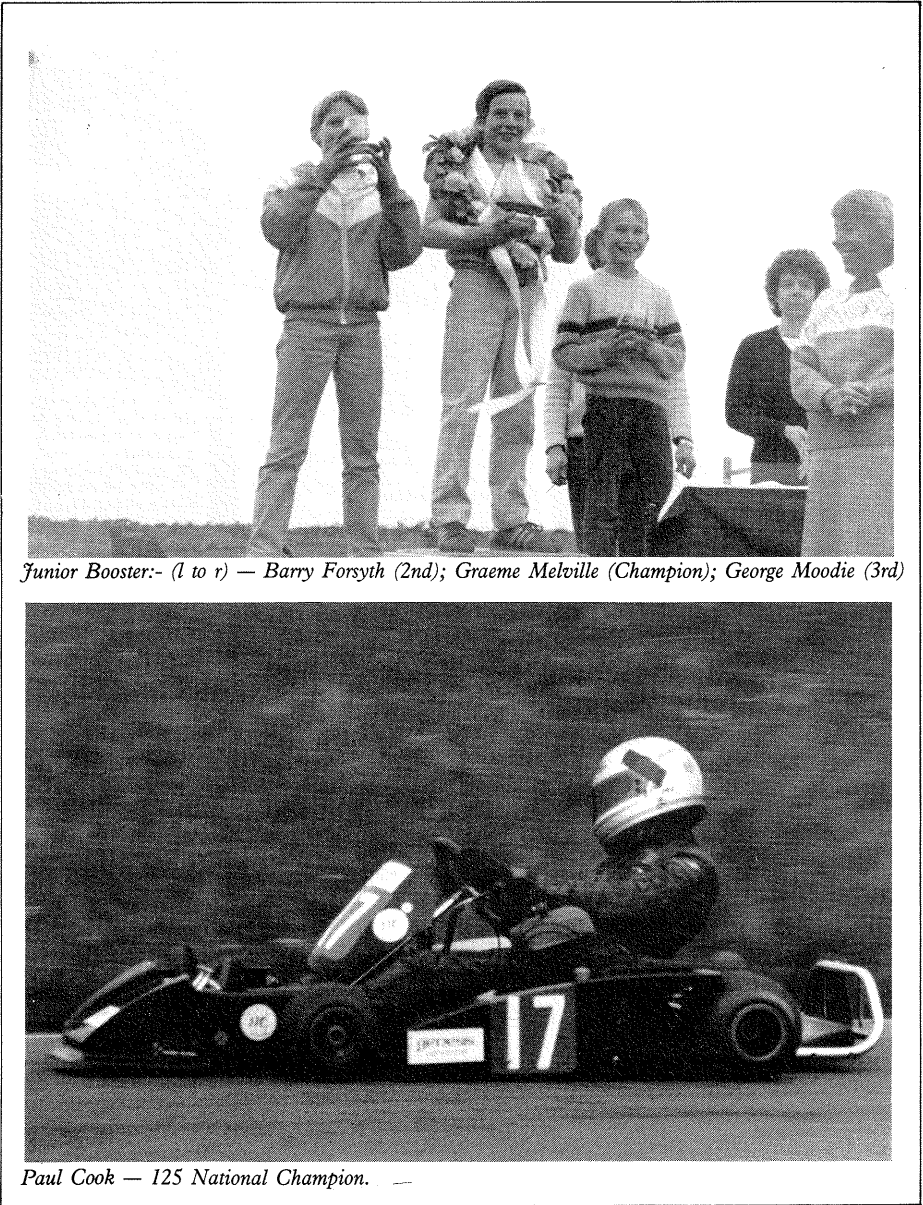
210 Nationals followed this and with the absence of George Bett the race was open to many drivers on similar par to each other. One of the few lady drivers in Scotland, Jill Cummings, who did well last time she visited Golspie only to have victory snatched away by mechanical failure, experienced the same problems. Last year's champion, Gordon Addie, had to make do with second place to Peter Baxter who held him off to take the chequered flag; third place man was Brian Swankie.

125 National saw a good race with Alex Pettigrew having to retire early due to clutch failure. Roy McQueen was determined to put in a good bid for the title and lead for some 18 laps, only to have victory snatched with two laps to go when he experienced some power failure. Paul Cook was sitting on his tail waiting; that is all he wanted to snatch victory from under his nose. Roy had to be content with second place with Bill Urquhart hard on his heels in third.

