

K AND S

THE INTERNATIONAL MAGAZINE

Features include

Shenington 3 hours

Mondello

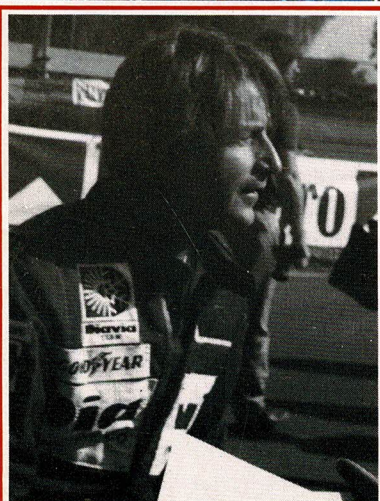
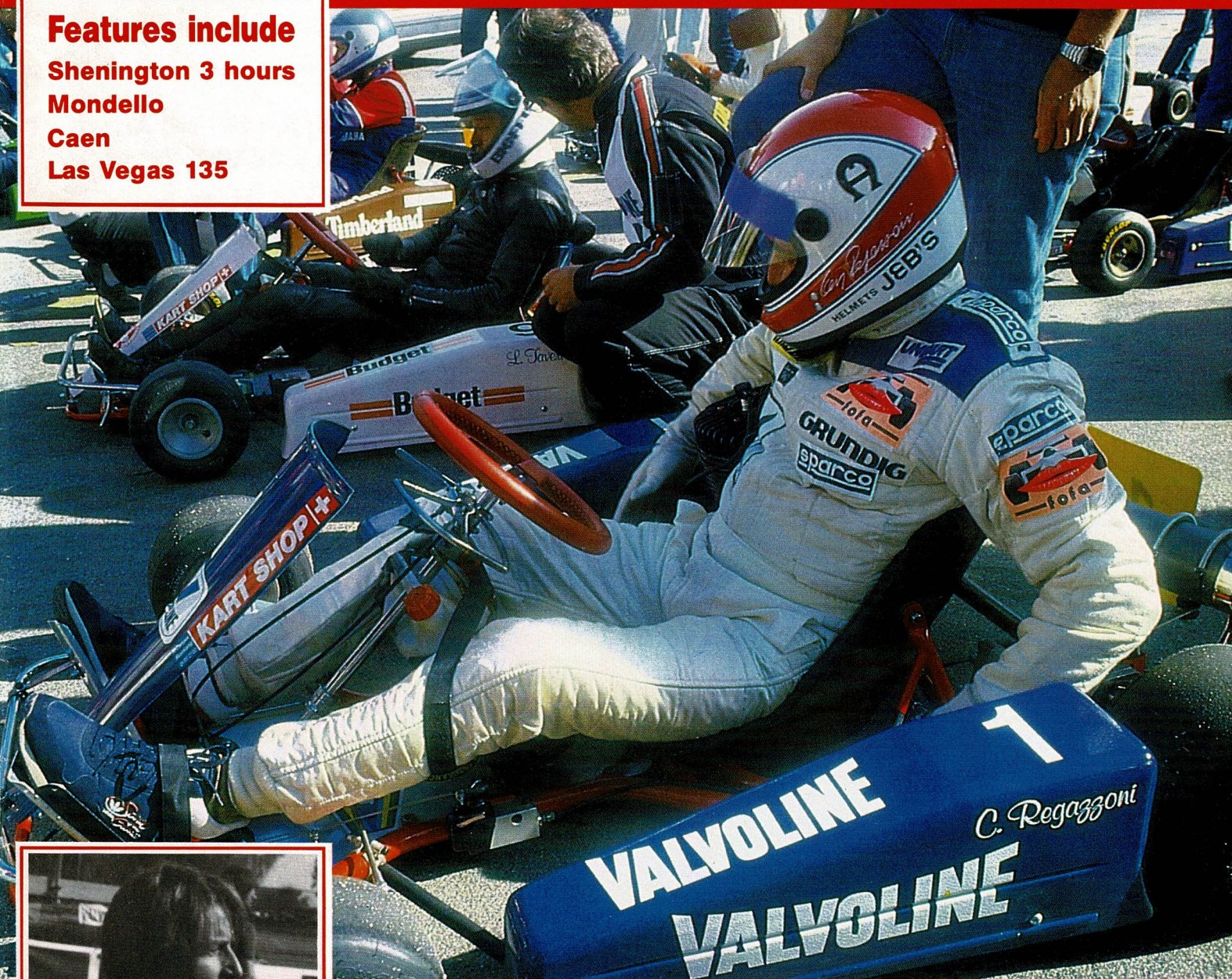
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Las Vegas 135

KART AND SUPERKART

DECEMBER 1985

80p



Rene Arnoux

**The Last Mallory
Wohlen — 'Celebrity' Race**



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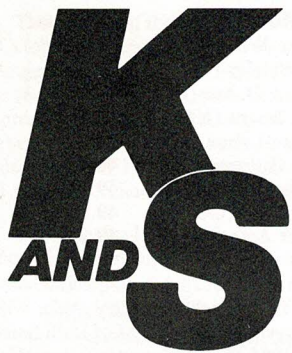
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FRONT COVER:

The grid line up at Wohlen, Switzerland and Clay Regazonni prepares for the Final.

(Pic: Giorgio Keller, Zurich)

Inset photo:- Rene Arnoux
(Pic: George Robinson)

MONTHLY

No. 84

*From
All the Staff
at
Kart and
Superkart
the
Season's Greetings
to
You All*

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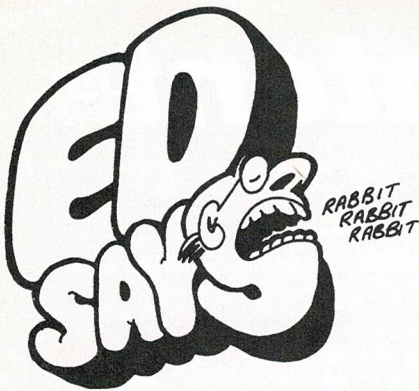
100 SCENE

How the Commercial Series play a large part in promoting the sport and the effectiveness of their organisation.

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CLUB SCENE

Our regular look at what's been happening around the Club Racing circuits.



The 1986 karting calendar is beginning to take shape. The European and World 135cc Formula K venues and dates have been promulgated by the CIK, with the United States of America playing host to the World Championship at Jacksonville in Florida next September. The success of the Las Vegas meeting in November has obviously added body to the CIK intention to make the World Championship a championship for the world, instead of what has been in the past a European monopoly. 'Hands across the sea' and all that is very laudable, but the enormous expenses of travelling could be a prohibiting factor. Unless some substantial economy deals can be arranged it is feared that only small numbers of works drivers will be making the long haul to way off places.

With the loss of Mallory Park the Long Circuit brigade find themselves somewhat restricted, being left with Cadwell, Snetterton, Knockhill and Donington as locale, at this time, to contest the 1986 RAC British Championships. About six weeks back the RAC was faced with the prospect of a five round championship instead of the now customary six. It now transpires that the scheduled fifth round, programmed for Saturday 23rd August, may have to be scratched from the championship calendar because FISA, in its wisdom, has seen fit to bring forward the German WEC round at the Nurburgring so that it coincides with the same meeting. As the Nurburgring also stages the final round of the Bridgestone-CIK World Formule E Championship, it would therefore not be feasible to host a British Championship event at Snetterton when a good percentage of the Formula E drivers were competing abroad. To confound the issue further, the August Snetterton event is traditionally the Martyn Merritt Memorial Trophy meeting and it would seem inappropriate to stage it then, if the current holder was unable to defend his crown. What will happen remains to be seen. All is not lost though, there are some dates in the calendar as possible alternatives — two Cadwells and one other Snetterton — that would afford the governing body to reach the magic six.

The World Formula E series in 1986 will again be held over three rounds, namely — Le Mans, Silverstone and, as previously mentioned, the Nurburgring. News also is that the European Championship may be a three round affair, with Donington, Zandvoort and Silverstone as likely venues.

Driving standards are again hitting a low, as clubs up and down the country report deliberate 'taking off', poor and blatant reckless tactics, bordering on the positively dangerous. So, it seems the 'dodgem merchants' are out in force, determined to annihilate any opposition that happens to be around, thus giving them, the Provisional Wing of karting, a clear path to commence the 1986 season on their own terms. Someone called it a 'Christians and Lions'

situation; if that is the case then according to the Good Book the Christians should win out in the end! They'll need a little help though and, in that respect, officials generally are urged to exercise their given authority to its fullest in order to purge the sport of these 'Gorillas'. A 'Gorilla', in Oxford Dictionary terminology is:- 'A large powerful arboreal anthropoid ape, with a reputation for fierceness.' Those in question may not be of similar stature or powerful, but the rest of the connotation fit admirably!

★ ★ ★ ★ ★

All that remains is to wish everyone a very Merry Christmas. See you in 1986 and we hope that it brings with it prosperity for all.

Ed McCormick

RAC NEWS

WHAT LICENCE DO I NEED? — THE SIMPLE GUIDE

SHORT CIRCUIT

Starting in Karting, or had a Novice S/C Licence without sufficient up-grading signatures in 1985. **TYPE OF LICENCE NEEDED: RESTRICTED.**

Had International S/S Licence in 1985 and wish to continue in Cadet (ex-Booster), Junior Britain or 100 National plus any of the *Short Circuit* Gearbox classes. **TYPE OF LICENCE NEEDED: NATIONAL SHORT CIRCUIT.**

Placed in first 15 of RAC or Commercial Championships for 100 National, nominated by Club for 100 Super. **TYPE OF LICENCE NEEDED: INTERNATIONAL S/C.**

LONG CIRCUIT

Held Novice Licence without sufficient signatures to up-grade to International in 1985. **TYPE OF LICENCE NEEDED: RESTRICTED.**

Held International Licence in 1985 but *not* wishing to take part in International events. **TYPE OF LICENCE NEEDED: NATIONAL.**

Held International Licence in 1985 and wishing to take part in International events. **TYPE OF LICENCE NEEDED: INTERNATIONAL.**

Held International Licence in 1985 having competed in Formula E events. **TYPE OF LICENCE NEEDED: INTERNATIONAL FORMULA E.**

NOTE:-

1. When you are collecting up-grading signatures on your new Licence, please see that the Class (gearbox or non-gearbox) is noted. Up-grading to International Formula E can only be achieved by signatures obtained in this class.
2. Those who qualify for International Short Circuit by virtue of being placed in the first 15 of the RAC or any Commercial Championship in 1985 **MUST** apply for an International Short Circuit Licence.
3. Short Circuit competitors are reminded to submit their Medical Cards for their 2nd year's validation.

LAS VEGAS FORMULA K

45 drivers took part in the first ever Europe-America Formula K event held at the Sahara Hotel circuit in Las Vegas during the 1st to 3rd November. The meeting saw the Euro-Am '85 CIK Trophy Race of Champions attract a healthy spectator following. Timed practice sorted out the three heat groupings, the fastest in Group A, second fastest in Group B, third fastest in Group C and so forth. The quickest

ten in timed practice were as follows:

Gianni Morbidelli (I)	49.076sec
Mike Wilson (I)	49.287
Richard Weatherley (GB)	49.342
Jorn Haase (I)	49.350
Peter De Bruyn (NL)	49.459
Gilles Fabre (F)	49.696
Jacques St Guirons (F)	49.708
Tom Kristensen (DK)	49.729
Tod Spaude (USA)	49.863
Robert Amren (S)	49.895

After the heats were run 28 drivers qualified for the finals, with 21 finishing the Pre-Final, Mike Wilson running out the victor. Poleman Morbidelli finished second while 1984 World Champion, Jorn Haase claimed third. Tom Kristensen, Richard Weatherley and Peter De Bruyn completed the order to sixth place. The finishing order of the Pre-Final dictated the grid positions for the main Final, the Las Vegas Race of Champions and Wilson duly sat on pole with Morbidelli alongside. The racing was fast and very keen and the event marked the first step in establishing the continuance of joint European and American Formula K participation under the CIK-FIA banner. Although the European contingent tended to dominate there was also some very high quality driving from our US neighbours. The overall results were as follows:

1st	Gianni Morbidelli (I)
2nd	Mike Wilson (I)
3rd	Richard Weatherley (GB)
4th	Tom Kristensen (DK)
5th	Yvan Muller (F)
6th	Jacques St Guirons (F)
7th	Robert Amren (S)
8th	Peter De Bruyn (NL)
9th	Giuseppe Bugatti (I)
10th	Scott Pruett (USA)
11th	Tod Spaude (USA)
12th	Ron Emmick (USA)
13th	Thomas Neubert (D)
14th	Terry Treader (USA)
15th	Aaron Griffith (USA)
16th	Martin Bott (D)
17th	David Nevin (CAN)
18th	Ron Reding (USA)
19th	Douglas Cressi (USA)
20th	Kyle Konzer (USA)

(Information — courtesy CIK Secretariat)

NORTH OF ENGLAND P&R CHAMPS — FINAL RESULTS

1st	Steve Fitzsimmons	221 Points
2nd	Colin Kay	217
3rd	Dale Spruce	197
4th	Rod Johnson	182
5th	Peter Crowson	160
6th	Paul Goodison	157

Many thanks to all competitors for a keenly contested Championship which it is hoped will run again next year. Would all interested parties contact Reg Kay at the following address or telephone number early in the New Year:

Mr R. Kay,
'Westcarr'
Carr Lane
Rutland Road
Goole
Tel: 0405 3719

The Editor and Staff of *Kart and Superkart Magazine* would like to wish their readers everywhere the compliments of the Season.

Next month's features include:- Driver Profiles; The Green Paper Comments; A look at the Australian side of things, Carolyn on 'Microlights', plus our regular Columnists views. (These items were correct at time of going to press). Publication Date:- Thursday 2nd January 1986.

BITS

★ The success of the Sherington 3 Hour Enduro in October has prompted the Club to go ahead with arrangements for a similar event in 1986. Word is that it might be a 6 Hour job and the Club hopes to promote the meeting at a more choice time of the year — when there is a bit more light and it isn't so flaming cold! That, however, will depend on how full the 1986 calendar is with other events.

★ The dates and venues for the 1986 Formula K 135cc European and World Championships are announced as follows:

Liedolsheim
(Germany) 9th-11th May
Goteburg (Sweden) 31st May-1st June
Jesolo (Italy) 3rd-6th July
Laval (France) 25th-27th July
Oppenrod (Germany) 15th-17th August
(GP of Europe)
Jacksonville 18th-21st September
(Florida, USA) (World Championships)

A couple of other dates to bear in mind are:

Cockburn (Australia) 7th-9th November
(Formula K Pan-Asian Championships)
Hong Kong 27th-30th November
CIK Overall
InterContinental
Formula K

★ There will be no CIK Open-All Africa Championships in 1986. The South Africa Karting Association has decided that the money used in funding such a meeting would, next year, be better devoted to building up National status competition amongst home drivers. All being well the Championships will return in 1987.

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

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Advertisements are only accepted subject to the above conditions.

★ The Rye House Winter Series will have got under way by the time you read this, the first round being at the beginning of December. The other dates to note are:-

26th January
9th February
2nd March

Remember, *all* four meetings are to be televised by Cable TV and Video tapes will be available, containing racing action and driver interviews. For details, ask at the circuit. A substantial prize list has been drawn up covering the seven different classes involved. The winners in each case will receive:-

Set of Video tapes of the series
Karting Publication subscription
Whirly Visor
Set of Wheel Rims
Set of Number Plates (also extended to 2nd place)

In addition to the above, the class winners will also receive:-

Junior Booster (Cadet) — Set Bridgestone YBN tyres (there may also be an engine).

Junior Britain — Set Bridgestone YBN tyres, 45 minute flight in a Piper Warrior over Felton. Rail fare paid to Newcastle Airport for the winner and one parent.

Senior Britain — Deavinson Sprint '86 SEB.
100 National Novice — Set Vega tyres, set of tools.

100 National Club — Additional prize of a set of Vega tyres.

National Premier — Rotax engine, Kelgate Axle, set of Vegas.

100 National Super — Parilla TT27 engine, set of Vegas, Kelgate Axle, Mobile Kart Trolley.

To the winner of each round in both the Premier and Super categories — a set of Vega tyres.

More details as they are notified.

★ Superkart driver, Tony Holmes, recently won a competition run by Marlboro and the prize was a test drive at Silverstone Racing Circuit in a MG Maestro. It was a good day for Tony, along with others. Noel Edmunds of 'Late Late Breakfast Show' fame was present and there were flights over the circuit in the Pitts Specials. Tony was awarded a certificate at the end of testing, qualifying him as a Marlboro 'Ace' driver. The intention for 1986 is to run an MG Maestro Challenge Series and Tony has been in contact with a local company, Green's Motors and hopes to get a Maestro drive for them next year, if everything goes according to plan. Tony has also opened his own kart concern — Redline Racing, in Haverfordwest and details of the range of services on offer can be found in his advert elsewhere in this issue.

★ Lewis Spring Electronics announce they are to market two Rev Counters, one in the form of a 'budget' type with rechargeable and replaceable batteries. A facility is built in so that the machine will switch itself off when the battery charge runs low. The item will be so priced as to be highly competitive with similar marques. The second and more up market version employs an LED (Light Emitting Diode) system providing three colours with a light displaying each 250rpm as the range is climbed. The reading is bright and clear, the sequence easy to follow and vibration presents no problem. It comes in a compact box and is also competitively priced with other makes currently produced. The company hopes these products will be available before Christmas. For further information, contact:

Lewis Spring Electronics,
18 Bartleet Road,
Washford Industrial Estate,
Reddich,
Worcester.

Telephone: Reddich 21301 or 29658.

★ It is probably pretty common knowledge now that Giles Butterfield is looking at Class A Formula 3 next year after a very successful 1985 season in Group B. Giles will be continuing with Alan Docking Racing and is currently working extremely hard to obtain sponsorship for the coming season. Though, on the face of it, it might seem like a relatively easy step from B to A, in terms of expense it is anything but easy. Just as in karting, to obtain sponsorship is a major task, no matter how successful a driver has proved. Giles has several hopeful-looking 'irons in the fire' at the moment, but it remains to be seen how beneficial his endeavours turn out. Nothing definite is expected from the Butterfield 'stable' until the Near Year. Whatever — best of luck, Giles — we're all behind you.

★ The Committee of the Sherington Kart Club wish to say thank you to all the drivers who took part in their endurance meeting and to congratulate them on the excellent standards of driving set and their conduct in and around the Pits and Paddock. The Officials, including all Marshalls, helpers and the Friends of Sherington are also to be congratulated on the tremendous efforts put in to ensure that the meeting was immensely enjoyable.

TRADE BITS

● SRS Racing Special Offer — All new complete outfits ordered by January 31st will receive a **FREE** engine tune. Applies to all classes, from 100cc to 250cc.

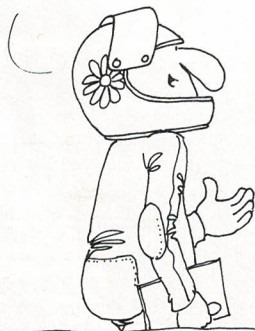
Still available:

SRS Superkart Pit Trolley, at £55.00 + VAT
SRS Superkart Push Bars, at £8.00 + VAT

BY BARRY FOLEY

FRICCAT

SO HOW DID YOU ENJOY THE ENDURO THREE HOUR RACE?



RACE? WHAT RACE - NOT ME, I JUST DELIVER PARCELS.



OH SORRY - THERE WERE SEVERAL OLD CHAPS RUNNING AT SHERINGTON WHO LOOKED LIKE YOU.



NORFOLK & SUFFOLK KC WINTER SERIES

The Norfolk and Suffolk Kart Club announce that for the second year they will be running a Winter Series for all classes, subject to sufficient support, at Snetterton Kart Raceway. Special trophies plus generous Trade support will make the Series the most attractive the Club has so far staged and a healthy entry is expected.

The dates for the Winter Series are as follows:

26th January
23rd February
23rd March

Test days will precede each meeting as usual.

Entries should be sent to the Club's Competition Secretary:-

Mrs A. Caswell,
9 The Fields,
Tacolneston,
NR16 1DG.

Telephone: Bunwell 629 (evenings).

KIWI NEWS

The last Superkart meeting took place during the Labour Weekend (Bank Holiday), the first round of the Stamford Hotel Series at Bay Park. Phil Morley (pictured), Zip-Ehrlich Rotax, won the first heat, while John Gordon wrapped up the next and Rod Skinner finished second in both cases. Rod also came out top in the points standing and third went to Kevin Nairn enjoying his first ever Superkart meeting. The next meeting in the Series will be held at Taupo on December 15th and hopefully there will be new of that in a later issue.

The New Zealand Superkart Drivers Club is currently trying to promote a 250cc National Series, along the same lines as the successful UK series a couple or so years back and the first meeting for these karts will be at the Taupo event. Taupo should prove to be very interesting as it is only 1.4km long and never really been used for karts before, except for the Taupo Kart Club which holds its local club days there. Taupo itself is right in the middle of North Island, on the shores of New Zealand's largest lake of the same name which is world famous for its trout fishing. A very nice spot and if the current weather keeps up the event should attract a large following. Summer seems to have arrived early this year, with temperatures in the region of 20-25 degrees C most days during November!

The 100cc scene is just getting under way down in the Antipodes, the main attraction being the International Series mentioned not long back. Two Wright Karts have already arrived in the country but they were both snatched up pretty quickly. The International Series has one meeting in Australia and two in New Zealand. It is not yet known how Gary Moynihan, who will be racing in New Zealand, will get on with KT Yamaha power as they are slow compared with a rotary valve engine; NZ has no rotary valve class, as such. It is hoped to bring news of the International Series in a future issue.

The photograph of Phil Morley's kart show the unique rear wing setup. It is extremely light and is reported to work very well. Phil spends a lot of time and effort on preparation and the results speak for themselves — certainly it's to world class standard.

(Information and Pic:- courtesy Garry Harrison)

KARTING FOR CHRISTMAS

GLC worker, Bob Pope of the Family Workshop, Playleadership Scheme, based in Albany Road, London, has devoted a great deal of time and effort in organising fund raising events for Christmas. The proceeds from the events will be shared between his Burgess Park Project, the 'Bald Tyre' Project and the charity 'Crisis at Christmas', which provides help and care for homeless people and children at Christmas.

The event Bob has been at pains to organise is a kart race meeting being run jointly with *Motoring News*, whose Editor has fully sanctioned the idea. The meeting will be held at Burgess track, located off the Old Kent Road, London, on Saturday 14th December. It all kicks off at 9.30am with public kart rides until 1.00pm and the actual racing gets under way at 1.30pm, continuing until 4.00pm. There will be team racing, and support from the karting world is urgently needed. *Motoring News* will be fielding a team and participants will have to pit their skills against them, and others. Some drivers have already pledged to attend but we, and Bob, are hoping there will be more.

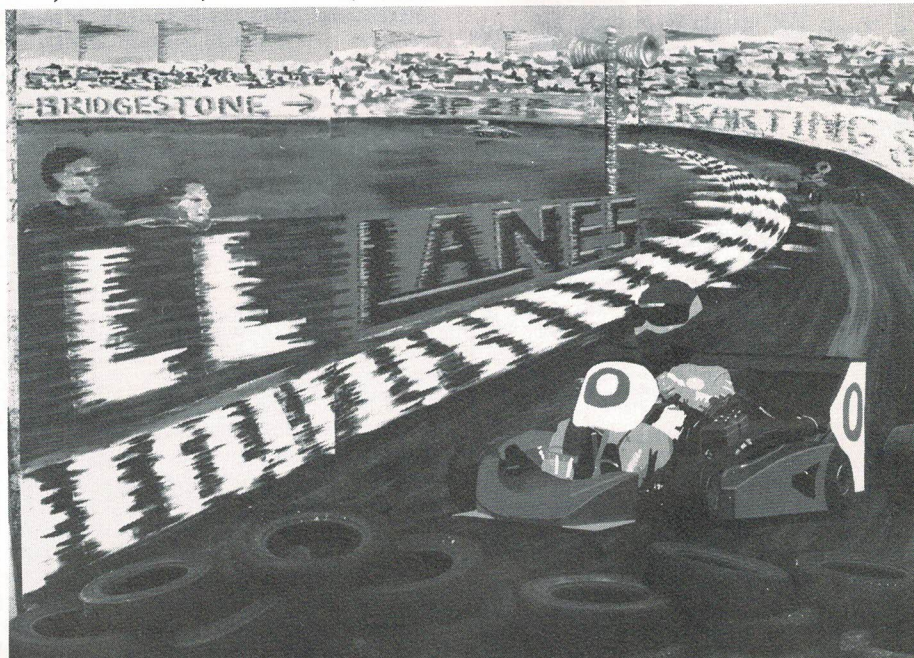
For public rides there will be no fixed charge, donations are asked and these can be in the form of cash or food. It is already known that a school in Ware, Hertfordshire has promised to send some pupils along, suitably kitted out with food parcels.

Bob would also like to auction and raffle any racing equipment and memorabilia you may have spare to help raise cash. If you feel you can help in any way, he would really appreciate it. Any donations, no matter how small, will be welcome. The following items would go down great:- used crash helmets, racing gloves, etc, photographs, calendars and souvenir programmes, or any other racing related equipment.

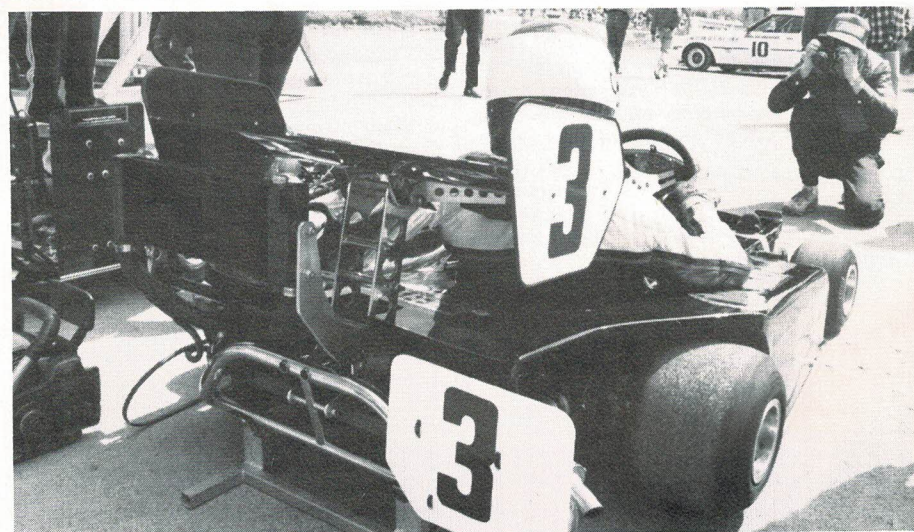
Bob Pope,
Burgess Park Adventure Project,
285 Albany Road,
London.

In the evening there will be a prize presentation and Disco, from 7.00pm to Midnight, in the George Public House, Liverpool Road, Islington, London N1. Tickets are available from Bob at £3.00 each, which include meal.

So, don't miss out, it's all in a very worthy cause and promises to be a fun filled day.



This wonderful mural was painted by the kids and hangs on the fence at Burgess Park (courtesy GLC).



your letters..

Dear Ed,

I would like to thank, through the pages of your magazine, all the people who have made this season's racing possible.

To all Track Officials, the Central and Cadwell Kart Clubs and last, but definitely not least, 'Plonky' Standen for, when all else fails, he is the only mechanic I know to get down on his hands and knees and pray to the engine! Thank you to him, Elaine and family for their continuing help and support.

Your sincerely,
Ian Westwood
79 Baccara Grove
Bletchley
Milton Keynes

Dear Ed,

Through the columns of your magazine I would like to thank my sponsor, Mr George Hazard of Hazard Haulage, for a terrific and enjoyable season and also for arranging my drive in Carolyn's Superkart at Cadwell's Autumn Championships. My thanks also to Zip Kart and Martin Hines, Tony, Grant and my own mechanic for the meeting, Dave Boyce, who ably assisted me that day. Also, thanks to my regular mechanics this year — Rob and Ralph for their help.

Yours sincerely,
Duncan White

PS. Also — Mrs Shaw (Ian's Mum) for her winning tea at Cadwell.

Dear Sir,

Through the columns of your magazine I would like to express my most grateful thanks to Mark and Martin Hines of "Zip Kart", and John and Roger Mills of "DAP JM". Both organisations have for some years supported my karting, with many successes and memorable moments.

In 1986 I have decided to pursue my karting ambitions with the Sheffield based "Kartsport" outfit. The project is new and offers a challenge to all concerned, hopefully with some success we will be competing in the new 100 National "Super" Class.

The change in no way reflects any personal feelings, and I hope that the considerable friendships I have with the Hines and Mills families continue regardless.

May I again thank those concerned and wish them every success in the future.

Yours faithfully,
Nigel Edwards

Dear Ed,

I would be very grateful if you would publish the following letter in the next issue of *Kart and Superkart*:-

"I would like to say a big Thank You to all the people who played such an important role in my 1985 Formula E season, without their help nothing would have been possible.

Mr Derek Barnett of Kelgate for the company's sponsorship, excellent backup facilities and support. My two mechanics, Paul O'Shea and Bill, without them I would have achieved very little. The endless nights working and their hidden expertise earned me pole position so many times this year. Very importantly — and first, my father — when funds began to run low he always seemed to be able to come up with that little bit extra to help me compete and, second, my wife Gail for keeping us all in line and organising the catering side of things. I cannot

count the number of times the kettle went on, (I'm sure Paul could!). Also, to John Scutchings of Zip Kart for his help during the year and to Mark and Martin Hines for their continued support and faith. Lastly, to the many people not mentioned who also gave invaluable assistance, a big thank you."

I should like to take the opportunity to wish all those in karting a very Happy Christmas and a successful year in 1986.

Thank you and sincerely,
Roger Goff

Dear Ed,

In reply to 'Is it True' which appeared in the October issue about Tom MacLaren and myself. The answer is 'Yes', Tom has made moves. He has become involved through sponsoring the Scottish Championships at Golspie. I can also confirm that he has got his Novice RAC Licence, much to his disgust. It came as a bit of a shock to discover that, after holding a full International Licence and racing in every country in Europe as a member of the Scottish National Team, he now has to race as a Novice. However, that is not to say that he will actually race. If he did I suspect he would like to try 125cc gearbox.

I have indeed started A & J Karting in Grantown-on-Spey and we manufacture rental karts and I am very interested in getting back into karting myself. I have been through the karting mill, trained at GT Racing in Edinburgh and BM Motors in Piacenza in Italy. However, due to my financial commitments I would need sponsorship. In saying that A & J Karting would be interested in any company wanting Scottish agents to sell karts next year. Anyone interested should contact me at the address below.

Regards,
Tich Hendry
A & J Karting
Strathspey Industrial Estate
Grantown-on-Spey
Inverness-shire
Tel: 047 983 659

Dear Ed,

Can you please publish a few lines for me. I wish to thank Tim Parrott and his sponsors, Sealink British Ferries. We used Tim's services when we went to the 135cc World Championships.

Tim Parrott invited karters to book their cross-channel ferry tickets through him, via his sponsors, Sealink British Ferries. We were more than happy to support any karting sponsor and we saved about £60.00 too! Very many thanks to Tim for his work and Sealink for a good trip.

Yours sincerely,
Maggie Filkin

Dear Sir,

1986 YAMAHA CHALLENGE

Following the success of previous Yamaha Challenges (due entirely to Paul Pedelty), it is proposed that we run a Challenge in 1986.

Our aim is to run the Challenge much the same as previous years, with points from both heats and finals counting but, it is hoped that as well as the usual venues, ie, Little Rissington, Fulbeck and Three Sisters, we could include some rounds further afield.

The entry fee will be £20.00 for 1986 and must be forwarded to the address below, to be received not later than 10th February. Dates and venues will be announced in the New Year.

Yours in sport,
Andy Stratford
1986 Yamaha Challenge
216 Chester Road
Sutton Coldfield
West Midlands
B74 3NA

WHERE AND WHEN

15th DECEMBER

Three Sisters (Cheshire KC) — Off Junction 26, M6 — Bryn Road, Ashton-in-Makerfield
Felton — 7 miles from Morpeth, on A1. (Turkey Trot Meeting)
Shenington — 8 miles from Banbury, off A422 Banbury-Stratford Road

22nd DECEMBER

Blackbushe — Via Cricket Hill (Off A30) and Vigo Lane, Yateley, Surrey

Would Clubs please note that dates for meetings during the 1986 season are required as soon as available.

Please send details to:
Where and When,
Kart and Superkart
Magazine,
Pindar Road,
Hoddesdon,
Herts. EN11 0DE

1985 YAMAHA 250 CHALLENGE

Congratulations must go to Bob Kennings on his second successive victory in the Yamaha Challenge. He won in fine style, scoring 200 points out of a possible 216. I am sure everyone will join me in congratulating Bob as he is such a likeable, helpful person. Second place was closely run until the final round at which any one of four drivers could have finished runner-up. John Coaker managed to secure this place, with his good results and consistency paying dividends in the finish. All credit to John, he must have travelled more miles than anyone in the series. In third place was Peter Hughes and fourth John Lloyd. Alan Mills, who made a late start in the series, did exceptionally well, finishing fifth. Last but not least, congratulations to John Tonkinson and Ian Slater on their sixth and seventh positions. Once again I feel the series was enjoyed by most drivers and grids were greatly increased. My thanks to all competitors, their families and friends who made the Challenge successful. Also to Chasewater, Bromsgrove and Bob Kennings who donated trophies at various stages throughout the year. In 1986 I am hoping to concentrate more on my own racing and will not be organising the Challenge, but perhaps someone will take over where I left off and continue to run this successful and enjoyable series.

Final Positions

1st Bob Kennings	200 Points
2nd John Coaker	120
3rd Peter Hughes	105
4th John Lloyd	98
5th Alan Mills	90
6th John Tonkinson	60
7th Ian Slater	58

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5th BRITISH CHAMPIONSHIPS
1st SHENINGTON 3 HOURS
1st KIMBOLTON

also congratulations to 125 DRIVERS **GRAHAM STEPHENS** and **GEOF HODGE**

100 NATIONAL — RON COX, MIKE BOOTH, RICHARD GLADMAN

Up-and-Coming Junior — **DARREN KINSEY**

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1st Scottish Champion of Champions
1st Mallory Lap Record
2nd Central Kart Club Championships (6 Rounds)
2nd Fastest — Donington World Cup

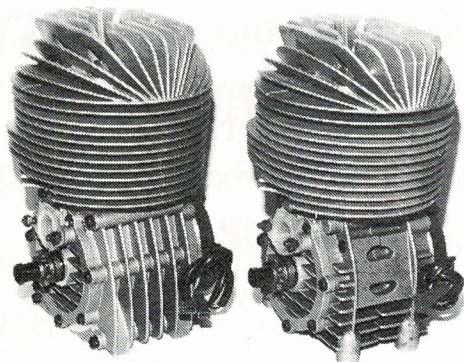
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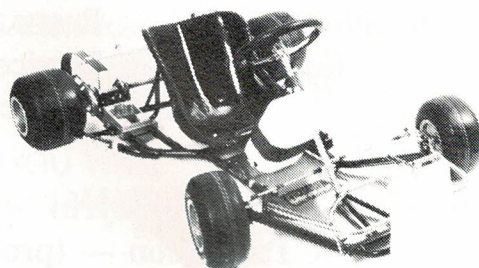
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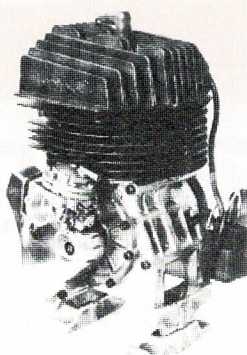


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MONDELLO RACE OF CHAMPIONS

Report and Pics: Russell Murphy

Sunday September 29th saw the Irish Kart Club stage the most prestigious race of the season at Mondello Park, Co Kildare. The meeting, which is formally called the 'Race of Champions', had a noted touch of sentiment for the IKC, which was celebrating its 25th Anniversary. Consequently, the Anniversary celebrations led to widespread publicity for this most important meeting, thus giving us, the IKC, the largest number of entries all season, with competitors from all over England and Ireland.

A large prize fund of £1,000 was put forward by the IKC sponsors, to cater for the four Championship rounds that were run in association with the 'Race of Champions'.

With close to 100 entries for the four races, complemented by fine weather and some of the best karters in the United Kingdom, Mondello Park witnessed the most exciting racing that has been seen at the circuit over many a season.

Practice took place in the morning providing some of the new drivers with a chance to brave the Kildare circuit, which is regarded as one of the toughest in the world on both man and machinery in the karting classes, due to its bumpy surface, sweeping curves and short straights. In spite of these difficulties it is a popular circuit with all the drivers who regard it as the ideal challenge and learning ground which have helped drivers such as John Watson, Nigel Mansell and Alain Prost become full time professional Formula One Grand Prix drivers.

The heats commenced at two o'clock, with the Junior 100cc the first to venture out on the track. It was strange to see the northern competitors dominating the two heats, in view of the fact that local man Stephen O'Connor has been such a dominant factor in this year's Junior 100cc. However this turned out to be the pattern for the afternoon, as many newcomers placed themselves very highly on each of their respective grids.

Stephen O'Connor was disappointed not to have been further up the grid in his Chariot/Parilla, only managing a fifth place on the grid after his two heats. The pole man was John West from Bangor who dominated the two heats and alongside him was Donal O'Brien who has been a race winner in Mondello this season. On the second row was Jonathan Wilconson son of the famous Terry Wilconson who drove in the 125cc class, alongside him was Tommy Eastwood who at 12 years of age was putting in a magnificent performance, followed by Stephen O'Connor and Neill Cheshire from Port Stuart in his Cobra/Parilla. 17 drivers lined up for the final and, when the lights turned green, West led down to Shell Corner from O'Brien, Eastwood and Wilconson. However, O'Connor started to move up through the field with Cheshire and by the time the eight lap race neared completion Cheshire had fought his way into the lead from a hard charging West. On the last lap West fell another place to O'Connor who had come through to finish second overall from Cheshire, with West taking third place. A great win for Cheshire from the Ulster Karting club, with a slightly disappointed O'Connor finishing in second position and feeling that an extra lap would have probably given him victory. Fearing

harsh words from myself O'Connor suggested I should do some laps in his Kart, so after the meeting was completed he duly sent me out for five laps in his Chariot/Parilla. Never having driven a race kart before it turned out to be quite an experience, hitting speeds up to 90mph I was black and blue by the time it was all over! Thanks a lot Steve, though I feel you will agree the production saloons are a safer bet.

The next race was the National 100cc with a total of 25 competitors. Two pre-race heats saw yet another visiting driver on the front row of the grid, with regular race winner Joe McCullogh on pole position in his TKM/PCR Kart; Francis Stewart lined up alongside him on the front row. Stewart is regarded as a very promising driver, having had many successes including a recent win at Nutts Corner. On the second row was number 69 followed by Gary Jordan and Aiden Monaghan who has just moved into National 100cc racing. Gordon Duncan from Antrim completed the top six. The race turned out to be a closely fought battle between Stewart and local man McCullogh. Stewart showed he had the measure of McCullogh by remaining in the lead all the way to the flag. The race really proved to be another runaway success for the Ulster Karting Club when McCullogh started to drop back through the field with various problems. Dave Maguire and Gordon Duncan were making progress from the rear of the field, with Duncan flying through towards the end of the race to finish a superb second place, from Stewart and eventual third placed man Dave Maguire in the Remac Ltd sponsored race.

The third event of the afternoon was the 125cc National which, as ever, provided a high standard of competitive racing with its large entry of 25 drivers.

The two pre-race heats were dominated yet again by the visiting drivers, with the front row of the consisting of Brian Kennedy from the UKC, along with Bryan King from Ballyclare and David Purdy from Antrim in his Lancer/Rotax. The second row consisted of Declan Swanton and Karl Gilles. Disaster struck on the first lap when the lights went green, as Karl Gilles made contact with the front row drivers in a bid to take the lead going down

towards Shell. Unfortunately this move was never really on and Gilles consequently suffered immediate retirement with a badly damaged right front corner. This first lap incident rapidly changed the pattern of the afternoon's racing for the rest, as Gary Duffy and Declan Swanton started to charge through the field after the demise of Gilles. Duffy briefly took the lead from Brian Kennedy who, in a do or die last lap manoeuvre, regained the lead from Duffy as they braked for Dunlop Corner on the last lap. Kennedy won from Duffy who was followed home in third place by Declan Swanton. A special mention for Dermot O'Loughlin who in his first season of 125cc racing had his best result of the year, finishing a good fourth in his Zip/Rotax.

The fourth race of the day catered for the big 250cc machines and with another large entry of 25 drivers there was absolutely no shortage of action. After two hard fought battles for pole position, it was nice to see that the local karting fraternity had managed to salvage one pole from the days racing, with Dominic Murray taking this supreme position in his Dino/Rotax. Alongside him on the front row was James Derry and the famous Richard Arnold from the Central Kart Club in the UK. The second row comprised of Trevor Roberts from Lurgan, followed by Eamon Deery in his Zip/Yamaha. If the heats were anything to go by it was clear that there would be a lot of non-finishers. The green lights brought an astounding start from Trevor Roberts who led the bunch down towards Shell, from Roberts, Deery, Murray and Eamon Deery. There was terrific dicing for the lead between Roberts and Arnold with both drivers on the absolute limit. Meanwhile, back down the field, John Buggy was making up ground after starting last on the grid, eventually making his way up to fourth place by the close of the race. On the third last lap Murray got past Roberts to regain second place; now all that he had to do was pass Arnold, which he did, in fine style, on the last lap as Roberts, Arnold and Murray came through Dunlop for the last time virtually side by side. Murray had the inside line, using it to the full advantage he held his rivals off until he crossed the chequered flag to win from Roberts and Arnold.