100 National saw the last race of the day and with many top drivers all aiming to make the No 1 slot, it was anyone's race and the winner would be the one to stay in there to the flag. Bryce Wilson had been putting up a good effort and took an early lead only to run out of steam half way through. Jim Forsyth was trying his best but couldn't quite find that little bit extra from his machine. Gordon Murray took over the lead and held onto it with Jim coming second (like son, like father). Gordon Wilson third, after his spill on Friday and on borrowed equipment due to the fact he had given up karting but was talked back into it for the Scottish.

The trophies of Caithness engraved glass were presented by Mrs MacLaren, wife of the main sponsor. Everyone, from drivers to spectators,

Continued.....Page 37



highlighted by his start in the final. On grid two, with Moynihan inside, twelve months ago Steve would have bottled out, but his determined challenge all round Stadium Bend, all but nosing infront of Moynihan, was a valiant effort. Steve Brogan's energetic efforts in the final netted him a third place, which was good enough to give him the runner-up spot in the Series. A notable drive in the final came from the yellow-suited Steven Day, who has been improving all year and showed a turn of speed which opened a few eyes.

So in the presence of the Series Organiser, Mr Mark Hines and with the assistance of Murray Walker and Reg Deavin, the fine array of awards was given on the trackside. Four karts were the main prizes with many other goodies and plenty of Bridgestone tyres.

Thanks must go to Rye for organising a fine last round, Mr Mark Hines for his super series, Bridgestone Tyre Company for their support and all the other traders and sponsors.

As for 1986, there may be some question marks over the series continuation — particularly in its current makeup, but let's hope the series which started up the National Championship Circus can be moulded to suit 1986 demands.

Confirmation from the RAC indicates that the 'Super National' class will evolve in '86 and will hopefully create a Formula 1 of 100cc karting in the U.K. Maybe works teams will develop and hopefully outside sponsors may be attracted in supporting this new class!

Rather like the musical chairs in F1 there are a few mutterings, re — driver/equipment changes for next season, so do not be surprised to see some new combinations in the near future.

BRIDGESTONE UNITED KINGDOM CHAMPIONSHIPS Final Results

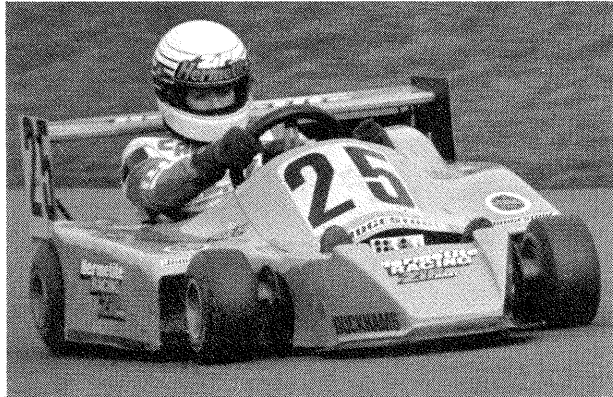
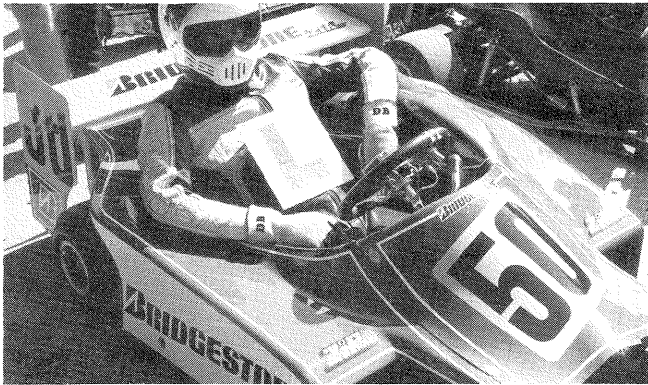
SENIOR BRITAIN CLASS

Pos.	Driver	1	2	3	4	5	6	7	8	9	6	Best
1st	Darron Gibbs	128	123	132	131	97	133	104	127	107	774	
2nd	Andy Clark	66	—	127	92	136	120	135	—	103	713	
3rd	Craig Booth	139	103	108	69	66	129	96	—	119	694	
4th	Jamie Thompson	—	76	100	133	100	127	99	112	104	676	
5th	Patrick Smith	85	97	76	114	127	85	119	122	86	665	
6th	Shaun Hollamby	61	—	—	101	113	110	119	116	98	657	
7th	Gary Chapman	—	102	125	88	78	114	40	133	—	640	
8th	Gavin Wills	121	90	90	25	133	70	95	88	81	617	
9th	John Willcock	92	99	92	95	107	69	99	102	96	598	
10th	Steve Malkin	119	70	—	118	—	103	—	96	70	576	
11th	Mark Gailer	111	90	55	88	—	128	—	—	99	571	
12th	Glen Taylor	81	70	—	77	—	15	78	86	83	475	
13th	Richard Hind	—	70	130	93	—	—	—	116	—	409	
14th	Anthony Geraty	127	78	—	74	—	98	—	—	—	377	
15th	David Hedger	115	—	—	—	—	100	—	—	87	302	
16th	Mark Powell	75	80	—	62	—	—	75	—	—	292	
17th	Steven Prickett	—	—	—	64	115	—	94	—	—	273	
18th	Richard Beercroft	—	40	117	—	—	—	—	—	97	254	
19th	Steve Ogden	—	97	72	—	—	—	—	81	—	250	
20th	John Yeomans	—	—	—	—	—	—	123	—	95	218	

CONTINUED OVERLEAF.....

HERMETITE ZIP WORKS TEAM EQUIPMENT SALE

CAROLYNNS 1985 Kart complete with full body and 1985 Zip prepared Rotax 256. Fully factory maintained regardless of cost .....£2,500.00



DAVE BUTTIGIEGS 1985 Kart complete with full body and standard bodywork. 1985 Berry Rotax. This kart set the fastest lap at Silverstone and is only 3 race meetings old .....£2,750.00

MARTIN HINES Kart as used at Silverstone and Zandvoort complete with 1985 Zip prepared Rotax with full body and standard bodywork. ....£2,750.00  
ROTAX 256 ex Team 1985 Zip prepared engine complete with carbs less exhaust.....£1,250.00

“ROTAX SPARES SALE”

NEW MIKUNI 38mm special power jet carbs .....pair £160.00  
NEW MIKUNI 34mm carbs for 125cc Rotax.....£50.00  
Used 1985 MERLIN Rotax 256 Exhausts .....pair £80.00  
Used 1985 ROTAX cylinder heads.....each £25.00  
ROTAX 256 1980 ex Team Zip prepared engine complete with carbs less exhaust .....£600.00  
NEW ROTAX 1980 256 crankcases .....pair £200.00  
NEW FOR 1987 256 POWERVALVE CYLINDERS NEW .....each £275.00

VARIOUS SECONDHAND FAIRINGS — PODS — TANKS ETC ALL LESS OVER 50%



# 100 NATIONAL CLASS

Pos.	Driver	1	2	3	4	5	6	7	8	9	6	Best
1st	Ricky Grice	137	134	27	131	118	138	120	134	125	799	
2nd	Steve Brogan	122	137	123	133	106	103	116	114	127	758	
3rd	Gary Moynihan	133	108	125	102	136	110	111	110	136	751	
4th	Doug Spencer	134	119	106	130	111	129	106	88	94	729	
5th	Derek Higgins	—	129	59	121	122	127	111	—	112	722	
6th	Steve Tillett	109	68	120	77	111	119	106	106	132	697	
7th	Jack Brown	114	127	125	109	80	105	103	99	98	683	
8th	Darrell Beasley	104	91	100	79	116	111	110	129	111	681	
9th	Graham Pettit	114	75	109	95	—	106	95	72	119	638	
10th	Nigel Edwards	107	104	98	124	112	79	64	78	—	624	
11th	Gary Prior	123	101	93	124	77	105	76	76	—	623	
12th	Mark Salter	74	58	—	118	98	97	92	97	110	612	
13th	Neil Hann	96	—	104	102	107	100	90	88	—	599	
14th	Andrew O'Hara	45	115	25	93	73	66	107	30	93	547	
15th	Graham Waldron	58	60	113	106	107	98	—	—	—	542	
15th	Charlie Brown	—	67	93	85	85	—	104	—	108	542	
17th	Jamie Beasley	100	54	109	48	109	—	70	83	—	525	
18th	Malcolm Budd	99	82	52	109	64	59	84	—	—	497	
19th	David Malcolm	—	—	15	66	61	104	91	62	89	473	
20th	David Cuff	111	—	91	—	—	77	—	76	108	463	

# JUNIOR BOOSTER CLASS

Pos.	Driver	1	2	3	4	5	6	7	8	9	6	Best
1st	Dario Franchitti	88	107	138	139	134	137	138	140	135	827	
2nd	Jamie Spence	129	100	133	106	136	135	56	—	140	779	
3rd	Stuart Capstick	—	99	50	133	131	133	83	133	125	754	
4th	Dave Wilson	136	107	101	126	126	95	124	122	117	751	
5th	Daniel Stulp	127	100	—	129	100	125	133	81	128	742	
6th	Scott Donnelly	122	100	77	—	125	123	74	121	120	711	
7th	Oliver Gavin	130	130	120	98	112	116	—	72	94	706	
8th	Scott Armstrong	128	124	106	—	120	—	101	119	—	698	
9th	Gareth Hession	—	—	—	—	—	97	—	—	117	214	
10th	Russell Whitehead	113	—	—	—	—	—	—	—	—	113	
11th	John Eastwood	—	—	—	—	—	—	86	—	—	86	
12th	Barry Forsythe	—	—	55	—	—	—	—	—	—	55	