Continued overleaf



Dermot O'Loughlin (70) leads the start of a 125cc race.



Francis Stewart (UKC) won the 100 National event.

JUNIOR 100cc

- 1st Neill Cheshire
- 2nd Stephen O'Connor
- 3rd John West

NATIONAL 100cc

- 1st Francis Stewart
- 2nd Gordon Duncan
- 3rd David Maguire

NATIONAL 125cc

- 1st Brian J. Kennedy
- 2nd Garry Duffy
- 3rd Declan Swanton

125cc P&R

- 1st Joe Henahan
- 2nd James Curran

INTERNATIONAL 250cc FORMULA E

- 1st Dominic Murray
- 2nd Trevor Roberts
- 3rd Richard Arnold

INTERNATIONAL 250cc AIR COOLED

- 1st Philip McGowan
- 2nd Alan Pierce
- 3rd Austin McGowan

IRISH KARTING CHAMPIONSHIPS

The final round of the 1985 Irish Karting Championships took place at Mondello Park on Sunday 13th October.

A very small field had entered to contest the final round of the season, which still had two championships to be decided, namely the National 100cc and the 250cc International. Stephen O'Connor had already won the Junior 100cc as had Gary Duffy won the National 125cc Championship.

Qualifying commenced at two o'clock with two split heats determining the final grid positions for the four finals of the afternoon.

The Junior 100cc racers were the first out on to the track and, with only seven competing drivers, it was not surprising to find the 1985 Junior Champion dominating his heat, in a race that was marred by a serious accident to Jason Duffy who sustained a suspected broken collar bone. The second Junior heat was also won by O'Connor which gave him pole position for the final. Sharing the front row was kart No. 38, Donal O'Brien, while the second row consisted of Billy Ryan and David Neilson. The final which followed the two heats was very uneventful, with poleman O'Connor leading from start to finish in a race which was no more than a procession. D. Cuneely followed O'Connor

home in second place, while third place went to Billy Ryan.

The National 100cc race provided the spectacle of the afternoon, with two drivers still capable of winning the overall championship, only one point separated the two championship contenders, namely Fran Reilly in his Wright/PCR and Joe McCullogh in his TKM/PCR. The one point advantage rested with Fran Reilly and, as the two heats were to prove, he was also to have another advantage over McCullogh — two frantically fought heats put Reilly on the front row alongside poleman David Maguire. McCullogh could only manage fourth place on the second row alongside Aiden Monaghan.

After the two heats the sixteen drivers lined up for the all important final. When the lights went green Maguire made a great start and led down towards Shell, from Reilly, McCullogh and Monaghan. Maguire started to pull out a small lead from Reilly and a hard charging McCullogh who was being closely pursued by Jim Flanagan, until disaster struck on lap five when the second major accident of the day took place, this one involving Flanagan and Monaghan. Coming through the very fast Ess bends Flanagan rode the curve and was sent spinning across the track, only to be collected by Monaghan who was right behind him. Unable to avoid Flanagan's spinning kart Monaghan hit him side on at about 70mph causing the kart to flip four or five times before coming to a halt. The race was immediately black flagged as the ambulance came on to the track to remove Flanagan. Fortunately he suffered no more than a broken shoulder and a badly mangled kart.

The Clerk of the Course, Nigel Taylor, decided that the race should be rerun over the full distance, 10 laps. Therefore the grid reformed for the restart. None of the leading four had been involved in the accident so they lined up as before. Maguire made another good start and McCullogh made an even better one, coming through from the second row to second place as they broke for Shell. Reilly just

managed to hold third place from a hard charging Philip Hall. The pattern remained for the ten laps with Reilly and McCullogh giving it their all, changing places on every lap, giving the spectators real value for money. It was an absolute cliff hanger of a race right until the chequered flag. Maguire finally came through to win from Reilly who had fought his way past McCullogh going into Duckhams for the last time. As a result he clinched the championship from McCullogh and is now hoping to move into FF1600 next year. It was Maguire's second win of the season, but second place was enough to give Reilly the championship, while third place fell to McCullogh, who took second place in the overall championship.

The final race of the afternoon was a joint outing for the 250cc International karts along with the 125cc National. With only seven entries for the 250cc race the Clerk of the Course decided to run the 125cc class in combined heats with the 250cc Internationals. The remaining championship was to be decided during this race. Eamonn Deery and Dominic Murray in his Dino/Rotax were the two drivers that could take the championship. The heats were not very exciting, however, they did show for the race with Dominic Murray looking very promising for the final, while Eamonn Deery in his Zip/Yamaha could only manage fourth place on the grid alongside Philip McGowan. Pole man was Peter Deery in a Zip/Rotax and sharing the front row with him was No 49, Billy Kinna. The 125cc class had already been won by Gary Duffy who yet again showed his speed by dominating his heat and winning pole position in a Dino/Rotax. Sharing the front row was No 1, John Cassin and kart No. 56.

Like the two pre-race heats the final was run with both classes competing. The green lights saw Murray make a good start, leading down to shell, followed by Peter Deery and Kinna with the rest of the pack falling back right at the start. From there on the remaining laps were nothing but processional, with Murray leading all the way to the chequered flag from Peter Deery and Kinna in third place. Meanwhile Gary Duffy's engine had seized while he was leading thus forcing him out of contention; Johnny Cassin in his Lancer/Rotax took over the lead and remained there until the finish to record a win from Bryan King and John Brennan, while Ken Tuite came home in fourth place.

Dominic Murray collected the 250cc International championship along with his win, so Eamonn Deery was left to settle for second best in the overall championship, which provided Mondello Park with some of the best racing throughout the eight race series.

Now that the 1985 series has come to a close the Irish karting Club would like to thank all the competitors, officials, sponsors and press for making the season such a success.

JUNIOR 100cc

- 1st Stephen O'Connor
- 2nd Derek Cuneely
- 3rd Billy Ryan



David Maguire (87) leads Joe McCullogh and Fran Reilly in 100 National.

NATIONAL 100cc

1st David Maguire
2nd Fran Reilly
3rd Joe McCullogh

NATIONAL 125cc

1st Johnny Cassin
2nd Bryan King
3rd John Brennan

INTERNATIONAL 250cc

1st Dominic Murray
2nd Peter Deery
3rd Billy Kinna

AIR COOLED 250cc

1st Philip McGowan
2nd Declan Rogers

INTERNATIONAL 250cc

1st	D. Murray	48
2nd	E. Deery	33
3rd	P. Deery	31
4th	A. Bishop	23
5th	J. Deery	17
6th	J. Buggy	15
7th	B. Kinna	10
8th	S. Kelly	5

JUNIOR 100cc

1st	S. O'Connor	51
2nd	I. Walsh	31
3rd	D. Cuneely	21
4th	D. O'Brien	18
5th	A. McAuley	15
6th	D. Kirwin	10
7th	B. Ryan	6
8th	F. Ferrity	4
9th	J. Duffy	4
10th	D. Neilson	2

NATIONAL 125cc

1st	G. Duffy	51
2nd	J. Henahan	20
3rd	J. Brennan	18
4th	M. Conroy	18
5th	P. Newport	17
6th	J. Butler	15
7th	D. O'Loughlin	15
8th	K. Tuite	12
9th	J. Curran	9
10th	A. Delaney	9
11th	D. O'Connor	4
12th	M. Byrne	2
13th	W. Grant	2
14th	P. Wesemael	2

NATIONAL 100cc

1st	F. Reilly	40
2nd	J. McCullogh	37
3rd	D. Maguire	27
4th	G. Ringland	14
5th	J. Flannigan	13
6th	M. Fortune	11
7th	T. O'Brien	10
8th	H. Dunne	9
9th	A. Monaghan	6
10th	W. Flemming	6
11th	R. Harrison	4
12th	G. O'Brien	4
13th	A. Fox	3
14th	C. Garthy	3

AIR COOLED 250cc

1st	P. McGowan	66
2nd	A. Pierce	39
3rd	D. Rogers	32
4th	D. Thornton	11
5th	P. Austin	6
6th	A. McGowan	4
7th	P. Rogers	2



Dominic Murray has a last look over his shoulder before winning the 250cc.

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There would seem to have been an appallingly apathetic response to any comment on the well intended Green Paper for the five year plan for Karting. Indifference from those it most effects will surely result in indifferent treatment in the future. There are, without doubt, some aspects which should arouse a certain amount of feeling which will undoubtedly remain as read if no comment is forthcoming. As this is essentially a 'gearbox column' I will only comment on that aspect of the "Green Paper".

Firstly 210 National. Clearly no change is required, or possible come to that, but it must surely be premature to consider the phasing out of this class. For twenty years it was considered the back bone of the gearbox karting, now it no longer is of course, but it is followed by a significant number of devotees and enjoys a good following at that level in many areas. To talk of phasing out the class does little to sustain confidence amongst those involved.

For 125 National an "elitist" super class, one assumes with the same equipment, is suggested. That is a diabolical idea, for two or maybe three reasons. Most people would like to think that they are in with a chance at the big prize; nobody really wants to be branded a 2nd division quality driver. A race meeting becomes terribly boring and drawn out if you sub-divide incessantly. With the usual methods of qualifying etc., the race distances are insufficient for the slower competitors to present a hazard, and whilst the field in quality meetings are sizeable it seems little reason for this to be considered. One already has a sort of grading process before people venture onto fast circuits from club level and that should be sufficient. It has to be conceded that grading works in some forms of motorcycle sports, particularly trials riding, but that is for another reason. The skill of an expert compared with a novice in that field of sport is a far greater gulf than there ever will be between the performance of a relative novice in karting and a seasoned campaigner. I am convinced that most people would feel more "worthy" going home with a pot for 10th in the "A" final than 2nd or 3rd in the "B" final.

It is stated that there is no intention of allowing water-cooling for 125 National until 1988 at the earliest. I have at an earlier time mentioned this, but I will be very surprised if two seasons go by and Britain is left the only karting nation of consequence air-cooled in this category, even if air-cooled motors, Rotax or Minarelli, are still available.

Four paragraphs of the Green Paper are devoted to the problem of noise which it seems will always be with us. The main message put across is stronger enforcement of existing rules! Whilst the main source of noise is obviously that of the exhaust, mention is once again made of induction roar and fin ringing. Of course the latter does not apply to water-cooled engines — and yet no water-cooling for 125 National — curious I would have thought! Having said that, I have always thought that the higher frequency noises associated with the induction, and also possibly the mechanical noises of the engine are "received" more by the decibel meter and are largely inaudible to the human ear, and therefore the potential complaining local resident. It is a fact though, and I will echo the words of another exhaust manufacturer, that you can have available a more efficient silencer and no one will buy it unless their particular club is making a real effort to abide by the long standing intentions of the regulations. Also it is a sad reflection that



if the feelings of local residents are strong enough then they will curtail kart racing, however hard the club may try. Defunct Surbiton Club was down to 85 decibels 20 years ago, but still succumbed to local objection.

The last of the four paragraphs on noise is open to interpretation and to some extent reflects the lack of foresight and knowledge of whoever drafted the lines: "No new engine should be accepted for any class unless it can be shown by the Manufacturer/Retailer that it can be supplied in standard form with an exhaust system which allows it to comply with the Noise Regulations". Sounds good doesn't it? But in practice it is "undiluted twaddle". If in the tuning process the opening area of the exhaust port is altered in shape, the initial shock wave and consequent wave is immediately altered. If you have a rule that has to be adhered to, then this paragraph is totally superfluous.

Section 7 of the paper is devoted to tyres, but only the 100cc classes are mentioned. Whilst there would seem to be no easy remedy there appears no suggestions or ideas for a solution to ease the enormous cost factor of tyres in the 250 Superkart class resulting from the abysmally low durability of the current tyres available to drivers for this category.

Towards the end of the "paper" fuel is mentioned, but somewhat vaguely. As the type and availability of only lead free fuel is not definite but is thought not to be in the 5 year period, the question of octane additives, presumably referring to that in a certain type of two stroke oil, namely Burris, is not conclusively dealt with. Come to think of it the various mutterings and accusations that were made at the Silverstone G.P. meeting were never really cleared up. Certain people were thought to be running with octane additives, some of whom were using Burris oil and some were not, but instead had bought fuel from the pump at the track. These latter people I have always thought had inadvertently

bought Avgas or similar as the tanks at the track presumably still had the same fuel that was required by the bike boys at the Motorcycle G.P. the previous weekend. Still, the finger was pointed and never withdrawn as I think it should have been, allegations are very unsatisfactory for all concerned if not substantiated.

Finally, I thoroughly approve of the suggestion that all successful championship contenders still use the final placing exclusively the following year — down to 9th place.

On the whole the Green Paper is a constructive document, but it must be viewed as a prompt for discussion and further suggestion. It is to be hoped that more people involved in karting will become vocal and air their opinions in the correspondence columns of the two magazines that serve the sport.

The R.A.C. M.S.A. periodically is the target of criticism from all the spheres of motor sport over which it governs, more recently for its "limp wristed" stand, or total lack of it, over the more controversial issues in defence of some entrants and competitors problems. One job it annually supervises with apparent masterful competence is the R.A.C. Rally. I recently came across some mind boggling statistics of just what the organising of the event involves. Firstly there are the 150 competitors and their back up crews which in total exceed 1,000 people. There are the 65 special sections to be inspected, there are 12,000 officials (just imagine 12,000 clones of certain 'Adolfs' and 'storm troopers' frequently seen officiating at kart meetings!) 11,000 voluntary marshalls to control the not too precise estimate of 1-2,000,000 spectators. Whilst it cannot be the easiest event to cover with Television cameras, nevertheless the T.V. coverage and advertising sponsorship is the life blood of this now highly professional level of rallying. I am sure the marshalls do their utmost to control the spectators in the forestry stages, but I shudder to consider the fate of these totally unprotected hordes when the long predicted worst happens and one of these 140 m.p.h. turbo-charged projectiles does take to the scenery in the wrong place. The resultant uproar will indeed be widespread in all forms of motorised spectator sports. The speeds and weights of the vehicles is no different from circuit racing, a blind eye has now viewed the inevitable for far too long. Presumably the other, good eye has been dazzled by the vast commercial interests. The point is that the blame will undoubtedly rest on the shoulders of the R.A.C. and will effect all forms of sport. Legislation always shuts and nails up the door, after the horse has bolted. I should add I am very prejudiced, rallying in my view is only one level above "Destruction Derbys" and the worst form of non-purist motor sport. I have good reasons for my bias, having only done three as a navigator; the first resulted in a head on collision; the second I was very productively car sick — (and they would not stop) — throughout the entire road system of Wales, and the third one we turned over! Great stuff — you can keep it!

Whilst you must understand that I didn't watch the programme in its entirety, I did just see the last 10 minutes of the Miss World contest on T.V. And who was there to present the winner, but our own home grown Nigel Mansell, looking about as animated as a tailor's dummy, he even let two of the leggy lovelies kiss him!

Chris Merlin

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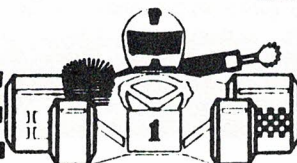
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THE LAST MALLORY

Around and About

There weren't too many innovations on the scene at this, the last Long Circuit event of the year, except in the Zip camp where Martin Hines was out on a prototype chassis and expressed himself more than pleased with its handling qualities and, his performance of winning both heats, left no doubts in anyone's minds as to its potential next season. Apart from 100cc National exponent Tony Negal running in the big league, another Class One driver was having a go — young Martin Prior driving an Alan Eastwood Kobra and both these men look like staying in Formula E for next year. On the 125 National scene a healthy entry of some 60 drivers gave us the usual split heat system. Of those not racing was the new British Champion and GP plate holder, Stephen Coward; Stephen with right arm in plaster, suffered a break at work which kept him off the circuit. Kurt Luby too, was absent; it is understood Kurt will be trying his hand at Formula E next season and was reported to be carrying out testing at Three Sisters circuit. Ian Shaw was feeling a little apprehensive at the prospect of a day's racing with only one motor, though his fears were dispelled somewhat a third and a fourth in the heats; the final, however, was another matter. 210 National showed a severely depleted entry though most of the regulars put in appearance and their racing was coupled with that of the 125 P&R group.

There was an air of sadness around the Paddock. Everyone had heard the news that this meeting might well be the last at Mallory circuit for karts, for the foreseeable future at any rate because of the recurring noise problem. Still, we can but hope...

Hosted by the Central Kart Club the meeting promptly got under way in brilliant sunshine. Up for grabs — the Club Championships and the prize purse for the 125cc Zip-Bridgestone Series final round.

210 NATIONAL

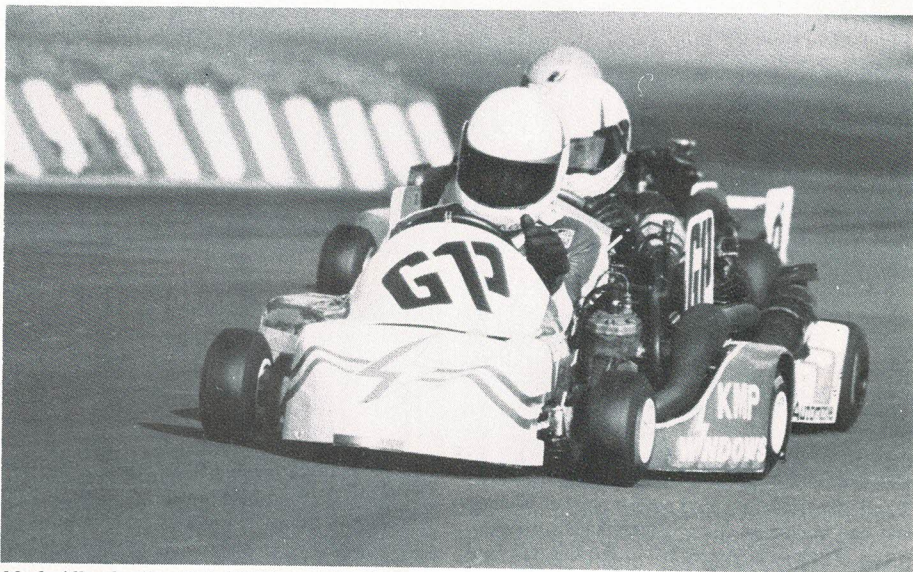
The Villiers class threw out two different heat winners, John Newton the current British Champion and the Alford driver, Graham Sykes, who has been going exceptionally well of late.

Round to the lights and starter Ian Rushforth sent them on their way in a blue haze. It was Sykes first to take up the running from Simon Quance and John Newton with Garry Parker tucked in close as they went into Gerrards for the first time. Before the completion of the initial lap Newton had hit the front and Parker was through to second with Sykes now back in third. Next up was Quance, John Underdown and John Burns as they passed the Pits lane. A good scrap then began at the front as Sykes came through once more to take up the lead, while Newton lost out to Parker and was running a close third. Quance was in fourth with Underdown and Burns on his tail.

As Sykes controlled the pack and consolidated his lead, first Parker and then Newton disappeared from the lapscore charts which altered the running order drastically; Underdown and Burns had both demoted Quance and were heavily involved in the battle over second spot, but Underdown was determined not to be unseated; Phil Featherstone brought up the rest of the field.

While Sykes established a commanding advantage and any threats of demotion went out the window, Quance came back with a vengeance to set himself up in second place, ahead of Underdown and Burns.

By the halfway stage Underdown sought and found a way past Quance and left him to a fast closing Featherstone; John Burns had slipped back into fifth. Lap after lap the order remained



Mark Allen leading Rob Hipkin and Mark Webster home in the 250 National.

Steve Gill runs out victorious in Formula E from Martin Hines and Roger Goff, only to receive a warning for driving tactics; 125 National and the Chris Stoney-Paul Molloy team are up there again, this time heading Adrian Wilcox home, Wilcox also clinching the title in the Zip-Bridgestone 125 Series. In 250 National Mark Allen goes on to win the day and the Club Championship while Rob Hipkin and Mark Webster finish second and third in the final. Graham Sykes rounds off the Villiers season with a nice victory as he leads home Phil Featherstone and John Underdown, while Tony Martin wraps up the P&R event.

Report: Ed McCormick
Pics: Doug Rees

unchanged, the field becoming spread out, until Underdown's pressure on Quance was enough to carry him through into second spot while Featherstone occupied fourth, ahead of Burns who remained on station in fifth place.

The action came in the closing stages. As Sykes crossed the line for a worthy victory, Featherstone made an all out assault on Underdown and Quance and promoted himself two places to run home second. John Burns held steady in fifth while John Waggett was the sixth man home. Out of a very small field, Tony Martin completed the course for 125 P&R.

1st Graham Sykes	Zip/Longtune Villiers
2nd Phil Featherstone	FP Cobra/FPV
3rd John Underdown	Zip/CKC
4th Simon Quance	Zip/Villiers
5th John Burns	Zip/Villiers
6th John Waggett	Aero/APV

Race Time: 8min 59.5sec — 90.08mph

Fastest Lap: (Sykes) — 53.0sec — 91.69mph

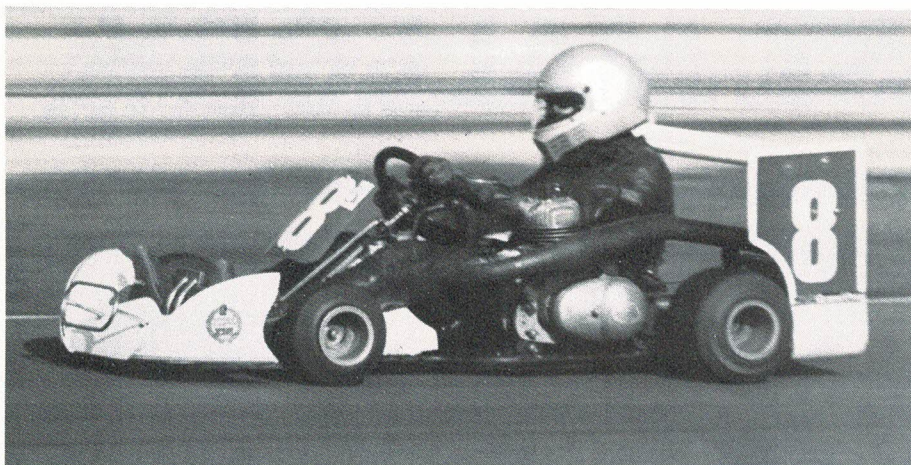
250 NATIONAL

The class showed a healthy entry with twenty-plus karts competing in both heats and the final. Mark Allen, the Lightning Windows sponsored driver, again wrapped things up with two fine victories,

while Broxbourne's privateer, Barry Tomlinson, notched up a couple of second places. Others featuring high in the heats were Rob Hipkin, Mark Webster and Car & Karting Centre driver Andy Martin. So, when they lined up for the off there was a considerable array of talent up front.

It was Rob Hipkin who made the best of the break on the green light, with Andy Martin, Mark Allen and Barry Tomlinson hard on his heels. By the end of the first tour Martin had taken up post at the front of the queue, leaving Hipkin to fend off Allen and Tomlinson. It wasn't long though before the blue and white full bodied outfit of Mark Allen hit the front while Andy Martin hung on in second place with the squabbling duo of Hipkin and Tomlinson a fraction to his rear, fighting all the way. Mark Webster was desperately trying to get in on the act early on, along with Paul Elmore and managed to forge ahead of Tomlinson by the halfway stage.

Allen had consolidated his lead and was in a very confident position. Martin and Hipkin were seriously disputing second place, the order changing frequently during the course of a lap. Webster too, was now in on the action, weaving and darting he moved into second place with Hipkin on his tail; Andy Martin unfortunately had slipped back down the order and was grappling with Tomlinson, Tomlinson gaining the upper hand and closing steadily on Hipkin. ►



Graham Sykes — a deserved 210 National victory.

Out front Mark Allen was well on his way to yet another first as Webster, Hipkin and Tomlinson fought a three-way scrap over the final laps, while Martin looked at pains to hold Paul Elmore off.

The closing stages and Allen exited the Elbow and the chequered flag, but all was not yet settled for the places. Up to the Hairpin and Hipkin relieved Webster of second and there to sit to the end. Tomlinson tried but could not get clear of Webster and had to content himself with fourth position. Andy Martin was successful in fending off Paul Elmore's attack and ended his day in fifth.

1st Mark Allen	Barlotti/KMP KTM
2nd Rob Hipkin	EDR/T&C Yamaha
3rd Mark Webster	Phoenix/KTM
4th Barry Tomlinson	Zip/PR Yamaha
5th Andy Martin	—/—
6th Paul Elmore	Zip/KTM

Race Time: 8min 23.2sec — 96.58mph

Fastest Lap: (Allen) — 49.2sec — 98.78mph

125 NATIONAL

With an entry of some sixty air-cooled Nationals came the customary split heats system. Chris Stoney, on continuing form, won both his heats, whilst the other two outings saw Adrian Wilcox and Richard Crump take the honours. Wilcox also pulled a second out of the bag, likewise Stratos mounted Paul Molloy. A somewhat apprehensive Ian Shaw, with only one motor to rely on, collected a third and fourth. Among others who showed well in the heats were Peter McCallum, Gary Ashurst, Colin Poole, Malcolm Clark and Les Cooper.

Round to the lights, with Stoney on pole, it was he who was first away down to Gerrards, with Crump, Harrison and Wilcox climbing all over each other in an attempt to break Stoney's early grip on things. After one lap was run the honour went to Richard Crump to relieve Stoney of the lead and

try and build up and advantage. Paul Harrison was still there in third hotly pursued by Adrian Wilcox. Paul Molloy was steadily making inroads and, by the end of that tour, was slotted into fifth.

Meanwhile, out front, Stoney had retaken his lost lead but Crump had no intentions of giving up the chase and clung tightly in the Stratos' slipstream, waiting for another opportunity. The black Zip of Wilcox had outflanked Harrison at the Hairpin and moved up to third place and set about closing the gap on the lead pair. Harrison and Molloy were hard at it with lots of late braking when Simon Bolton poked his nose in on the act to make it a threesome. However, his was to be a limited foray in the leadership struggle. Salford's Ian Shaw had found himself tangled up in the middle order running and seemed a bit down on power, though made sufficient progress to climb to sixth spot before the halfway stage. Unfortunately for Ian it was short-lived, he lasted only a couple more laps before his hard-pressed motor cried 'enough!'

Stoney had set himself up in a very dominant position, several kart lengths in fact on the rest of the field. Wilcox fought a long battle with Crump before he managed to find a gap and charge through into second, leaving Crump to the attentions of Molloy who was quicker off the mark at the Hairpin and made third spot his. The struggle over the other places continued as more faces moved in on the act, Colin Poole and Ian Westwood being the most notable pair, engaged in their own personal dispute.

With only one lap to go and Stoney well out on his own, Wilcox was coming under increasing pressure from Molloy, but the Walsall driver stubbornly refused to budge. On the approach to the line, exiting at Elbow, Molloy whipped out, breaking the tow and the two karts were side by side. In a near photo finish Molloy pipped Wilcox to the post to claim second. Richard Crump held off Ian Westwood, after he demoted Colin Poole, to take fourth.

1st Chris Stoney	Stratos/CSK Rotax
2nd Paul Molloy	Stratos/Madcap Rotax
3rd Adrian Wilcox	Zip/Goff Rotax
4th Richard Crump	Stratos/CSK Rotax
5th Ian Westwood	Zip/Rotax
6th Colin Poole	Zip/Goff Rotax

Race Time: 8min 37.0sec — 94.00mph

Fastest Lap: (Stoney) — 50.7sec — 95.85mph

FORMULA E

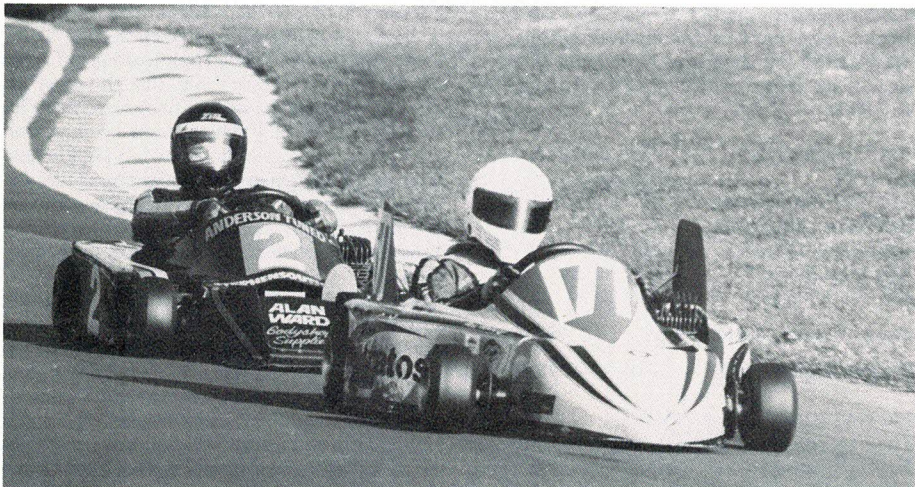
An entry in the middling twenties contained the usual ingredients for some first class racing. Martin Hines, the only one flying the flag for the Zip camp, was out on a prototype chassis and a lot of competitors around the pits were sloping up from time to time for a quick 'nose'. Hines himself expressed satisfaction with its handling and hinted about its potential for next season. Certainly his performance in both heats, with two outright victories, added weight to his argument. Roger Goff, Tim Parrott and Steve Gill were Hines' closest competition. Again piloting Tim Parrott's spare kart was 100 National driver, Tony Negal, coming to grips with the added turn of speed. Also, occupying the Alan Eastwood Kobra kart, was young Martin Prior trying his hand in the Long Circuit ranks. Word is about that Prior will indeed be staying with 250's next year.

As they toured out of the Elbow and down to the lights Hines, Parrott and Gill shot off the line in unison with Goff just a fraction behind. Into Gerrards Hines had the edge, a small one, while Parrott held second from Gill and Goff. One lap completed and there was no change at the front. Gill and Goff were neck and neck as they came into sight, then they tangled. The result was a horrifying looking spin for the Kelgate driver, clear across the track and along the grass run-off opposite the Pits lane. Obviously shaken by the incident Goff managed to rejoin the race though right at the back of the field. Later, after the race, Gill was severely admonished by the Clerk of the Course for dubious driving tactics.

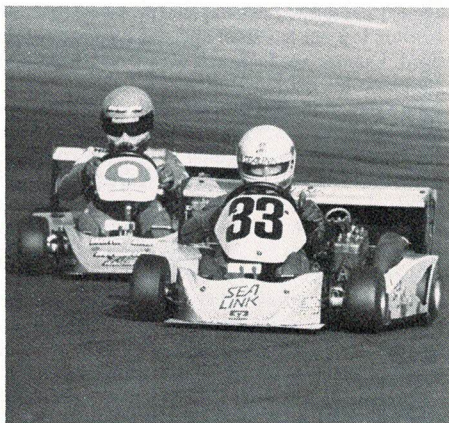
Another tour and Parrott had gained the front with Hines tucked up his exhausts and Gill searching for a way through from third place. Adam Philpotts led the rest of the field, from Gary Lyons and Tony Negal.

The leading trio began to ease away, stretching out some seven or eight kart lengths over Philpotts, Hines still looking for a way past Parrott, showing his nose either side then dropping back into the slipstream; Gill remained in third. Further back Philpotts was slowly closing the gap on the third placed man, heading the small group that contained Lyons, Negal and, now, Martin Prior. Roger Goff meantime was picking off the tail-enders one at a time and recovering well from his earlier ordeal.

There was no change in the lead running over the next couple of laps; Hines was plying the pressure on Parrott all the way and Gill wasn't getting a look in.



125 National, and Molloy (177) heads Wilcox (2); Wilcox went on to win the 125cc Zip-Bridgestone Series.



Steve Gill (33) with Martin Hines (0) claimed victory in Formula E.

By the halfway stage Hines had outbraked Parrott into the hairpin and was through into the lead and trying to put some breathing space between himself and the Gardner Merchant driver. Philpotts still led the others — Lyons, Ievan Davies who had moved ahead of Negal and Prior.

Another tour and it was all change at the front — Gill had squeezed through which was the signal for Parrott to do likewise and the Zip man was back to third spot. Goff was climbing the order at a frantic rate, he had cleared everybody else and now had Philpotts in his sights.

Out front Gill looked to be stretching a gap of several yards between himself and the tussling duo of Parrott and Hines but still not enough for safety.

The battle for second place continued into the closing laps until Hines managed to get the edge on Parrott. Then it was calamity for Parrott's hopes when he threw a chain and pulled into the Pits lane in retirement a lap from the end.

Gill still had the lead with Hines a short way adrift in second. Goff had moved forward to third place, a very creditable effort, after a furious struggle to unseat Davies. Philpotts had dropped down the order and what had been his fifth place was now occupied by Simon Rhodehouse. Gary Lyons held onto sixth until the end and that was the order of the first six as Steve Gill led them over the line.

1st Steve Gill
2nd Martin Hines

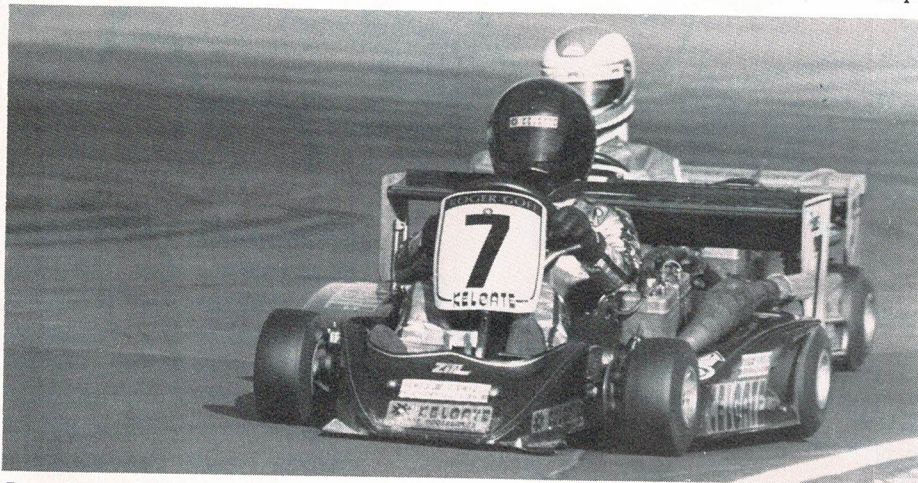
3rd Roger Goff

4th Ievan Davies
5th Simon Rhodehouse
6th Gary Lyons

Zip/CSK Rotax
Hermetite Zip/Zip
Rotax
Kelgate Zip/Goff
Rotax
Zip/Rotax
Zip/Goff Rotax
Zip/Rotax

Race Time: 7min 48.1sec — 103.82mph

Fastest Lap: (Goff) — 46.3sec — 104.96mph



Roger Goff recorded the fastest lap in the final, coming back well after his big 'off'.



After the racing was over lots of goodies were dished out, in the form of trophies, Bridgestone tyres and cash lump sums to the 125 Zip Bridgestone Series winners and the Club finalists. The whole show was supposed to be presided over by Mr Mark Hines and things were going on in a pretty orderly fashion, until the appearance of a strange apparition. Some called him, 'Rubber 'ed', others suggested it might be that well known Japanese Drag Artist — Takimoto Eatonaki! In the end it turned into a bit of a 'Gang Show', but everyone enjoyed themselves.

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ENDURANCE REVIVAL THE SHENINGTON 3 HOURS

As long as six or seven months ago rumours were about that Shenington Kart Club proposed to stage a 3 Hour Endurance meeting at their Oxfordshire circuit. Cries of 'Preposterous!' and 'Fiddlesticks!' or 'That sort of thing died in this country years back — where have you been hiding?'

Against that kind of opposition the Club went ahead with its proposals and, with the determination of such people as Simon Pain of Lightning Windows the Club Chairman, (I got it right, Simon!), Tony and Sue Wilkins, Mark Allen, John Cooke (Cooke), Uncle Tom Cobbley and others, a date was set — Sunday 27th October. Initially it was intended to run two separate events of 3 hours each, one for gearbox karts and the other for 100cc machinery, because there was concern about the wisdom of running the two classes together, from a safety aspect. In fact some teams did withdraw from the project, more's the pity, there were no problems at all; the standard of driving and the conduct of the drivers was above question.

The final entry comprised 33 teams; 20 Gearbox and 13 Non-Gearbox — a mix of 100 National and Senior Britain. Many well known names featured on the entry list, as can be seen from the chart. Notable among the more 'mature' faces in karting and joining Team 1 was Mason Minns, along with Roger and Graham Steer piloting a 250 International Cobra-Rotax. Another face, a man better known these days for his racing commentary, was Tony Wilkins aboard the Ardrex entered Dino-Cagiva, ably co-piloted by Malcolm French. There was much discussion between Tony and Mason as to who had been around karting the longest. I must confess I never did get to find the answer! The Goff 125 National entry comprised of Colin Poole, Roger and Nigel. Lightning Windows fielded two karts — Mark Allen and Keith Bisp with the Barlotti-KTM and the 100 National outfit of John Cooke and Tom Commander. The professional Endurance men, Roger Moth and George Robinson, made up Team No 26, the Zip-PCR entry in 100 National. Team No 24, Simon and Paul McKeever, also in 100 National, decided that, apart from having an enjoyable day out, they might as well channel their efforts into another field and obtained sponsorship on the number of laps completed in order to help raise funds for a heart machine. All very laudable.

Before practice commenced I was taken on a tour of inspection by Mark Allen to see the extent of the resurfacing work carried out this year. Quite impressive it was too, to the tune of £9,000. Plans are afoot for further remedial work to be carried out next year.

With scrutineering and practice out of the way, drivers' briefing was presided over by Simon Pain who laid down rigid codes of conduct, both on and off the track. Cones had been laid out to indicate entry and exit lanes to the pits and paddock areas. All mechanical work, including refuelling, was to be carried out on one side and one side only of the pits. Smoking in that region, which abounded with fuel cans, was strictly forbidden and heavy penalties



The start — and the Gearbox clan lead off.

In a last ditch effort Endurance Racing regulars, Roger Moth and George Robinson, secure a 2 lap advantage with their 100 National equipment over their Gearbox counterparts, Chris and Pat Tomkinson in 250 National, while Colin Poole, Roger and Nigel Goff in 125 National clinch third place during a race that very much proves Enduro Racing is not dead in this country, only taking a nap.

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

meted out to any offenders. One less fortunate team cannot have been listening properly — they came in after the first half hour at 12.30pm for a change of drivers having completed 19 laps. One lit up a cigarette and immediately earned the team a 20 lap penalty, therefore the other pilot started the next session with a minus one lap handicap! Needless to say the smoking rule after that was rigidly adhered to!

Briefing over the final preparations complete the drivers lined up in team number order, in two rows, on the dummy grid. There was a 50 metre gap between gearbox and non-gearbox karts and, at a little after Noon, under an overcast chilly sky, they were off!

At the end of lap one the order of the first five karts was — Tomkinson (250 National); Knott/Klaassen (250 National); Woodcock/Thompson (250 National); Goff/Poole (125 National) and Minns/Steer (250 International). Team 5 (Allen/Bisp) limped round for a lap before pitting with gear selection problems and some speedy remedial action. Team 11 (Mead/Ashley) suffered similar problems and were seen parked in the centre reservation.

By the close of the second lap, some strong challenges to the gearbox legion by Class 1 boys — Team 22 (Heath/Thompson) led, just, from Robinson/Moth (Team 26) and Cook/Commander (Team 21) — all 100 National. The McKeever too

were hanging on well in fourth spot at that stage.

Another tour and Robinson/Moth had secured the lead and were recording lap times in the order of 51 seconds, against the likes of 125 National exponents Goff/Poole showing a 47 second time. Team 1 (Minns/Steer) was trailing around and, after a couple more laps, pitted with what was to later transpire a recurring brake problem. Closing on the first half hour Goff/Poole had taken the lead, while the two National Teams of Robinson/Moth and Taylor/Clarkson were enjoying a fair old scrap. By 12.30pm the leadership board looked thus:-

Goff/Poole	125 National	35 Laps
Tomkinson/Tomkinson	250 National	34 Laps
Caffyn/Watts/Smith	250 National	34 Laps
Moth/Robinson	100 National	34 Laps
Taylor/Clarkson	100 National	33 Laps
Peake/Critchley	100 Britain	33 Laps
Woodcock/Thompson	250 National	33 Laps
Cooke/Commander	100 National	32 Laps

The second session started with Goff/Poole still holding sway over Team Tomkinson who were half a lap down at that stage. Team 5 (Allen/Bisp) had recovered well after earlier problems to record 28 laps by the time this session started, but the Barlotti-KTM spun at Pit Bend trying to overtake on the outside of Minns/Steer and lost valuable time. Team 22 (Heath/Thompson) were forced to pit five minute into the session with what appeared to be exhaust

troubles. Meanwhile Moth/Robinson and Taylor/Clarkson were still hard at it and frequently swapping place as the laps rolled by.

Closing on the end of the first hour and Allen/Bisp were back in the pits, continuing what was to prove a troublesome day. Team Goff/Poole were still consistently lapping around the 47 second mark, while Robinson/Moth were holding steady at 51 seconds. Team Allen/Bisp retook the circuit after a twelve minutes delay and carried on in the wake of Taylor/Clarkson who went wide at Pit Bend and nearly put it in the tyres.