# JUNIOR BRITAIN CLASS

												Best
Pos.	Driver	1	2	3	4	5	6	7	8	9	6	
1st	Nicky Hart	113	123	133	133	118	102	127	129	128	774	
2nd	David Coulthard	—	120	132	134	123	121	118	119	122	752	
3rd	Shaun Nicholson	134	125	130	—	—	135	91	124	103	751	
4th	Ivan Turner	126	128	96	112	133	118	127	79	109	744	
5th	Steven Webb	127	118	105	—	106	123	101	114	124	712	
6th	James Rhodes	111	122	116	97	128	125	89	89	75	699	
7th	Jason Worden	—	—	109	110	99	109	114	113	120	675	
8th	Paul Rees	115	97	—	123	115	106	73	71	92	648	
9th	Jason Weller	103	84	—	108	111	111	112	85	90	635	
10th	Marcus Gavin	87	76	87	111	80	76	—	106	90	561	
11th	Oscar Newman	131	—	122	72	—	112	—	123	—	560	
12th	Lee Rennison	86	93	—	76	84	96	93	—	—	528	
13th	Gina Moss	84	83	53	95	83	30	82	83	71	510	
14th	Richard Moss	99	69	40	72	81	81	84	78	70	495	
15th	Alan McNish	—	—	—	—	126	—	140	139	—	405	
16th	Rob Wilson	129	135	116	—	—	—	—	—	—	380	
17th	Andrew Laws	—	25	54	—	—	86	83	71	—	319	
18th	Tony McCarthy	—	—	—	—	95	—	88	—	97	280	
19th	Richard Peek	—	—	—	107	92	—	—	—	—	199	
20th	Richard Walton	—	108	—	—	—	53	—	—	—	161	

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ZIP NEW TEAM LEATHERS new style with bib effect in true Superkart tradition. In various colour combinations and in 7 sizes, also carrying Zip logo.	
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year by Birel and Kali. For those of you who consider a helmet to be important in terms of style and appearance, then Arai GP's are what you need in 1986 at a cool £290.00 or so in this country. Trips by the odd European driver and several Japanese arriving on European shores have seen a vast increase in the numbers of these lids. Again on the poseur or presentation front, leathers, the Japanese are ahead in this field too, and they're not afraid to wear bright yellows, whites, light blues and other easily 'dirted' colours — somehow they always look clean. As a spectator the bright colours are far more interesting and drivers seem to be more recognisable, a point that karting in this country might do well to take note of when decrying the lack of sponsorship and publicity outside the immediate trade.

Tongue-in-cheek predictions for the outcome in the September issue were near on perfect — one has to blow one's own trumpet from time to time — The Master craftsman narrowly fending-off the sheer speed from the 1984 World Champion. In practice however the order appeared to be the other way around, Mike seeming almost to be struggling — age? pressure on home soil? lack of power? — the answer is probably a combination of the three.

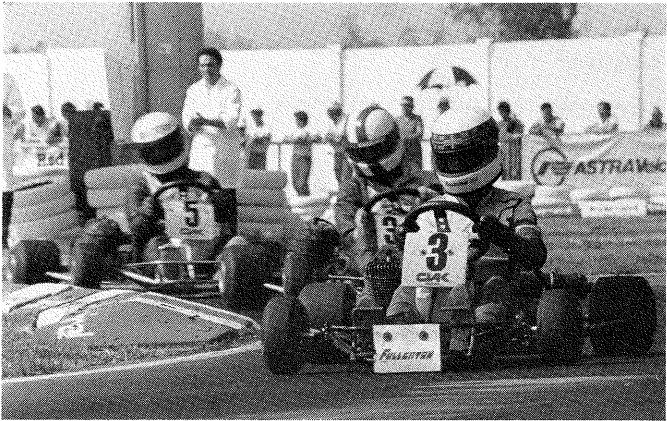


In the Junior event, Alan McNish (3) earned himself third place, here seen leading Gherardo Cazzago (31) and Laurent Aiello (5).