At the end of one hour Team Goff/Poole were jointly leading Team Tomkinson on 70 laps; Moth/Robinson in second on 67 Taylor/Clarkson third with 65. Team Minns/Steer had recorded 46 laps during the first hour and seemed to have recovered from earlier difficulties but had pitted more than once which only slowed their progress.

Team Goff/Poole took time off for a driver change and a quick equipment check, all in all spending two minutes and Nigel came out for a session, taking over from Colin. At 13.25pm Nigel pitted and lost just over a lap when Roger resumed the job of pilot.

With fifteen minutes to go to the end of the second hour Team Minns/Steer pushed the kart back into the Pits suffering more maladies and Team Allen/Bisp were black flagged for throwing oil and immediately returned for some quick repairs; 'Can't keep the damned bung in!' It was a time of trouble for a lot of people — Goff/Poole only put in a couple of laps before they too were back in the repair shop. Team 13 (Souster/Wheatley in 250 National), after an excursion into a tyre wall, suffered a twisted axle but kept going. All credit to them — must have been a bone-jarring ride! Team 21 (Cooke/Commander) had their share of troubles as well, with a jammed throttle!

The two-thirds mark then and the standing took on the following pattern:

Moth/Robinson	100 National	136 Laps
Tomkinson/Tomkinson	250 National	133 Laps
Goff/Poole	125 National	123 Laps
Cox/Rogan	100 Britain	120 Laps
Taylor/Naul/Olerenshaw	125 National	119 Laps
Knott/Klaassen	250 National	118 Laps
Heath/Thompson	100 National	116 Laps
Husband/Chapman	100 Britain	116 Laps
Holloway/Pinny	210 National	112 Laps
Dade/Tucker	100 Britain	111 Laps

Team 5 (Allen/Bisp, though they kept going almost to the bitter end, had enough problems to preclude them from increasing their score beyond a final count of 90 laps; the 'last straw' was broken seat stays. With only a three lap advantage Moth/Robinson couldn't afford any holdups and kept plugging on steadily, still maintaining lap times around the 51 second mark. Meanwhile, Peake/Critchley were suffered misfire problems with the Arrow and could not keep the motor going. Again valuable minutes were lost in rectification.

By 14.30pm, with just on the half hour to go, Team Moth/Robinson had built up a six lap lead, with 168, over Team Tomkinson's 162, whilst Goff/Poole had notched up 158. Team McKeever were becoming hard pressed to earn the sponsorship money for the heart machine. After a promising start the next two half hour sessions netted them 16 laps, though the following two half hours showed a significant improvement with 30 and another 26 by 14.30pm, even with a hefty spin in the Chicane and trouble restarting.

Team 1 (Minns/Steer), despite their frequent pitstops, were slowly but surely piling on the laps; 97 half an hour before the end. The Villiers outfit of Team 16 (Hurst/Witts) had troubles throughout the day. After six laps it was fuel problems and later a blown clutch. Team Tomkinson had been running well all day but unfortunately started off the final

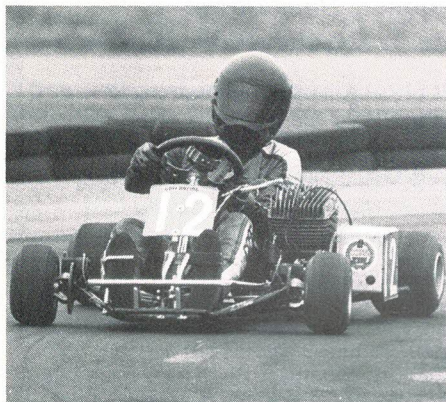
ENTRY LIST

Team No	Drivers	Equipment	Class
1.	Mason Minns Roger Steer Graham Steer	Cobra/Rotax	250 International
2.	Chris Tomkinson Pat Tomkinson	Dino/TKM	250 National
3.	Chas Caffyn Nigel Watts Denis Smith	—/Yamaha	250 National
4.	Andrew Knott Paul Klaassen	Star/KTM	250 National
5.	Mark Allen Keith Bisp	Barlotti/TKM Lightning Windows	250 National
6.	Tony Wilkins Malcolm French	Dino/Cagiva Ardrox Ltd	250 National
7.	Ian Woodcock Arthur Thompson	Zip/Yamaha	250 National
8.	Jim Fitzgerald Rob Bicknell	Zip/Yamaha	250 National
9.	Alan Naul Barry Furtum Reg Keys	Dino/Honda	125 National
10.	Stuart May Richard Blackburn	Zip/Rotax	125 National
11.	Stuart Mead Rob Ashley	—/—	125 National
12.	Colin Poole Roger Goff Nigel Goff	Zip/Goff Rotax	125 National
13.	Brian Souster John Wheatley	—/—	250 National
14.	Keith Taylor Roger Naul Wayne Olerenshaw	—/Goff Honda	125 National
15.	Peter Holder	Zip/Rotax	125 National
16.	Steve Hurst Gary Witts	Zip/KMP Villiers	210 National
17.	Brian Holloway Jerry Pinny	Aero/Villiers	210 National
18.	Steve Young Geoff Ball	Barlotti/Villiers	210 National
19.	Carl Atkinson Les Latham	—/Villiers	210 National
20.	Les Ruddy Stephen Plain	Zip/PPM Villiers	210 National
21.	John Cooke Tom Commander	TKM/TKM	100 National
22.	Ray Heath Alan Thompson	Sprint/DAP	100 National
23.	Mr Fitzpatrick Mr Dormer	Zip/Parilla	100 National
24.	Simon McKeever Paul McKeever	Cobra/Yamaha/Arrow	100 National
25.	Brian Taylor Kevin Clarkson	Kali/Yamaha	100 National
26.	George Robinson Roger Moth	Team Zip/PCR	100 National
27.	Sue Cox Rogan Langton	Reema/Arrow	100 Britain
28.	Did Not Run		
29.	Robert Husband Gary Chapman	Ferrari/Parilla/Arrow	100 Britain
30.	Roger Dade John Tucker	Sprint/BM/K77	100 Britain
31.	Robin Gibbs Lance Baber	Birel/Arrow	100 Britain
32.	Malcolm Budd Robert Gold	Heron/Arrow Broadway Kart Team	100 Britain
33.	Alexis Peake Nigel Critchley	DAP/Arrows	100 Britain



Team Tomkinson suffered a puncture in the final session, but still came out tops in the Gearbox class, with 198 laps.

session with a puncture and were forced to waste three valuable minutes sorting it out. The Zip/PCR team of Moth/Robinson had a quick change of drivers for the last leg, with Roger Moth taking over from George. Team Goff/Poole also changed over at that stage, Colin Poole in favour of Roger Goff.



Team Goff/Poole finished third overall, second in the Gearbox league with 189 laps. Pictured is Nigel Goff during the intermediate stages.

Tony Wilkins, to quote the man himself — “Veterans rule — OK!”, started off well with 26 laps in the first session before problems struck during the second half hour when only one lap was recorded. The next period saw improvement, back to 17, then 26 again before falling to 6 at 14.30pm. It remained to be seen what could be achieved before the chequered flag came out.

Team 1 was suffering traumatically, frequent pitstops every other lap, but all credit to the team, they were determined not to give up.

With only seven minutes left to go things were in the balance between Moth/Robinson and Team Tomkinson when disaster lent a hand to Roger Moth as he coasted to a halt on the straight after Pit Bend and he was seen frantically dragging the kart back to the Paddock. Three minutes it took to carry out emergency repairs, then Roger was back out for the final minutes, with a kart that sounded anything but healthy — he kept it going through to the end.

At the end of the three hours the flag came out, the crews trundled back to the Pits and now there was the wait and apprehension for the final lap count. Only one problem caused delay to the publication of the results. It turned out, at post-race scrutineering, that a couple of teams were under weight and it posed a headache for the officials because in transpired that some unknown individual, prior to racing commencement and before official scrutineering ended, had removed one of the weights therefore denying the teams in

question any opportunity of being weighed, though they were permitted to race. The officials, quite rightly so, upheld the teams’ argument that they not suffer any penalties or disqualification and the results announcement went ahead.

It was my introduction to Endurance Racing and I thoroughly enjoyed it all. It was excellent and the Club can only be praised for their endeavours. It is definitely on the cards that next year will see another endurance meeting at Shenington and, everything permitting, I hope to be there to see it. Many regulars from the Club were there in a non-racing capacity and gave their services free as Marshalls — Simon and Jim Quance looked bone-chilled when they came in from their posts, despite the gallons of tea and coffee consumed. One last thing, I’m glad I wasn’t lap scoring, it must have been a nightmare! Credit to the young ladies who performed that onerous task.

(Below) The Moth/Robinson team as Roger takes over from George for the last session; the pair ran out the winners, with 200 laps.



GEARBOX

1st	Team 2	Tomkinson	198 Laps
2nd	Team 12	Goff/Poole	189 Laps
3rd	Team 4	Knott/Klaassen	181 Laps
4th	Team 14	Taylor/Naul/Olerenshaw	180 Laps
5th	Team 17	Holloway/Pinny	173 Laps
6th	Team 3	Smith/Caffyn/Watts	162 Laps
7th	Team 10	May/Blackburn	137 Laps
8th	Team 20	Ruddy/Plain	136 Laps
9th	Team 1	Minns/Steer	116 Laps
10th	Team 16	Hurst/Witts	103 Laps
11th	Team 18	Young/Ball	103 Laps
12th	Team 7	Woodcock/Thompson	102 Laps
13th	Team 19	Atkinson/Latham	102 Laps
14th	Team 6	Wilkins/French	97 Laps

100cc NATIONAL & BRITAIN

1st	Team 26	Robinson/Moth	200 Laps
2nd	Team 22	Heath/Thompson	182 Laps
3rd	Team 27	Cox/Langton	177 Laps
4th	Team 21	Cooke/Commander	173 Laps
5th	Team 25	Taylor/Clarkson	171 Laps
6th	Team 30	Dade/Tucker	161 Laps
7th	Team 29	Husband/Chapman	158 Laps
8th	Team 32	Budd/Gold	153 Laps
9th	Team 33	Peake/Critchley	141 Laps
10th	Team 31	Gibbs/Baber	129 Laps
11th	Team 24	McKeever	120 Laps
12th	Team 23	Fitzpatrick/Dormer	90 Laps

For their efforts, Team 13, Brian Souster and John Wheatley were awarded the Endeavour Trophy.

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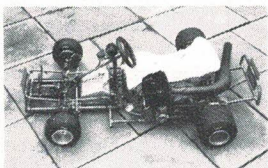
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A MERRY XMAS

To all members and families of the **210 Villiers Drivers Club**, and to all our sponsors of the short circuit 210 Challenge (1985) which was well supported.

Out of 12 Rounds, 4 Rounds were overall biggest class, 6 Rounds were biggest Gearbox Class, most Rounds being A & B Finals.

Yours 210 D.C.

Thanks and best wishes on behalf of the 210 lads to all sponsors, Aero Karts for their rolling chassis, and to EDR Karts, Brown Brothers, Peak Revs, DMA, DMW Motorcycles, TTR, Galletley Haulage, 210 Drivers Club, Dana Automotive, Zip Karts, Karting Mag, Kart & Superkart Mag, Tividale Motor Group, Lincs. KRC, Bolton KRC, Shenington KRC, Chasewater KRC. "And to their very own" Barbara & Ian Hunter. *Three Cheers*

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THE SLEIGH UNDER WEIGHT.

100cc PROMOTION RACE — WOHLEN, SWITZERLAND

Story and Pics: George Robinson

With sponsorship from Valvoline, Budget Car Rental, Timberland, "Nuts" and Barclay Cigarettes, a star-studded entry and eight thousand spectators, the scene was set for a spectacular day's racing — proceeds from the event going to the Mexican Earthquake Disaster Fund.

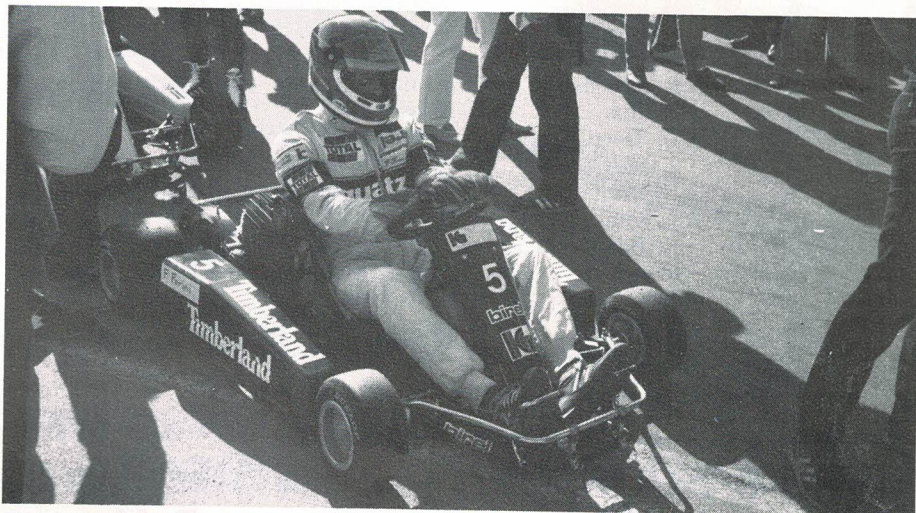
Masterminded by Rolf Carigiet with a band of very professional assistants, the meeting ran like clockwork. The main attraction, as explained in last month's issue, was Clay Regazonni racing for the first time since the tragic accident five years ago which left him paralysed from the waist down. Driving a specially converted AllKart-PCR, Regga was very quick! Carigiet's Kart-Shop company had taken care of preparation of the equipment, modifying it to accept a special hand accelerator and brake controls.

There were seventeen celebrities entered, including Rene Arnoux, Marc Surer, and Stefan Johansson from Formula One, Mario Hytten from Formula 3000, Rolf Biland and Egbert Streuer from Motorcycle and Sidecar and world class skier, Marie Therese Nadig, the only female member of the grid.

Rene Arnoux was soon in the groove in practice as were Mario Hytten, Rolf Biland and Marc Surer. Unfortunately Stefan Johansson was not able to drive, news had reached him that the Ferrari 'Commendatore' would not allow it on insurance grounds. However, Johansson was able to release some of his aggression by doing some demonstration laps in a new Opel Drophead, which he managed to spin at the Hairpin!

Of particular karting interest was the arrival of Creighton Brown who some may remember as one time builder of Ardmore Karts and now Director of McLaren. Another example of karting leading the way to great things.

Marc Surer, Swiss Formula One pilot today, former Swiss Kart Champion in 1973, was smooth and quick and knew how to set up his kart very well. Driving a Zip 935-Petry-



Forini took Johansson's seat after Ferrari ruled out his participation.

Dunlop setup he was soon as quick as the supporting InterContinental A class, which included Swiss Champion Gloggnier and Carigiet's hit man Tom Graedel.

The racing on Sunday began with a Journalists Timed Trials at 10.30am. The best three were to go through to race with the InterContinentials in the afternoon.

The main racing could not start until 12 noon because of the age old problem — **NOISE!** To fill in the time was a demonstration by Clay Regazonni in a specially adapted Alfa 33 with hand controls, a wheel-spinning, tyre smoking display that left the crowd in no doubt that Regga has overcome the problems of his disability. The crowd rewarded him with a standing ovation. This was followed by some laps for vintage motorcycles, which included two racers **FAR NOISIER THAN ANY KART!** Finally, an impressive lap by the Majorettes who were present throughout the meeting. By mid-afternoon the poor girls were blue with cold, however, the buttons on their

waistcoats still gleamed in the wan sunshine!

Promotion Heat 1 saw an early leader in Bernhard Russi, Swiss Olympic Skier. He was overhauled by the Arnoux-Biland steamroller who were locked in combat throughout the race. Both were a little surprised when Marc Surer arrived with them, overtook and won by a comfortable margin.

Heat 2. Again Biland and Arnoux joined battle at the front, to be harried later in the race by Surer. Regazonni was circulating safely in sixth place. Surer eventually got by Biland and Arnoux whose karts were at least as wide ▶



Regazonni gave a demonstration in a specially adapted Alfa 33 with hand control and scorched everybody off the track!

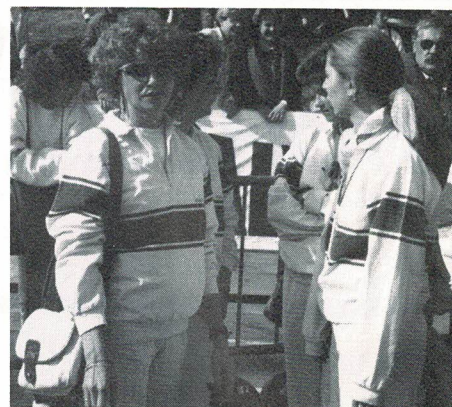


Rene Arnoux, clearly in high spirits, while Egbert Streuer (back to the camera) surveys the track.

as the track, sometimes wider! Surer ran out the winner followed by Biland and Arnoux.

The grid for the Final had Surer on pole, with Biland, Arnoux, Bollhalder and Regazonni all

in striking distance. At the flag Surer was taking no chances and streaked into an unassailable lead. Biland and Arnoux together again had the classic accident that had been looking for somewhere to happen all day and



The Barclay Girls were out in force.

Provisional Entry

Race No.	Driver	Kart Supplier	Sponsor
1.	C. Regazonni	Kart-Shop	Valvoline
2.	M. T. Nadig	Kurt Keller	Valvoline
3.	M. Surer	Fritz Borer	Barclay
4.	E. Streuer	Ernst Suter	Barclay
5.	S. Johansson	Kart-Bahn	Timberland
6.	M. Bollhalder	Kart-Shop	Timberland
7.	R. Arnoux	Ernst Suter	Toblerone
8.	F. Fuss	Ernst Suter	Toblerone
9.	L. Taveri	Hans Remschnig	Budget
10.	T. Burgler	Kart-Bahn	Budget
11.	H. Bachtold	Kurt Gruninger	Kart-Bahn
12.	J. Rothlisberger	Kurt Keller	Kart-Bahn
13.	R. Biland	Kart-Bahn	Nova-Park
14.	M. Julen	Jurg Egger	Abel
15.	W. Freuler	Kurt Keller	Spengler
16.	P. Alliot	Kart-Shop	Valvoline
17.	B. Russi	Kart-Shop	Timberland
18.	M. Hytten	—	—

both dropped down the order while they restarted. This allowed Formula 3000 ace, Mario Hytten through to second at the flag, followed in third place by Rolf Biland who had tigered his way back through the field. Mike Bollhalder was in fourth and Regazonni a short distance behind definitely not out of touch. Rene Arnoux had more difficulty in restarting after the accident and drove well to make up some places but did not feature well up in the results.

CAEN 6 HOURS — 20th OCTOBER

Story and Pics: George Robinson

“Victory for Bougent’s Yacco Team. 1985 Endurance Champions Carigiet, Mischler, Graedel.”

A small but select field of 21 teams assembled for the last round of the French Endurance Challenge at Caen’s Carpiquet circuit. The circuit is best described as a tight version of Rye House with the ultimate Hairpin, down one side of a row of tyres and up the other! Gearing is about 10/90. Most of the top teams were present in spite of the poor entry, headed by Kart-Shop’s Carigiet-Mischler, Bougent now partnered by fellow Frenchman Rety after Breteau’s accident at Le Mans which broke a leg. Also present were Team Lesage, Colin, Lesage from Dourdan; Commere, Petit, Lucien; two teams from Remrod of Tilley, Ranchin and Dormer, Dormer; finally, Zip’s answer to Endurance Racing — Roger Moth and myself.

This report is forshortened due to a hectic race calendar, but suffice to say that the race was very quick from beginning to end, with only Reg Dormer not really achieving the result deserved. With a very old Parilla carefully refurbished, Reg and John were easily the quickest on the road.

Carigiet-Mischler were going for a finish rather than a top result in order to secure the French Enduro Challenge for the third consecutive year, which they did without any drama.

Bougent-Rety ran without mishap for the full duration to win by only one lap from Commere-Petit-Lucien. They in turn had a three lap advantage of Robinson-Moth, one lap up on Carigiet-Mischler. Reg and John Dormer finished eleventh and Mark Tilley-Thierry Ranchin finished fourteenth, both teams suffering from belt breakages and engine failure problems.

Prize giving was held in the Carpiquet Aero Club, all teams promising to do better at Carbourg in May next year which is the traditional Endurance season opener.



Thierry Ranchin (12), Reg Dormer (11), jam in the French sandwich.



“Action Man” Reg Dormer, quickest on the road.

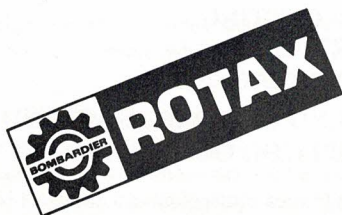
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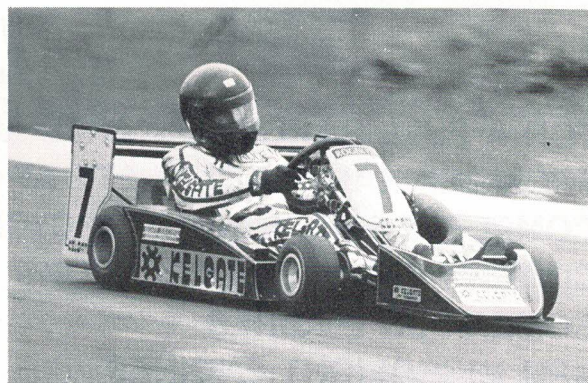
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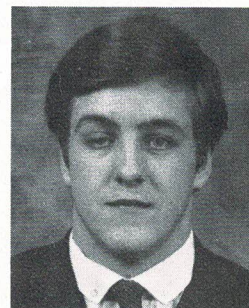
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DEREK HIGGINS

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December already — the year has flown by and karting has survived. At last things in the Short Circuit karting scene are stabilising and maybe improving. There seem to be a lot of Novice drivers about and, with a considerable interest in the 100cc National 'split' class coupled with the apparent increase in the number of Junior Britain drivers, things are looking good.

The Commercial Series play a large part in promoting karting to the general public and there is talk of building on the firm base already laid. However, there are some key points which are worth remembering:-

- Big is not necessarily beautiful — as 1985 has shown — there have been too many rounds. A sensible level must be maintained or else the Series defeats its own objectives.
- Points scoring systems and rounds to count must be realistic to keep interest high and ensure as small a reduction of entries as possible.
- A nucleus of officials (if possible) would give a continuity to the meetings and would allow the racing (and not the Red Tape) to be most significant.
- Promotion and communication are also vital, if spectator and competitor participation is to be enhanced.
- Prizes or prize monies should be confirmed in advance so that everyone is aware what they are racing for.

Whilst on the subject of promotion, one must give credit to the Committee Members of the Hoddesdon Kart Club, who: a) attracted Murray Walker to commentate on the final round of the Bridgestone United Kingdom Championships and: b) appear to have assurances that their 1986 Winter Series will be covered by Cable Television! Obviously TV exposure is a very significant step forward in bringing kart racing into the public eye. Let's hope the project is successful and leads to greater things.

Talking of greater things, there are a lot of ex-karters making their marks in Formula racing. Notably, at the highest level, is the undiluted enthusiasm of Ayrton Senna whose memorable world kart championship races are mirrored in his wonderful car control. In fact, at times one can almost imagine him driving his 100cc DAP kart and engine, instead of a 700bph Lotus!

Hopefully following in his footsteps are some other ex-karters — Johnny Herbert who gave a fantastic performance at Brands Hatch during the Formula Ford Festival and against all odds ran out a well deserved victor. The result will hopefully be the launching pad for John's future — time only will tell, but good luck.

Other notable kartists at the Brands Festival were Jason Elliot from Chesterfield, who has won National event honours this year, Dougie Spencer who has a lot of experience and mixes Formula Ford-ing and karting.

Youngsters, Richard Dean and Andrew Stapley, have also served apprenticeships in junior karting and are looking like future stars. It is good to see that 100cc karting is developing tomorrow's motor racing talents — let's hope they don't forget their karting roots but promote our sport to newcomers and prospective racers.

One man who has shown himself to be head and shoulders above the world, in 135cc karting, but has not broken into motor racing, is four times Champion of the World Mike Wilson. Mike added to his impressive total earlier this year and proved again to be an outstanding talent. Although a resident of Italy, us "Brits" still think of Mike as the lad from Barnsley. He has come a long way in the time he has been abroad and surely deserves a crack at something like Formula 3. If this does not happen then motor racing's loss is karting's gain.

Whilst on the subject of overseas competition, Jerry Cotterill worked very hard to co-ordinate a team event in Holland at the beginning of November. A Junior and Senior squad represented Great Britain and apparently had a good time. Timed practice was spoilt by rain and caused problems for the Brits. Racing was restricted to Bridgestone YAK slicks but wets were open, which caused some problems as some drivers thought the whole meeting was restricted to Bridgestones. The circuit was quite tight and offered few opportunities for overtaking. The Dutch teams were very strong and rapid, also very forceful with their driving, some dubious incidents occurring, with Gary Moynihan having a nasty



end over end. Up to this point he and Jeremy Cotterill were the most competitive, showing that they had put their overseas experience to good use. Slide carburettors were also being used, which was new to most of the 100cc National Team. Simon Sutton was present and was racing with new support from Simon Wright, something which is expected to continue into the 1986 season. Rotax engines were very popular — over here next year? Although there is not much information on the Junior event, it would appear that our lack of experience abroad showed. However, most competitors learned from the trip, with Shaun Nicholson showing well. Perhaps more trips abroad, or team racing, would widen our outlook and develop these youngsters. Well done Mr Cotterill, an excellent effort.

Some changes by the RAC in respect of licences will take place in 1986, with a three tier system being adopted:-

**Restricted
National
International**

The **Restricted** Licence will replace the old "Novice" category which is good, as the word Novice is a bit degrading.

Also new is the upgrading from **Restricted** to **National** as six signatures will be required at two different venues.

The **International** Licence will then be used for drivers competing in the "Super" National class, the fees will be £5.00, £8.00 and £10.00, respectively. Although undecided at this time it seems that the Clubs' *per capita* fees may increase!

Don't forget the new coloured number plates either in 1986: **Blue** for Junior Britain and **Yellow** for "Super" National. Also a word of warning, both to drivers and Clubs, **NOISE** is a priority on the RAC 'hit list' in the New Year and, rightly so. Although there are many problems in trying to get down to the 90db limit, the pressure will be on for all concerned to comply with the rules — **be warned!**

Finally all that remains is to take the opportunity of wishing everyone concerned with our sport of karting a Very Happy Christmas and a successful New Year. To any who may have felt offended by comments previously made in this column, do not take it personally. The intention is to try and report fact as seen and criticism is meant to be constructive in order to push karting to a brighter future.

Best wishes.

Chasewater

SUNDAY, SEPTEMBER 29th

It may have been late September, but the weather forecast was for sun and high temperatures. Summer had arrived at last. The main talking point of the day seemed to be noise and medical certificates. A number of gearbox karts had difficulty passing the noise tests, and in fact some 125s even increased their reading as they took measures supposed to quieten them down. The medical certificate problem came about because a couple of novices turned up with medicals which hadn't been validated by the RAC, so they had to spend the day spectating. Anyway, enough of the 'snakes', what about the 'ladders'?

JUNIORS

Although we had three entries for each class, the Britain numbers were further depleted due to the medical problem. Therefore, Michael Wright being the only runner started at the back of the Boosters to give him something to do. In the other class we had regulars, Samantha Davies with a first and second in the heats, and Paul Kennings who retired in the first race due to exhaust problems, plus a second place in the last race. Visitor, Nicholas Dudfield showed a good turn of speed taking two firsts and a second. For the final, Nicholas started on pole, but it was Samantha who had the lead at the end of the first lap, followed closely by poleman, with Michael already having passed Kennings Jr. Soon Nicholas got past Samantha and pulled out a lead of 25 metres or so. Eventually Wright moved into second place and then set off after the leader, who he managed to catch by three quarter distance. On the approach to T-Bar, the Britain driver made a move to the right and calmly drove around the outside to take the lead which he extended by the flag.

100 NATIONAL NOVICE

As there were nine novices entered, it was decided to give them a race of their own. In the heats Robert Schirle had two wins with Jon Pierle taking the other. However, it was Alan Keeling who took the lead in the final followed closely by Pierle who had four lengths from Pardoe and Schirle. The latter soon moved into third place by outbraking Pardoe into T-Bar. By half distance the second and third place drivers had gone off at the top of the circuit leaving Keeling with an easy win from Pardoe and Manton.

210 NATIONAL

A disappointing entry this month with only nine drivers in the programme. It was local driver Ed Mellar who won two of the heats with Robert Peters a first and two seconds. With no Lionel Sifleet for competition it looked to be Mellars final. He lead off from Peters and Marshall with a gap back to Jones and Alcock. By lap four, Mellar had pulled out a five length lead over second place who inturn had a similar lead over Marshall. After continuing to extend his lead, Mellar suddenly slowed leaving Peters and Marshall to each move up a place by the end with Jones and Alcock finishing in fourth and fifth. Only these five finished the race distance.

100 NATIONAL

With a few of the usual front runners missing this month the scrapping was between Pritchard, Hartley and Cooper. Richard Hartley had a first and second, with Mick Pritchard and Rob Cooper both with first and thirds. Minutes before the start of the final Mick found out that he could choose which side he started on the grid, so he moved to the outside. It was obviously worthwhile because he led

at the end of lap one with a train behind him comprised of Cooper, Hartley, Cunningham, Haywood, Pearce, Jones and McRae. This continued for five laps before Cooper got through at the Pits Bend. He then pulled out six lengths in the next lap no less. By now Hartley was all over Pritchard's rear and the order behind stayed the same except those behind Haywood began to fall away. It was to be at Pits Bend again that Pritchard was to be demoted to third as Hartley forced his way through. By now Rob had an extensive lead, but it didn't stop Hartley putting in a superb drive for the rest of the race trying to catch the leader. Unfortunately the flag beat him, but not before Neil Cunningham passed Pritchard finally dropping him to fourth ahead of Haywood and Pearce.

250 NATIONAL/INTERNATIONAL

We had a total of eight entries for this combined race. Regular National driver Kevin Mason had two heat wins with novice driver Phillip Gowers taking the third. In the International class a minor upset happened when Pete Heeney managed to beat regular winner Bob Kennings into second place in Heat 2. However, Bob did manage to win the other two heats, with Allan Mills taking two seconds and a third. For the final Kennings lined up on pole, with Mills and Milner alongside. From the start Kennings drove off into the distance, leaving Allan to treat the race as a test session. National driver, Kevin Mason was lying third on the road for much of the race before being shown the Black Flag for excess noise. He chose to ignore the signal and afterwards was severely reprimanded, but continued to protest his innocence. This matter was to later delay the prize giving. Going back to the race, by now Bob had lapped everyone except second place man and was right up his exhaust pipe for the last circuit.

100 BRITAIN

With 14 drivers entered, Mark Lawson won two of the heats, with Steven Hall taking the other. Hall lined up on pole due to the more consistent results with Adrian Williamson alongside. At the end of lap one it was Williamson, Hall, Smelt and Lawson nose to tail with a slight gap to Malpas and Gellatly. By quarter distance Malpas was off at the top bend and young Mark Gellatly was beginning to catch Lawson and inturn was being caught by Hudson. After a few laps Mark dropped a place as Hudson passed him, but not for long as the Stafford driver went off at the T-Bar. Whilst all this was happening Hall had gone missing so Smelt moved up to second, but was soon to be passed by both Lawson and Gellatly on consecutive laps. No sooner had this happened than Gellatly moved into second leaving Lawson and Smelt to battle it out. With two laps to go Gellatly then calmly drove round the outside of the leader at T-Bar and even pulled away

to a five length lead as the flag fell. What a drive, and all in his first drive out of Juniors.

125 NATIONAL

This class was rather disappointing after last months feast of entries. Still we had an appearance from former Chasewater regular, Steve Cowell. This was to be his first race here in at least two years after concentrating on long circuits. Patrick Wilding had two heat wins and a second, with Cowell taking the third. The front row for the final consisted of Wilding, O'Neill and Heath. At the start four karts made the break, with Wilding leading from O'Neill, Heath and Cowell. At the Pits Bend Cowell got the inside line to pass Heath and move into third. As Heath began to drop back, Cowell outbraked O'Neill to take the lead. Steve pulled out six or seven lengths initially, but extended it to 25 metres by flag fall, leaving O'Neill and Heath in second and third places.

Finally I would like to say thank you to Pauline Kennings for all the extra work she does to provide me with race details.

100 NATIONAL NOVICE

1st Alan Keeling	Wright/TKM/Wright
2nd Robert Pardoe	Zip/DAP/Wilkes

JUNIOR BRITAIN

1st Michael Wright	Zip/Arrow
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JUNIOR BOOSTER

1st Nicholas Dudfield	Wright/Arrow
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210 NATIONAL

1st Robert Peters	Barlotti
2nd Garry Marshall	Zip
3rd Ed Mellar	Zip/ETV

100 NATIONAL

1st Rob Cooper	Dart/TKM/KR
2nd Richard Hartley	Kali/PCR/KR
3rd Neil Cunningham	DMA/Arrow
4th Mick Pritchard	Sprint/Arrow/KR
5th Ron Haywood	BM/Arrow
6th Steve Pearce	Kali Yamaha

250 INTERNATIONAL

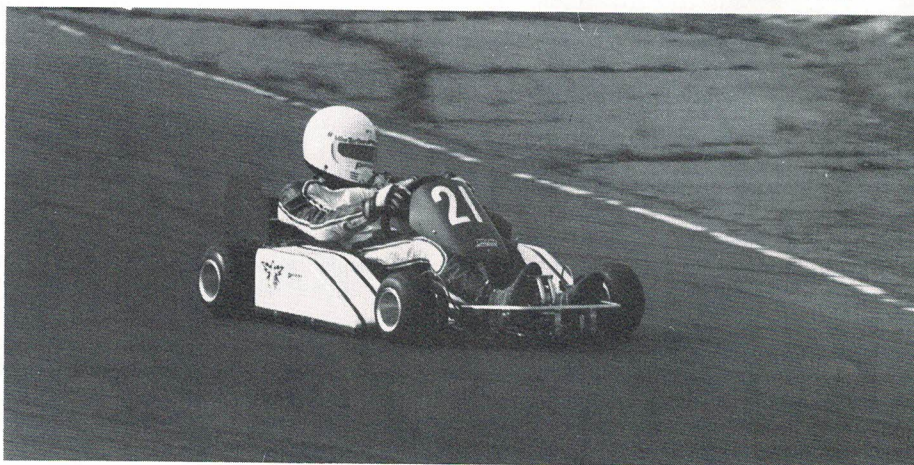
1st Bob Kennings	Dino/Yamaha/BKMS
2nd Allan Mills	CTRP/Yamaha

125 NATIONAL

1st Steve Cowell	Phoenix/Rotax
2nd Peter O'Neill	Zip/Rotax

100 BRITAIN

1st Mark Gellatly	Dart/PCR/KR
2nd Adrian Williamson	Boxer/Arrow
3rd Mark Lawson	Zip/Arrow
4th Gary Smelt	Jeta/DAP/KR



Steve Cowell clinched the 125 National final (Pic: Mike Topp).



Sifleet (9) leads Bailey (18) in 210 National; Sifleet finished 3rd, Bailey 4th (Pic: Mike Topp).

SUNDAY, OCTOBER 13th

JUNIOR BOOSTER

1st Mark Thomas Zip/Arrow

JUNIOR BRITAIN

1st Jonathan Lester Kestrel/Arrow/Lester

100 BRITAIN

1st Steve Pearce Zip/Manx/Pearce
2nd Karl Hudson Fullerton/PCR
3rd Mark Gellatly Dart/PCR
4th Mark Lawson Zip/Arrow

210 NATIONAL

1st Richard Hartley Kali/PCR/KR
2nd Robbie Adams Zip/Parilla
3rd Rob Cooper Dart/TKM/KR
4th Neil Cunningham DMA/Arrow
5th Jon Pearce Wright/TKM/Wilkes
6th Mick Pritchard Sprint/Arrow/KR

210 NATIONAL

1st John Haigh Zip/EJV
2nd Ed Mellar Dino/TTR
3rd Lionel Sifleet Barlottif/DMA
4th David Bailey

Pembrey

WELSH CHAMPIONSHIPS, SEPTEMBER

September and time again for the Welsh Championships at Pembrey. Unfortunately the date clashed with a couple of other meetings, so our 100cc entries were down. Saturday practice was attempted in an almost torrential downpour, Sunday dawned with drizzle but cleared up by midmorning and a dry day was enjoyed by drivers and spectators alike.

JUNIOR BRITAIN

The Junior Britain heats were won with ease by A. Coles with L. Rennison in second place. L. Middleton was having a terrible day with engine problems, and managed a third in heat 1 but failed to finish in the other two heats. R. Phelps managed a fifth, a fourth and a third. J. Williams two fourths and a third. The final had A. Coles take the lead and pull out a healthy distance from L. Rennison. J. Williams was third but lost the place to R. Phelps on lap 6. On lap 13 J. Williams spun at Pit Bend. He was restarted but spun again at the chicane, right in the path of A. Coles, who had nowhere to go and collected him. A. Coles' kart was too badly damaged to continue so L. Rennison took over the lead to hold it to the flag. R. Phelps was second from L. Middleton.

125 NATIONAL

1st Peter O'Neill Zip/Rotax
2nd Nigel Burton Zip/Yamaha

250 NATIONAL

1st Kevin Mason Sprint/Yamaha

250 INTERNATIONAL

1st Bob Kennings Dino/Yamaha/BKMS
2nd Peter Hughes Barlottif/Yamaha/RAT

BEST NOVICE: Malcolm Green, 125 National

CLUBMAN AWARD: Alan Mills

DRIVER OF THE DAY: Robbie Adams

Reports and Photographs by: Mike Topp,
46 Standedge, Tamworth, Staffs B77 4LB

100 NATIONAL

Heat 1 of the 100 National was led from lap 3 by K. Davies from A. Helps and R. Dickson. D. Francis was on his way up however, and took second spot on lap 6. P. Stephens was working his way forward from a lowly start and managed third at the flag. R. Dickson lost a lap promoting H. Williams to fifth. Heat 2 was led all the way by P. Stephens with D. Morgan holding second place from lap 2, with M. Marner third. Fourth place was first held by S. Jones then K. Wreford, followed by R. Tout who finally relinquished it to D. Francis. R. Tout took fifth from K. Summerill and K. Davies. Heat 3 had D. Francis leading from flag to flag. T. Marner was second from H. Williams, K. Summerill and R. Tout. P. Stephens was charging through, and was in second place on lap 6. T. Marner had slipped back to fifth place. By lap 9 H. Williams had also gone and his third place taken by K. Davies. R. Tout was fifth from M. Marner and T. Marner. The final was a flag to flag win for P. Stephens. D. Francis held second from K. Davies and R. Tout on lap 1. K. Davies took over second spot on lap 4 and set out in pursuit of P. Stephens. K. Summerill was fifth from D. Morgan. On lap 9 M. Marner had passed D. Morgan to take sixth, and two laps later D. Morgan came to a stop promoting R. Dickson and H. Williams. H. Williams got the better of R. Dickson two laps later. On lap 18 K. Davies tried a little too hard and clipped the tyres at Pit Bend and had to give up. R. Tout came to a stop on the next lap while K. Summerill got past D. Francis and M. Collard passed R. Dickson. The last time over the line it was P. Stephens, K. Summerill, D. Francis, H. Williams and M. Collard.

125 NATIONAL

The 125 National heat 1 was led all the way by M. Morris with A. Bundy in second from lap 4. E. White was second until lap 3 when he slipped down through the field to finish fifth. M. Williams moved up from eighth place to settle in third at half distance. C. Robinson finished fourth from E. White. Heat 2 was a flag to flag victory for J. Cooke with A. Bundy second. M. Morris moved up through the field to take third. M. Williams was fourth until the last lap when he slipped to the rear of the field leaving fourth to C. Robinson. Heat 3 was led for three laps by M. Williams before M. Morris took the lead. M. Williams held until the last lap when A. Bundy took over. J. Cooke was fourth from C. Robinson. The final was led all the way by M. Morris. A. Bundy held second until he came to a halt on lap 15 leaving second place to J. Cooke. M. Williams was third from J. Williams. Throughout the final a lively dice was going on at the rear of the field between P. Henderson, C. Hawkins and E. White, the result was P. Henderson ahead of E. White and C. Hawkins.

210 NATIONAL

The 210 National class saw a total of five karts come to the line. C. Morris won all his heats and final, leading them all from flag to flag. M. Powell had two thirds and a second in the heats, P. Woodward two seconds, S. Gibbs a third and I. Sutton a fourth. The final was led all the way by C. Morris with P. Woodward second. I. Sutton was third.

250 NATIONAL

250 National continues to give us good grids with a total entry of twelve. Heat 1 was led for eight laps by K. Bisp before M. Allen took over when K. Bisp came to a halt. D. Bowen now moved up from third to second and J. Ottery to third. D. Griffiths was fourth and R. John fifth. Heat 2 was a flag to flag victory for K. Bisp with J. Ottery second all the way. D. Bowen was third from D. Griffiths and R. John. Heat 3 was M. Allen all the way first from K. Bisp, then D. Griffiths, and finally J. Ottery. D. Bowen was fifth from R. John. The final was led for one lap by D. Bowen before he came to a halt. M. Allen dominated number one spot from then on with K. Bisp second and J. Ottery third. D. Griffiths was fourth from C. Davies.