Jorn was definitely the man during practice, setting the quick 'nighttime' times and walking around with plenty of confidence, nothing ever seeming to rattle him. Mike, on the other hand, could often be seen red faced, sweat pouring and mind somewhere else when in conversation. Giuseppe Bugatti, the youngest who is always so quick, seemed to be keeping a very low profile at this meeting, admittedly he was one of the quickest, but he didn't physically look it for a change and neither did he spend so much time out on the track. A 'slight misjudgement' during time trials did cause some problems, spinning on one's first lap not being particularly beneficial, he found himself lower down the order than he is accustomed.

Revelations of time qualifying were definitely the Birel crew, Garelli claiming pole position, Forsman and Amren not far behind. Who's Garelli in 135, sure he was good as a Junior and in 100 Intercontinental A's for the last couple of seasons, but then again who's Birel this year? Somehow someone must have decided to do some work on the karts for Parma, results showed them to be quick, quicker than Kali even. Garelli managed to claim position for the Pre-Final too and that was really the last success as he fell rapidly to the rear of the field.

On the British front, things appeared to be disastrous. John Alcorn was 'aimed' on the rolling lap of his first heat — writing-off the kart. Second heat a non-start with another kart that wasn't really prepared enough and an accident in the third heat which eliminated that kart and finished-off a highly frustrating meeting after a good, by his usual standards, time qualifying. Second fastest of the Britishers was Jason Plato who suffered a non-start in his first heat, and constant aggravation in the others. A win in the 'Pre-Repechage' and a seventh in the 'Repechage' (after a considerable amount of overtaking on the rolling laps) were not enough to qualify him for the finals. Lastly, Richard Weatherley, seething with anger at the thought of Plato (of all people!) outqualifying him, could do nothing to put right the ill-handling Sprint (unusual after such good reports in Europe) and had to settle for a style that kept himself on the track, rather than



Gianluca Beggio (29) clinched the Junior title, seen here with Cazzago (31) and Massimiliano Orsini (4).

in the fence. An eleventh position in the Final was some consolation for the hard work, but not a result that Richard had really gone for. (Reports suggested that several of the joints had been brazed rather than welded on the Sprint, causing softness in the wrong places).

Tom Kristensen was quick in practice too, he produced a good time qualifying and yet somehow ended up in the Repechage along with Bott, Neubert, Virtanen and Fabre. The 'Film Star' (as referred to in the preview) put on a spectacular show in practice — gyrating in unison with his kart having been flicked out of it after touching a kerb. His audition under the watchful eyes of special guests Keke Rosberg and Stephen Johansson did not go so well though — Winning repechages doesn't qualify you for a part in 'How to be a Formula One Driver' as produced by Bernie Ecclestone and directed by Balestre (or is it the other way around?!).

Peter De Bruyn had a good meeting considering his lack of racing this year, a change to Villa power finding some quick motors, a good kart, good tyres and experience paying dividends.

The World Championships became a parade of the regulars, Grossmann, Amren, and Weatherley, all winners in Europe this year — none of them posed a serious challenge to the experience of the likes of Wilson, Haase and De Bruyn, or the sheer outright pace of Bugatti — I wonder how Tery Fullerton felt having watched that one.....?

1985 FORMULA K WORLD CHAMPIONSHIP		
1st	Mike Wilson (Italy)	Kali/Komet
2nd	Giuseppe Bugatti (Italy)	Swiss Hutless/Komet
3rd	Jorn Haase (Italy)	Swiss Hutless/Komet
4th	Peter de Bruijn (Netherlands)	Techno/Komet
5th	Jacques St Guirons (France)	Kali/Komet
6th	Robert Amren (Sweden)	Birel/Komet

JUNIOR GRAND PRIX		
1st	Gianluca Beggio (Italy)	Birel/PCR
2nd	Michael Schumacher (Germany)	Kali/Parilla
3rd	Alan McNish (Gt Britain)	Fullerton/PCR

# WILSON'S 4th WORLD



A jubilant Mike with hands in the air and an even more jubilant Mum with the banner! No 2 is Giuseppe Bugatti, second man home.

## PARMA 1985 CIK WORLD CHAMPIONSHIP FORMULA K 135cc

“GOLDSTEIN 5, WILSON 4” THE GAP NARROWS AS WILSON WINS THE WORLD CHAMPIONSHIPS FOR THE 4th TIME, FROM BUGATTI, HAASE AND DE BRUYN. MANY EUROPEAN REGULARS FALTER, AND BOTT IS HARDLY EVEN NOTICED DESPITE BEING THE NEW EUROPEAN CHAMPION.