250 INTERNATIONAL

250 International entries were on par with 250 National with eleven entries. Heat 1 saw the lead disputed by M. Rees and I. Davies until the last lap when M. Rees took the lead, while P. Longfield, who had been keeping a watching brief in third spot, took second. I. Davies was third from T. Holmes and J. Schnitzer. Heat 2 was led by A. Bufton from I. Kato and I. Davies. I. Davies took second place on lap 2 and the lead on lap 4. A. Bufton came to a halt on the next lap promoting I. Kato to second. T. Holmes now came up to third spot but disappeared from the running two laps later. G. Cullen had a turn at third spot, but lost it to P. Longfield before dropping to the rear of the field. P. Longfield moved up to second on the last lap, ahead of I. Kato, S. Roberts and J. Schnitzer. Heat 3 was won by I. Davies from T. Holmes, holding their positions from flag to flag. S. Roberts was third for one lap before P. Longfield took it over. S. Hillier pushed S. Roberts down one more place on lap 6. D. Mitchell moved ahead of I. Kato on lap 7 and the order was set. The final was led all the way by I. Davies. S. Hillier and T. Holmes disputed second spot until T. Holmes went missing on lap 6. P. Longfield had been watching the proceedings and moved up to second spot on lap 7. S. Roberts held fourth from J. Schnitzer and D. Mitchell, but D. Mitchell passed first J. Schnitzer and then S. Roberts on lap 15. At the flag it was I. Davies, P. Longfield, S. Hillier and D. Mitchell.

Harry Maund

JUNIOR BRITAIN

1st L. Rennison
2nd R. Phelps

Jeta/Tabor DAP
TKM/Arrow

100 NATIONAL

1st P. Stephens
2nd K. Summerill
3rd D. Francis

Gillard/Parilla
Dino/Arrow
Kali/Yamaha

125 NATIONAL

1st M. Morris
2nd J. Cooke
3rd M. Williams

Barlotti/SRS Rotax
Dino/Rotax KMP
Zip 925/Rotax

210 NATIONAL

1st C. Morris
2nd P. Woodward
3rd I. Sutton

Zip/925/APV Villiers
Dino/Villiers
Zip GP/APV Villiers

250 NATIONAL

1st M. Allen
2nd K. Bisp
3rd J. Ottery

Barlotti/KTM KMP
Barlotti/KMP KTM
Zip/Yamaha

250 INTERNATIONAL

1st I. Davies
2nd P. Longfield
3rd S. Hillier

Zip GP/Rotax
Dino/Yamaha
Zip/Yamaha

Rowrah

SUNDAY, OCTOBER 13th

An entry of around 50 drivers turned up to do battle with each other with a fair representation in all classes. For once the rain held off and we even had a rare sight of a strange yellow orb in the sky which some of the older observers informed us was the sun. Some of our regular visitors were missing at this meeting as were some of the locals, the most notable of whom was David Tooley who injured his ankle on Saturday night and was unable to participate in Sunday's activities. Practice was marred by a rather nasty shunt involving Barry Irving during which he demolished a section of perimeter fencing and broke his kart's stub axle, sidelining him for the rest of the day. This was the only black spot in an otherwise excellent day which began with the Juniors taking the stage first.

JUNIOR BRITAIN

Current Club Championship leader, Vicky Starkey, was having something of an off day as her best motor took in a stone in the first heat and she had to rely on a very tired Arrow for the remaining heats. James McKnight had no such bothers, however, and raced away to three fine heat wins and pole position. Out of novice plates for the first time was Adrian Fletcher and he celebrated by taking opposite pole with 3rd, 4th and 5th from his heats. Jonathan Holt had looked good in the first two heats but a DNF in the last heat signified potential engine trouble and he wisely sat out the final.

Only Starkey, Fletcher and McKnight contested the final for which Vicky had been loaned a Parilla by Ronnie Ross (generous chap). The legality of the motor was marginal so Ralph Starkey stated before the final that he would withdraw Vicky from the results if there was any question over the engine's eligibility.

McKnight led for the first two laps before being passed by Starkey on lap four who had been following closely accompanied by Adrian Fletcher. From lap four onwards, Vicky pulled away to win by around five seconds from James McKnight who had a similar gap back to Adrian Fletcher. At post-race scrutineering, Vicky's (or Ronnie's) motor was found to be outside the rules so McKnight took over the mantle of winner with Fletcher 2nd.

100 BRITAIN

Another good grid of Britains witnessed the continued form of Lloyd Ross giving him three straight wins over his nearest rivals using a Grice tuned TKM on his Zip chassis. Christmas arrived a couple of months early for Mike Leonard as three steady finishes ensured him the other place on the front row. The second row consisted of Ray Robson and John Ingham, both of whom had recorded a poor finish during the heats.

Fate again reared her ugly head towards the end of the first lap in the final as Ross spun on cold tyres and rolled backwards into the path of the following Ingham, taking them both out. Ross restarted half a lap down on the leaders but Ingham was out, his left hand nerf bar had been pushed back on to the tyre in the collision and he would go no further. At the front, the surprise leader was Mike Leonard with the old adversary Ray Robson second and Andrew Lees keeping a watching brief in third. By lap six, Ross had dragged himself back up to 3rd and directly behind the leading pair who he slipped by on the next lap. With a clear track in front of him, Lloyd soon stretched out a commanding lead that led one to wonder what the winning margin would have been but for the first lap contretemps with Ingham. Leonard to his great credit kept Robson behind him for 12 laps before Ray outfoxed him at the chicane and pulled away in the remaining laps. The final positions were thus decided as these were the only ones still involved when the flag fell.

100 NATIONAL

Three different heat winners with some good close clean racing made these races vastly entertaining for the large crowd gathered on the grass bankings.

Stu Davison took pole position and the second heat win coupled with a 3rd and 5th to give him that spot. Sitting alongside was John Docker who took the first heat and had a 3rd and 6th. Sharing the same number of points as John was Ronnie Ross but his heat win wasn't until the last heat so he lined up on the inside of the second row accompanied by Don Ashbridge who was having a superb showing in what is the run-up to his retirement at the end of the year. Former Club Champion, Willie Grieve, was seemingly out of touch on the fourth row after non-finishing the last heat. This was a shame as his earlier heat performances promised so much for the final.

Docker got the jump at the start, slotting into first place as the pack entered the chicane, a place he was to keep despite coming under immense pressure from Stu Davison for all but one of the 15 laps. The first lap had already brought misfortune to both Grieve and Ronnie Ross. Only Willie restarted but he trundled round to the pits and retirement with front wheels awry. Stu Davison was really trying all he knew to get past John Docker but John was always on the right line and Stu was forced to back off in the interests of self preservation. Only at the start of the last lap did Stu nearly over cook it when he slid wide onto the rough and very nearly inspected the tyre barriers at very close quarters. Running in an excellent third place for over half the race, Don Ashbridge was actually joining the battle for the lead when his motor lost the sparks as the plug cap loosened. He pitted to rectify the fault but only three more laps before the problem recurred and forced his retirement to his rather too public disgust.

Taking over in third spot for three laps was John Cowpe before Rob Gardiner made it his for the remainder of the race. In fourth place was P. Henderson benefitting from Cowpe's retirement on the last lap as did Kevin McBride, making a pleasing foray into the top five. Completing the top six was Phil Chappel who had worked his way up from the very rear of the grid and finishing his first race of the day.

125 NATIONAL & P&R

Brian Winders persistence finally paid off at Rowrah with total domination of proceedings, both heats and finals. Pole was taken by the Lancastrian with novice Mike Brookes alongside using Gary Dockers old Zip tuned Rotax to great effect. The mind boggles what he'll do once he gets used to the kart. Completing the front row was Brookes mate and mentor, Malcolm Campbell who's DNF in the last heat rather spoiled his two previous 2nds. The second row contained Barry Mellor, now seated in the ex-Ballantyne Phoenix/Rotax, getting more used to it as the day wore on. Also on the second row was James Smith, going well until a second heat seizure took the edge off his motor. Late entry, Chris Bell, sat on the third row after two heat non-finishes and was looking to the final for an improvement in fortunes.

The P&R lads were represented by R. Ainsworth, who won all three heats and the final and F. Hyndes who's engine wasn't at its best in the first two heats and only fired properly in the last heat and the final. Unfortunately this wasn't enough to prevent Ainsworth storming away with the race and the first place pot.

The 125 final was led from start to finish by Winter with Bell and Campbell occupying 2nd and 3rd respectively over the entire distance. Brookes held on to 4th for over 2/3 of the race before wayward clutch plates cut a neat groove in his casings liberating a fair amount of oil which coated his left rear tyre and induced a spin. This dropped him down to last place which he was unable to improve on. 4th was eventually taken by Mellor from Smith and Brookes. Not a classic race by any means but a fine maiden Rowrah win for Brian Winder nonetheless.

210 NATIONAL

Five drivers in this class became four following Barrie Irving's monster shunt in practice.

Terry Percival won the first heat but failed to finish the other two and STILL managed the middle spot on the front row. Pole honour went to Ashley Winter, returning to form with a 2nd and two wins. The second win was rather hollow as the flag came out after only three laps due to the others all dropping out and Ashley running round on his own. Ian Taylor took the outside of the front row and novice Mike Stephenson lined up on the second row.

Winter quickly took control of the final and led Percival round over the whole race distance with the pair lapping Stephenson at around half distance and Winter lapping Ian Taylor with three laps to go. The finishing positions were a win for Winter with Percival 2nd, Taylor 3rd and Stephenson 4th. We could do with more 210 lads along to liven things up a bit for our resident few. Any takers?

Snetterton

SATURDAY, SEPTEMBER 28th

For the third successive month entries exceeded ninety, and with a fine dry day the 'East of England Championships' produced a high standard of racing in all classes.

JUNIORS

With twenty-two Juniors it was equally the largest grid of the season, the championships obviously attracting one or two guest drivers to add to the regular support drivers.

Heat 1 — 1st, Shaun Nicholson, 2nd Ivan Turner, 3rd Darren Kinsey. Heat 2 — 1st Ivan Turner, 2nd Paul Rees, 3rd Jason Baker. Heat 3 — 1st Shaun Nicholson, 2nd Simon Reeks, 3rd Dean Caswell. Final — It was Ivan Turner and Shaun Nicholson

Plymouth

SUNDAY, OCTOBER 20th

On October the Plymouth KC finished its 1985 season on a high note, with marvellous weather, another capacity crowd and four new lap records. The 100 National record was broken three times in as many races!

100 BRITAIN

To prove his domination of the last meeting at Riverside was no fluke, Ian Jordan was the first Heat winner and went on to score a hard earned 2nd and 3rd. However, from Heat two it was always the Team Tabor man Julian Pitocco up front, with just that edge more performance to help him to victory. Gavin Wills — being cautious on a kart he'd just sold — always seemed to suffer from lowly grid position so put in some fine drives to take two 2nds, a 3rd and 4th.

Other good efforts came from Dave Banbury, Steve Bishop, Dave Cooke and a much improved Dave Brown.

The Final was a Pitocco-Wills tandem, with the former gradually edging away from the latter, helped by Jordan committing the sin of spinning on the very first corner! Behind the leading duo scraps developed for 3rd and 5th, the first of these between Bishop and Banbury was a classic for eleven of the twelve laps, then Banbury made a late-late brake up the inside and instantly both men were in the tyres! This elevated the 5th place scrap between Hennesy and Podsiadlo to 3rd, causing them to go potty on the last lap, however, Hennesy hung on to 3rd by a wheel. Entertaining.

100 NATIONAL

This class was nearly all about Chris Lord, who took three 1sts and a 2nd, and lowered the lap record three times on his DAP/DAP outfit.

Gavin Wills proved he was superfit by doing National immediately after Britain, which meant leaping (or was it staggering) from one Owens Uniform outfit to another! He scored a 1st, two 2nds and a 3rd.

Richard Copeland, having already won the club class title, did an Alain Prost and settled for two 3rds and a 2nd. Ron Shone, meanwhile, had diabolical luck in the Heats; spinning in the first, losing a chain while running 2nd in the second, and tangling with a back marker in the third!

The first corner of this Final was just like Britain, only the potential front runner to throw it away was Copeland. Wills got the drop on Lord, Shone took up station behind him and for the next twelve laps stayed hooked bumper to bumper with one another — waiting for the mistake that never came! Gradually the rest of the field dropped back until the flying trio had almost half a lap on fourth place man, who for many laps was Mike Bradley. He in turn was reeled in and taken by Mike Friend who went on to win the 'best novice' award.

Up front the leaders got in amongst the back markers, which enabled Wills to pull out a massive five lengths lead, which in turn enabled Lord to bust a gut and lower the lap record for the third time that day to a final 30.7. Was 31.4. Great Stuff.

Combined Gearbox

A very disappointing turnout in 250 (2) and 125 (2) was saved by a remarkable 210 entry (7). I really don't know what to make of 210; sometimes the entries sink to two or three and then its pushing double figures!

Anyway, Malcolm Williams almost dominated this class by scoring three wins and a second while equalling and finally beating his own lap record; was 30.1 is now 30.0!

who occupied the front row of the grid overlooked by local championship leaders Simon Reeks and Dean Caswell. The race was virtually dominated by Nicholson who led from start to finish and although Turner held 2nd spot on the road for the duration of the race he never really made any impression. Reeks drove a fine race to finish third, Rees finished fourth and Jonathan Pichel took advantage of Dean Caswell's sick engine to secure fifth spot in the closing laps, with Dean completing the top six.

JUNIOR BOOSTERS

It was Mark Thomas who eventually took the honours in the Booster class, but such was the competition amongst these young drivers that each heat provided a different winner — Mark Thomas in Heat 1, Adam Baker in Heat 2 and novice Richard Westbrook in Heat 3.

SENIOR BRITAIN

Heat 1 — 1st Craig Booth, 2nd Chris Hogben, 3rd Kay David. Heat 2 — 1st Chris Hogben, 2nd Chris Pollard, 3rd Keith Baines. Heat 3 — 1st Keith Baines, 2nd Chris Hogben, 3rd Chris Pollard.

From the flag it was Chris Hogben who took the lead from Baines, Booth, Pollard and Tinworth. By lap 6 the first three remained the same and Kay David had joined the leader board. At lap 11 the order was Hogben, Baines, Tinworth, David and Pollard completing the first five. Hogben was unfortunate to retire on lap 13. Kay David had already gone missing on the previous lap, thus at the flag it was Keith Baines from Chris Pollard, Dave Hoskin and Derek Tuck, these being the only four finishers.

GARBOXES (Combined):

250 NATIONAL

Colin Breeze secured Heats 1 and 2 but with his retirement in Heat 3 Bill Garner was ready to take the honours. Colin also won the final in fine style from the biggest problem in his life these days, Bill Garner.

250 INTERNATIONAL

It was Iain Slater who claimed a well earned victory from Tim Rawlinson.

210 NATIONAL

The 210's were very well represented thanks to support from the neighbouring Beccles KC. Heat wins were shared by Andrew Mears with 2 wins and the remaining heat going to Jon Sapey. It was these two who dominated the final with victory going to Beccles stalwart Jon Sapey — well done Jon!

125 NATIONAL

The heats and final were dominated by the Brothers Mason, Colin and Ian — Colin winning Heats 1 and 3 and brother Ian claiming Heat 2. Needless to say these two gentlemen started the final high on the favourites list but a non-finish from Ian left Colin to take the title with a very well earned second going to Andrew Hornigold, with Ron Banthorpe, just back from a well deserved rest in the West Indies, completing the top three.

100 NATIONAL 'B'/NOVICES

Yet again the 'B's made a maximum grid and some really electrifying racing was witnessed.

Heat 1 — 1st Martin Church, 2nd Mike Millwood, 3rd Simon Whiting. Heat 2 — 1st Martin Tolliday, 2nd Dale Bridges, 3rd Simon Whiting. Heat 3 — 1st Mike David, 2nd Mike Millwood, 3rd Alastair Jordan.

With both Tim Bishop and Alastair Jordan colliding in Heat 1 and Tim suffering engine failure in Heat 3 it put possibly the two fastest drivers in the field on mid-field grids which had to make for plenty of excitement in the final. We weren't disappointed — pole man was popular American

Mike David with Martin Tolliday alongside. From the start it was Mike David out front from Tolliday, Bridges, Whiting, Church and Alastair 'Bongo' Jordan completing the top six. At the start of lap 4 Whiting had disappeared leaving the order David, Tolliday, Bridges, Bongo up to fourth already, Church and Bishop. For the remaining six laps the top six stayed the same with one exception — The Flying Bongo moved up to third on lap 5, to second on lap 10 and incredibly passed a flying Mike David to take the lead on lap 13. However disaster was to strike, for on lap 15 with a convincing lead Bongo slid wide at turn three catching a straw bale and thus ending one of the best 'charges' ever seen at the Kartway. Mike David took final victory from Martin Tolliday, Dale Bridges, Martin Church, Tim Bishop and Marion Rump.

100 NATIONAL 'A'

With eleven top league drivers making up the field for the East of England Championship the entry was a little disappointing.

Heat 1 — 1st Lee Cranmer, 2nd Robbie Adams, 3rd Gordon Chenery. Heat 2 — 1st Lee Cranmer, 2nd Steven Fox, 3rd Lee Gage. Heat 3 — 1st Neil Wiltshire, 2nd Lee Cranmer, 3rd Ron Cox. All the ranks had been closely fought affairs and the front row of the grid was Cranmer and Chenery.

From the start Lee Cranmer took an immediate lead and one he was never to lose. Gordon Chenery driving with his usual enthusiasm held second spot for the entire 15 laps and third spot was shared by Lee Gage and young Londoner Robbie Adams.

At the flag it was Cranmer, Chenery, Gage, Adams, Wiltshire and Hogben.

JUNIOR BRITAIN

1st Shaun Nicholson	Boxer/Parilla
2nd Ivan Turner	Gillard/Parilla
3rd Simon Reeks	Gillard/Arrow
4th Paul Rees	Zip/PCR
5th Jonathan Pichel	Zip/TKM
6th Dean Caswell	Gillard/Arrow

JUNIOR BOOSTER

1st Mark Thomas	Zip/Arrow
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250 NATIONAL

1st Colin Breeze	Zip GP/TKM
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210 NATIONAL

1st Jon Sapey	Bullitt/Villiers
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250 INTERNATIONAL

1st Iain Slater	Zip/Yamaha
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125 NATIONAL

1st Colin Mason	Dino/Rotax
2nd Andrew Hornigold	Barlotti/Rotax
3rd Ron Banthorpe	Lancer/Rotax

SENIOR BRITAIN

1st Keith Baines	Wright/Arrow
2nd Chris Pollard	Kestrel/Arrow
3rd Dave Hoskin	Kobra/PCR

100 NATIONAL 'B'

1st Mike David	Wright/TKM
2nd Martin Tolliday	Wright/Yamaha
3rd Dale Bridges	Dart/Parilla
Nov Phil Wells	Gillard/Arrow

100 NATIONAL 'A'

1st Lee Cranmer	Gillard/Parilla
2nd Gordon Chenery	Superdart/TKM
3rd Lee Gage	Wright/Parilla

Report by Hugh Caswell (Press Officer)

CLUB SCENE

John Gosling and Tony Burt, the two 250 men, had appalling luck with Burt not finishing even one race, while Gosling had three DNF's after winning the first Heat.

Guys with better luck were Steve Plain in 210 who scored a 4th and two 2nds and was able to run with the 125's and 250's. Colin Higman was consistent 3rds and 2nd man.

The Final was Williams all the way. Behind him first Plain succumbed with gearbox trouble, then Gosling seized. This left Higman a distant second, with Les Ruddy and Alan Timson further back locked in combat for 3rd overall. This got a bit rough and saw Ruddy punted off-track and disappearing completely into the bushes at Toshiba Bend; remembering the C of C's 'no contact driving' comments at the briefing, Timson was lucky to keep his points and suffer a reprimand. Good.

Spectator

100 BRITAIN

1st J. Pitocco	Jeta/Tabor DAP
2nd G. Wills	Sprint/Wills Arrow
3rd M. Hennesey	Jeta/DAP
4th C. Podsiadlo	Jeta/DAP

100 NATIONAL

1st G. Wills	Sprint/Wills Arrow
2nd C. Lord	DAP/DAP
3rd R. Shone	Jeta/Tabor DAP

125 NATIONAL

1st M. Williams	Zip/Rotax
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210 NATIONAL

1st S. Plain	Zip/PPM
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250 NATIONAL

1st L. A. Burt	Aero/Yamaha
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and Paul Beutyman. Heat two saw Andy Martin's only success of the day in his 250 followed by Gordon Brown. Heat three Gordon Brown again with Roy Smith and Gary Ashurst behind him.