PHOTOGRAPHY: RODGER CALVERT

I have never witnessed a race meeting at Parma before, despite numerous visits on various journeys to Jesolo. As seems par for the course the sun was out in strength, glistening with a blinding white glare off the stoney concourse that surrounds the track complex. Arrival at the track is always pleasant, with the first duty to pay a visit to the bar. The terrace outside provides the ideal setting for a quiet drink watching the lizards scurrying about at the trackside. Tranquility is however a relatively rare experience at any racing circuit, as some inconsiderate people feel that they have to test their equipment from time to time — this occasion being no exception. The crackle from the exhaust echoes furiously under the terrace roof as conversation comes to an abrupt halt and everyone takes up their places against the fence to watch. Needless to say, to the lizards and other little bugs (including the odd rat I've seen on a previous visit) take cover, disappearing into their mass of underground labyrinths amongst what must seem to them to be the equivalent of a very unfortunate Mexican earthquake.

Suitably refreshed, an amble down towards the pits revealed a new, intricate and very smart grandstand of the non-permanent erection kind, collapsible never fits when used to describe such devices these days, in the wake of recent accidents. For a circuit of such repute the main pit area is disappointingly small, despite a covered area under which all manner of vans manage to squeeze along with the odd driver. The back straight runs parallel to the main railway line with a proximity of similar proportions to Rye House, albeit considerably cleaner and tidier, and behind a concrete wall. As a venue that completes the picture of the surroundings except to mention that Parma makes use of the “knee-tremblers” as I have mentioned earlier in the year. It would seem that the boring old ‘loo’ can be one of the most amusing topics of conversation, with practically every team having had an ‘EXPERIENCE’ with a knee-trembler.

An introduction to the World Championships would not be complete



without the odd word about the surrounding area. More immediately the promiscuous and seedy ‘playhouse’ across the road, known to so many as the ‘Baby Club’, seems to have disappeared. Instead there lies a new espresso bar called the Café Tubino’ which serves the most delicious hot marmalade filled pastries for early morning breakfast. The ‘old dear’ who used to frequent the wall by the bridge has gone too. A dishrivalled creature if ever there was, always with a red blouse, black jacket, black skirt and knickers with holes in for all the world to see — and pay if they dared!

The Town or Citta’ di Parma is about 4km or 6 sets of traffic lights away and, for those not actually partaking in the racing, the journey provides an alternative way of putting your life in danger. One point here that I found of particular interest was the river — In May this same river had been absolutely full, in September it was bone dry, so who let the plug out? The buildings in the town are mainly old and exactly what you might imagine in Rome or Naples, with the streets a seething mass by day and practically deserted by night.



Tom Kristensen (Denmark) No 33 Kali/Komet put in a 47.20sec and qualified 3rd. Behind — Garelli (92), Wilson (91) and Forsman (3).



Dutchman Peter de Bruijn (4) Techno/Komet with Jorn Haase (Swiss Hutless/Komet).

In the space and time available the scene at Parma is set, at least that’s roughly how it was one week before the big day. Temperatures during the day varied from about 26°C to nearly 40°C except on the preceeding Monday when sheeting rain, howling winds, and British temperatures precluded anything from happening — except that is, in the Japanese entourage which numbered 30 or so in support of seven drivers. A point of interest at this stage, was the Japanese wife of a certain Mr Noda, who appeared to be doing all the work bedecked in a sporty little yellow playsuit which led to some abrasive comments from the English party. ‘The Warriors’ meanwhile were too busy trying to keep their white gloves clean, reminding me of a certain English engine tuner at Le Mans a few years ago (perhaps that is the secret of his engines in this year’s British Champs!).

Jorn Haase — anxious to retain his crown, Lars Forsmann and Robert Amren had, it transpired, been at the circuit for some weeks previous, whilst the likes of Mike Wilson and Bugatti had made numerous visits to and from the ‘Piste’ during the run-up to the event.

In general nothing evident was new, apart from the coats of paint, the banners, the odd little portable cabin supplied by sponsors



Masaro Noda (Japan) Kali/Komet (96) qualified 4th, cocking his wheels at Gilles Fabre.

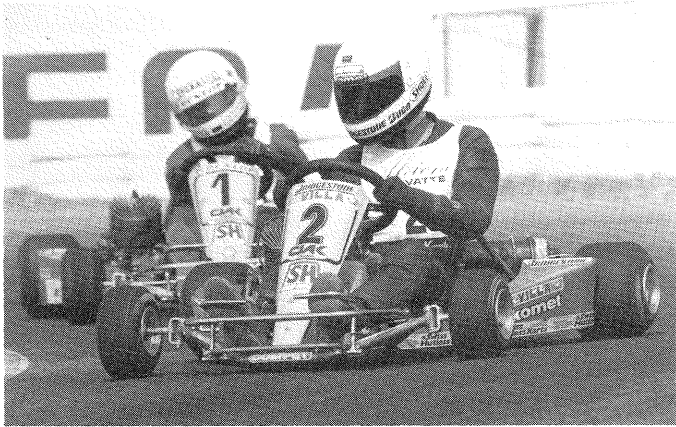
‘Newhouse’, and arguably, the kerbs. Some drivers seemed to feel that they were higher than of previous, whilst others maintained that there had been no change. Rubber and the number of drivers out on the track at any one time, as well as slight variations in temperature, appeared to be the only variables that might be encountered.

Pit-lane bullshit appeared to be in evidence in Parma as anywhere else, with numerous drivers recording fantastic (in the dictionary sense of the word, rather than the misconceived version) times, according to their mentors, girlfriends and wives. My watch seemed to record things at a considerably slower pace, and whilst many had gone to Parma for a holiday, my stopwatch hadn’t. All was revealed on Thursday evening, when casting an eye across the track at 9.00 o’clock at night under the Parma floodlights, Haase was recording ‘fantastic’ times. A clear track, cool air and a still grippy track enabled the ‘late-nighters’ to achieve ‘THE time that all would talk about in disbelief the next day. But why, I had to ask myself, were drivers testing so late, what benefit might they achieve? who’s kidding who? And most importantly, would time qualifying be held at this time? or perhaps at the time when everyone else was testing.....?

FORMULA K 135cc QUALIFYING			
1st	Stefano Garelli	(Italy)	47.20sec
2nd	Jorn Haase	(Italy)	47.13sec
3rd	Tom Kristensen	(Denmark)	47.20sec
4th	Masaro Noda	(Japan)	47.22sec
5th	Lars Forsman	(Sweden)	47.25sec
6th	Robert Amren	(Sweden)	47.28sec
7th	Mike Wilson	(Italy)	47.39sec
8th	Franco Grigoletto	(Italy)	47.44sec
9th	Giuseppe Bugatti	(Italy)	47.44sec
10th	Peter Koene	(Netherlands)	47.52sec



Stefano Garelli (92) Birel/Komet, switched to Vegas on Sunday — a wise move? Here with Roger Fraunrath (Germany) on a Mach 1/Komet.

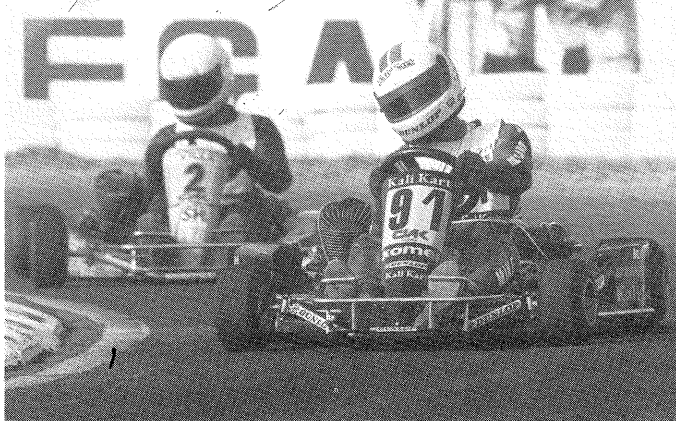


Giuseppe Bugatti (2) Swiss Hutless/Komet — Villa tuned, qualified ninth and finished second to Wilson in the Finale, while Haase (1) relinquished his title back to Wilson.

Tyres seemed to be at the forefront of many peoples’ minds, most coming to the conclusion that Dunlop K5’s would be quicker than anything that Bridgestone had to offer. Vega incidentally were not really represented, totally uncompetitive against the ‘BIG TWO’. Formula K rules allow any compound of tyre, this to include the infamous ‘specials’ too. Bridgestone had not been messing about this year, intent it seems on retrieving the crown that disappeared with the 100cc World Championships. For drivers such as Bott, De Bruyn, Tajima, Bollingtoft and Britain’s John Alcorn, Bridgestone had available somewhere in the region of twelve, yes 12! different compounds. Several uncontracted drivers were also allowed a piece of the action for this one big occasion. Dunlop possibly had something similar, but nobody really knows in that camp, with the contracted drivers being kept in the dark even, by that most cold blooded of creatures Mr Noda. A man of big smiles and very few words, his beady little eyes don’t miss a thing. When it came to tyre scrutineering on the Saturday however, the Bridgestones appeared to be favoured more than Dunlop, despite fears that they might not go the distance.

Engine wise the story was basically all Komet K30, with the odd K29, DAP and YAMAHA in evidence. Of note on the engine front however was a solitary PCR being run by a young unshaven (Designer stubble according to actor Charles Dance) Italian by the name of Franco Grigoletto. I remember this fellow from the 100cc racing at Jesolo where he ran consistently in the top three or four. Many people felt that he would be wasting his time and money, despite admiration for his loyalty to the marque. Faces were aghast, however, when he qualified sensibly in the time trials and, to enthusiastic cheers from the three PCR brothers and many well wishers — he won a heat. I think even Mr Grana of IAME might have enjoyed that one.

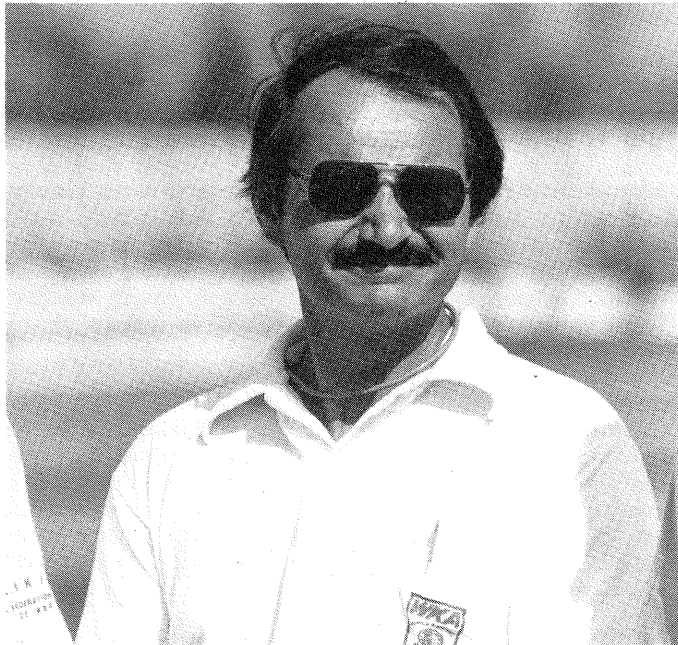
Chassis? No clear advantage or disadvantage here; Kali abounded as might be expected, but many other marques were running well. The new Birel prototype for next year was proving very quick in the hands of Garelli, Forsman and Amren, whilst conversely the Deavinson Sprint kart of Richard Weatherley appeared to be a right handful. An interesting point here — Richard’s kart and Martin



Mike Wilson (91) Kali/Komet — 4th time World Champion, led Bugatti to the flag.

Bott’s were both proving troublesome, yet, they had been the two men in charge in Europe. The other British interests were both Zip mounted in John Alcorn and Jason Plato. John had taken the usual 935 kart as well as the first prototype of the new 1986 kart (rumoured to be called the Zip Bandit, a well informed source maintains) which he found to be considerably better than the old design, despite the minor looking modifications — it’s all ‘under the skin’ I was informed. In fact it made a pleasant change wandering about talking to people, that they considered the new Zip kart to be so good; it didn’t bounce like the Taifun, Dino and Sprint, or break like the Birel, Kali or Swiss Hutless. I even overheard a complimentary remark from the proprietor of Fullerton Karts, the man himself. Terry was running young Giovanni Bonanno on the latest version of his own International kart, Terry at first appearing sceptical as to whether it was man enough for the job or not. Fears were allayed as the personable young Italian made it up to sixth place in the Final before his motor called it a day. The Kart attracted a lot of interest amongst the International scene, exposure which many, I am sure, will join in and hope ensures the successful future of this new

FORMULA K 135cc — PRE-FINALE Results		
1st	Mike Wilson	Kali/Komet
2nd	Rene Bollingtoft	Dino/Komet
3rd	Lars Forsman	Birel/Komet
4th	Peter de Bruijn	Tecno/Komet
5th	Robert Amren	Birel/Komet



The World Karting Association, in the form of Angelo Buffomante, showed a keen interest in the proceedings.

Northern concern. The other Zip mounted ‘pilote’, Jason, had the usual 935 as well as a 32mm version of the unloved A-Frame. Reports from this camp (with special guest Bernie Orphan along for the ride) suggested that the 935 was man enough for the job.

The rest of the gear? Roger Aebi was there complete with what seemed like van loads of newly designed stickers. They appeared on cars, karts, vans, tool boxes, leathers, in the restaurant, the loo and places not mentioned I’m quite sure. One-piece bearing hangers are now common place, supporting a multitude of different gauge rear axles — most preferring 35mm-40mm versions as pioneered last