210 NATIONAL

The British Champion Andy Martin dominated with three heat wins. The other placings were more hard fought with Des Davison taking a couple of seconds, Ashley Winter, Keith Trainer and Paul Clapham fighting hard.

The Finals

100 NATIONAL (Novice)

A flag to flag win for Daniel Bachini with a hard fought for second to Chris Armstrong followed by Chris Thompson.

JUNIORS

Victory in the race to Andrew Adams, Scott Armstrong second and the Booster of Chris Clark third.

100 NATIONAL

Jason Plato led from the start only to spin on lap two to let in Roy Dickson who did not let the lead go. Stu Davison was going well until going off on lap nine. Dave Muse was another who charged through the field only to end it on the second last lap. Second place went to Ian Williams with third Martin Page and fourth Ray Davison.

250 & 125

The main fight was between the 125's of Gary Ashurst and Gordon Brown and the 250 of Paul Turner. Victory to Gordon Brown from Paul Turner and Gary Ashurst, with Chris Bell's 125 following.

210 INTERNATIONAL

Pole man Andy Martin messed up the start and at the end of lap one it was Des Davison followed by Keith Trainer, but by lap two Andy Martin was out in front, leaving Des Davison, Keith Trainer and Ashley Winter to fight it out for second place. Des kept hold of second until the tenth lap when Keith Trainer got past him on the exit of Paddock Bend. Ashley at last going quickly finishing fourth.

Results

100 NATIONAL

1st Daniel Bachini
2nd Chris Armstrong
3rd Chris Thompson

JUNIOR BOOSTER

1st Chris Clark	NEA Champion
2nd Alan Mackay	

JUNIOR BRITAIN

1st Alistair McDougall	NEA Champion
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JUNIOR INTERNATIONAL

1st Andrew Adams	NEA Champion
2nd Scott Armstrong	

100 NATIONAL

1st Roy Dickson	NEA Champion
2nd Ian Williams	
3rd Martin Page	
4th Ray Davison	
5th Phil Chappel	

250 INTERNATIONAL

1st Paul Turner	NEA Champion
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250 NATIONAL

1st John Lean	NEA Champion
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125 NATIONAL

1st Gordon Brown	NEA Champion
2nd Gary Ashurst	
3rd Chris Bell	

210 NATIONAL

1st Andy Martin	NEA Champion
2nd Keith Trainer	
3rd Des Davison	
4th Ashley Winter	

Dunkeswell

SUNDAY, SEPTEMBER 29th

Newton Car-Sales South West Championship

A fine Indian-summer day blessed all and sundry at the Dunkeswell clubs Newton Car-Sales sponsored SW Championship event on September 29th. The fine weather also produced some fine racing which, however, was sadly marred by two 'ambulance required' accidents.

JUNIORS

As expected Adrian Coles duly won the Final and the Junior title, but only after heats fraught with spins and mechanical problems that others took immediate advantage of.

Others going well were Richard Gameson (a 2nd and two 4ths), Richard Peek (a 1st, two 2nds and a 4th), Lee Renninson (three 3rds), and winning the best heat Jeanette Peek. This was race 13, and of course Coles was duly struck by gremlins, which allowed a real ding-donger to take place, led mainly by Jeanette and chased hard by brother Richard, Renninson and Gameson. For all eight laps these four circulated ultra-closely in unlikely places in a fine display of close, clean racing.

The final was led for two thirds distance by R. Peek until Coles swooped round the outside of Pit Bend to pull away to the flag. The others tended to string out, and surprisingly this turned into the duller Junior race of the day. Good.

100 BRITAIN

A full grid meant plenty of action in this class, with three winners for the four races; Dene Roberts, David Lloyd and Mistrale man Andrew Clark (two wins). Among the most consistent runners were; Stewart Baker, Joanne Jacobs, Alan Smith, and a much improved John Bundy.

The best races were the 2nd and 3rd Heats, both of which featured good scraps and tigering climbs by Clark. In the first of these two races Clark had to leapfrog a tremendous dice between Bishop, Bundy and Cook to take 2nd overall. In the other he climbed from 7th to 1st in a race led for a long while by Richard Marsh from Hoskins, Joanne Jacobs, Cleal and Podsiadlo. Clark eventually muscled through to the lead, with Marsh suddenly fading from 2nd to 6th in the last lap!

The Final was led by Clark from flag to flag — but right in his wheel tracks for all fifteen laps was Stewart Baker. This two man train pulled out half a lap over the rest, who were led for a while by Lloyd until he spun at the Hairpin. Houston took over 3rd spot but faded, leaving a storming Alan Smith to take over after having climbed from 17th and passing through many a dice as he did so. Excellent.

100 NATIONAL

Funny class this; the driving standard varied between lunatic and brilliant and very nearly dominated by just three men, the Maple brothers and Neil Hann. Arthur Wood drove his heart out to win the race they didn't, while other good efforts came from Clive Elmore, Richard Copeland, Denys

Felton

SUNDAY, OCTOBER 20th

Report of the second running of the North East Area Championships at Felton Circuit on Sunday October 20th.

Sunday brought a change in the weather, from the few days sunshine we had, to the normal cold and overcast. This time it stayed dry so no complaints. Sixty drivers attended including 13 Novices in 100 Novices so things look good for this class next season.

The Heats

JUNIORS

Six Juniors entered in three different classes. Heat victories went to Scott Armstrong once and Andrew Adams twice, both driving in Junior International.

100 NATIONAL (Novice)

Heat one went to Chris Armstrong from Daniel Bachini who won heat two. With the third heat going to Chris Thompson. James Scott was also up with them getting a couple of third places.

100 NATIONAL

It appeared to be something of a Jason Plato benefit with three convincing heat wins. Roy Dickson, George Turner, Ian Williams and Stu Davison chasing hard all day.

250 NATIONAL, INTERNATIONAL AND 125 COMBINED

Heat one saw the 125's of Gordon Brown and Gary Ashurst chased home by the 250's of Roy Smith

Jones and surprise entry Alan Dodd standing in for Pete Rochford.

Typical of the action was heat one, in which Pete Atkin led briefly until he was muscled aside by the Maple-Hann-Maple duel. Hann clipped a kerb and almost two wheeled to disaster but recovered masterfully AND stayed ahead of his pursuer. Behind them Martin Liddiard seized dramatically and NEARLY got hit by just about everyone else, and that was the first of his four DNF's.

Heat two had a stupid nine man shunt on the first corner — which set the shape of things to come.

Just nine guys made it round Pit Bend for the first lap of the Final — the other fourteen(!) were either upside down or sitting in each others laps! Innocent Gareth Bowen took the brunt of the thump and had to be ambulated away, luckily with nothing more painful than severe bruising.

The restart gave us a splendid two man dice between the Maples, with Darren doing most of the leading, while behind them tough racing went on which was to hinder Hann's excellent climb from 8th to 2nd. With just one lap to go Russell out-thought Darren at Pit Bend and slid into a hard earned lead — only to chug to a halt at the Hairpin! All that work for nothing. Hann took over a distant 2nd, with Jones and Dodd following hard. Great Stuff.

210 NATIONAL

Yawn! An entry of just seven occasionally left us with just three or four finishers — not good for spectators and Karting's image.

Anyway, Steve Plain — proving you can be fast and reliable — was quicker than the rest and took an easy Final victory from Les Ruddy and Peter Hawke. Fred Tarr had led briefly but retired.

125 NATIONAL

Entertaining. An excellent entry by SW standards of fifteen. Mostly it was two horse races — Malcolm Williams v Andy Bundy scoring two wins each!

Heat three proved the best race as Williams led and fended off repeated attacks from Bundy, while Russell Maisey and ex World Champ Stock Car racer Colin Higman fought equally as hard for third spot. At one stage Bundy boxed Williams behind a backmarker and craftily slipped through into the lead, but a demon late-brake at Pit Bend saw Williams slither back into the lead yet again.

Came the final and Bundy made a blistering start and gained fifty yards while Williams (thanks to a DNF) had to come through the pack. And that was that — try as he might Williams could not reduce the gap. The rest of the field made a fast procession, until around lap twelve there was a fearful shunt at the flat-in-5th Dogleg. John Walton and Richard Connick touched and at once both men went cart-wheeling off course in the most horrifying looking accident. Connick was up and walking almost at once but poor John Walton lay spreadeagled in his Zip. The race was flagged to a halt and again the ambulance was on the track. The unfortunate Walton diagnosed to be suffering from a broken collar bone and two broken ribs. Sad end to an entertaining class.

250 COMBINED

Paul Elmore was bang on form and the only guy to take a maximum of four wins! Malcom Turner turned up with a Rotax but suffered terminal problems in practice.

Great racing took place between John Gosling, Max Faulkner, Steve Hillier and Steve Ford, these four being evenly matched, though Hillier was usually able to edge away by flag-fall.

In the Final, Hillier made an excellent start, powered clear of the bumping and boring and stormed away to a fifty yard lead. Meanwhile, Elmore was slashing through from the National grid

and was soon clear of the twins to set off after the leader. Behind him John Gosling left his braking almost too late, half spun, took out poor Max Faulkner who couldn't restart, and almost got hit over the head by Max's wife who was flag marshalling at that corner!

Lap by lap Elmore reeled in Hillier who could do nothing to stop him. Behind them Steve Ford took a good 3rd on his Honda, while Gosling climbed from 17th to 4th! Great Stuff.

DUNKBITS

THE DKC is very disappointed with entry in 210 lately, and there is some talk of the class being dropped if entries do not improve. With poor entries at most short circuit meetings maybe it's time for the RAC to think about burying this dinosaur.

Interesting to see Malcom Turner's long awaited Rotax at Dunkswell, but like using a sledge hammer to crack a nut though. The SW scene now supports a goodly number of Hondas and Yamahas, I fear a Rotax turning up would either kill the resurgence or escalate costs alarmingly.

Spectator

JUNIORS

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

100 BRITAIN

1st A. Clark	Zip/Arrow
2nd S. Baker	Dart/Wasp Arrow
3rd A. Smith	Jeta/Arrow

100 NATIONAL

1st D. Maple	Wright/Maple Arrow
2nd N. Hann	Zip/Rotax
3rd D. Jones	DAP/DAP

210 NATIONAL

1st S. Plain	Zip/PPM
2nd L. Ruddy	Zip/PPM
3rd P. Hawke	Lynx/?

125 NATIONAL

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

250 COMBINED

1st P. Elmore	Zip/KTM
2nd S. Hillier	Zip/Yamaha
3rd S. Ford	Barlotti/Honda

SUNDAY, OCTOBER 27th

What must our visitors from the Channel Islands have thought of Dunkswell in October!? It was grey, cold and the only point for miles sticking up through a blanket of fog. Bit different from sunny Jersey! To add to the gloom, the clocks went back, so this meeting was down to two heats and a final.

JUNIORS

Once again Adrian Coles continued his winning ways, taking a heat win and the Final without too much trouble. Lee Renninson took two 2nds and a 4th, and might well have won Heat 2 but for a silly slip at Pit Bend.

Other consistent racers were Jeanette Peek, Julian Howell, Will Collinson and Guernsey visitor Paul Ozanne who took an excellent 3rd and 4th.

All the action in the final happened at Pit Bend when Howell spun away his chances and almost upset Ozanne. This left Coles and Renninson to charge away from the pack and gradually drift away from one another. Jeanette Peek took up third spot, while visitor Ozanne had a good climb from near last to 4th.

100 BRITAIN

No one was on a par with Dave Lloyd this day; a win and a third in the heats, then a storming victory in the Final saw him leave the opposition gasping.

Stewart Baker with two 2nds was his chief rival, while Julian Pitocco was fast but accident prone. Alan Smith always seemed to have a lowly grid position or getting himself involved in someone else's accident, which meant he entertained with some storming drives through the field and won a fine Heat 2.

Others to show well were, Steve Alway, Richard Marsh, Dave Banbury and Steve Prickett.

The second Final in a row was spoiled by a Pit Bend shunt as out went many a quick man. Lloyd and Baker escaped the carnage as did Marsh, so for a while these three circulated together, but the pace proved too hot for Marsh who gradually fell astern. Baker threatened a couple of times but Lloyd was in no real danger.

Downfield, Alan Smith was going great guns slashing through the pack to close right on the tail of the third placed man at the flag. Pitocco climbed from last to a hard earned 6th. Excellent.

100 NATIONAL

Who is this Guernseyman Mark Gallienne who visits Dunkswell for the first time, takes a win and a 3rd and a front row Final position? Cheek! Nice to see a new face winning.

Others to take heat wins were Russell and Darren Maple and their old sparring Neil Hann. Pushing these guys was an inspired Andy Pallister, back after a long lay-off, Curt Guy, Chris Lord and Arthur Wood.

Yet another Final ruined by a Pit Bend shunt! Visitor Gallienne got the exit wrong and instantly he had six or more sitting in his lap. Darren Maple and Neil Hann were in the clear, while Curt Guy missed the sliding Gallienne by inches. Assorted others restarted and set off in pursuit, which basically meant a storming drive through the pack from Russell Maple. Hann slipped by Maple D. and pulled away to a handy ten length lead, while Guy faded to a distant third. Wood, in an equally lonely fourth, was eventually swallowed by the storming Maple R. and nearly got caught by a quickish Mike Miller. Entertaining.

125/210 COMBINED

Only three 210's — will the class survive at Dunkswell? The best that can be said about it is that Peter Hawke won it convincingly.

Now to the 125's; only two guys in it really, Andrew Bundy and Malcom Williams each taking wins and high placings. Russell Maisey and Colin Higman went well, but the real surprise was Guernseyman Malcom Pike, who's P&R Kawasaki had the most weird exhaust system but was quick enough to beat many a Rotax by taking a 5th and two 3rds.

Come the Final and disaster struck Williams as his clutch went on the warm up lap, so instead of starting on pole he started at a crawl some fifty yards down. Bundy shot into a lead he was never to lose, gradually pulling away from Pike and Higman, while Williams with head down rocketed through the field to 2nd and even closed the gap somewhat on a cruising Bundy. Entertaining.

250's COMBINED

John Gosling was the only guy this day to score a maximum of three wins; though the likes of Max Faulkner, Derek Bull and Steve Ford made him work for it. Paul Elmore had a terminal engine problem in heat one and that was him finished for the day. Dave Hocky sportingly let Elmore take over one of his drives, but point-wise it didn't help.

The Final for this class had three separate dices going on, so it was hard to choose where to watch first! Gosling and Faulkner had a real go for 1st for

CLUB SCENE

all twelve laps, while a little astern Tony Hunt (very smart turnout) and Glen Cullen did likewise for third. Behind them came the rapid Honda singles of Ford and Graham Seymour, only this dice went on as the pair came up through the slower 250's. If Seymour were to invest in a newer chassis, then Steve Ford would have a real challenger on his hands. Great Stuff.

JUNIORS

1st A. Coles Jeta/Tabor DAP
2nd L. Rennison Jeta/DAP
3rd J. Peek Wright/Arrow

100 BRITAIN

1st D. Lloyd Jeta/DAP
2nd S. Baker Zip/Arrow
3rd R. Marsh Zip/Arrow

100 NATIONAL

1st N. Hann Zip/Parilla
2nd D. Maple Wright/Maple Arrow
3rd C. Guy Zip/Rotax

210 NATIONAL

1st P. Hawke Lynx/?

125 NATIONAL

1st A. Bundy Zip/Rotax
2nd M. Williams Zip/Rotax
3rd M. Pike Kobra/Kawasaki

250 NATIONAL

1st S. Ford Zip/Honda
2nd G. Seymour Star/Honda

250 INTERNATIONAL

1st J. Gosling Barlotti/Yamaha
2nd M. Faulkner Aero/Yamaha
3rd T. Hunt Zip/Yamaha

Golspie

SUNDAY, SEPTEMBER 29th LITTLEFERRY CIRCUIT

Nearing the end of the season and being the final chance for drivers to compete for club awards, and being a sponsored meeting a better turnout was expected than entries received. But with the Scottish Championships not long over it may well be that funds were restricting a lot of drivers, having spent so much to take part in the Scottish. 27 drivers turned up, and the weather could not have been better, it was like a summer's day (What were they like?).

Junior Booster champion Graeme Melville was there and in fine form taking all heats and the final with second place being contested by local lad George Moodie and newcomer Lee Livingston who has only been racing a few months but already shows promise. A new novice on the scene Andrew Jack from Bonnyrigg also put up a good show.

Junior Britain saw the Scott boys from Aberdeen in fine form with Graham Garden, local club member, and Jeff Stewart also a club member, trying their best to stop them.

100 National with 11 drivers saw some close racing with John Wright, Jim Baillie, Andrew Graham and Lyle McMorland all after the first position with Pete Adams, Harry Henderson and Darren Parks close on their heels.

125 National. The best racing of the day came from the 125 National with Alex Pettigrew, Bill Urquhart, Roy McQueen all with an equal chance. Bill took the first heat and Alex the next two. The final was the excitement at the off, Roy took the lead only to lose it to Alex, Bill then found a gap and shot through and this is how the race continued, with Bill sitting on Alex tail all the way, trying everything he had to get past but not quite finding

that extra bit of power to pull through, with Roy hard on their heels. It was a further disappointment for him to find he was just under weight so forfeited his place to Roy.

JUNIOR BOOSTER

7 Graeme Melville, Polmont Wright/PCR Parilla
38 George Moodie, Golspie Premier/Komet

JUNIOR BRITAIN

14 Richard Scott, Aberdeen Jeta/R. Ford Arrow
26 Graham Garden, Balloch Kali/Redhill TKM

100 NATIONAL

55 Andrew Graham, Kinneswood Kali/R. Ford Arrow
76 Lyle McMorland, Edinburgh Wright/BTR Parilla
29 Pete Adams, Aberdeen TKM/TKM
91 John Wright, Edinburgh Wright/BTR Parilla

125 NATIONAL

27 Alex Pettigrew, Inverness Zip/SRS Rotax
45 Roy McQueen, Inverness Zip/Rotax

Nuthampstead

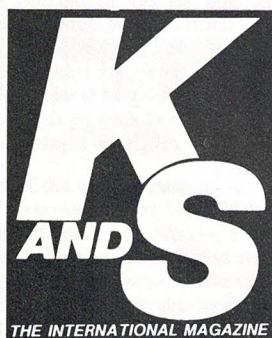
SUNDAY, OCTOBER 20th

JUNIOR BRITAIN

1st Dean Caswell Gillard/TKM
2nd Jonathan Pichel Zip/TKM
3rd S. Tapp

SENIOR BRITAIN

1st Alan Reeves Formula/Arrow



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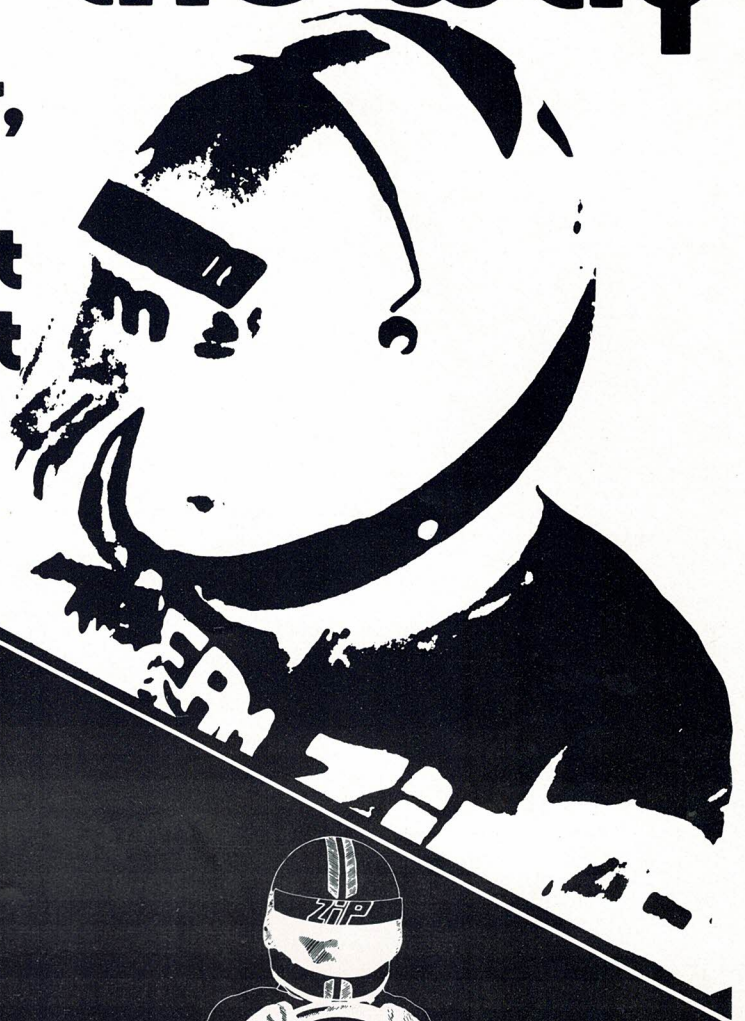
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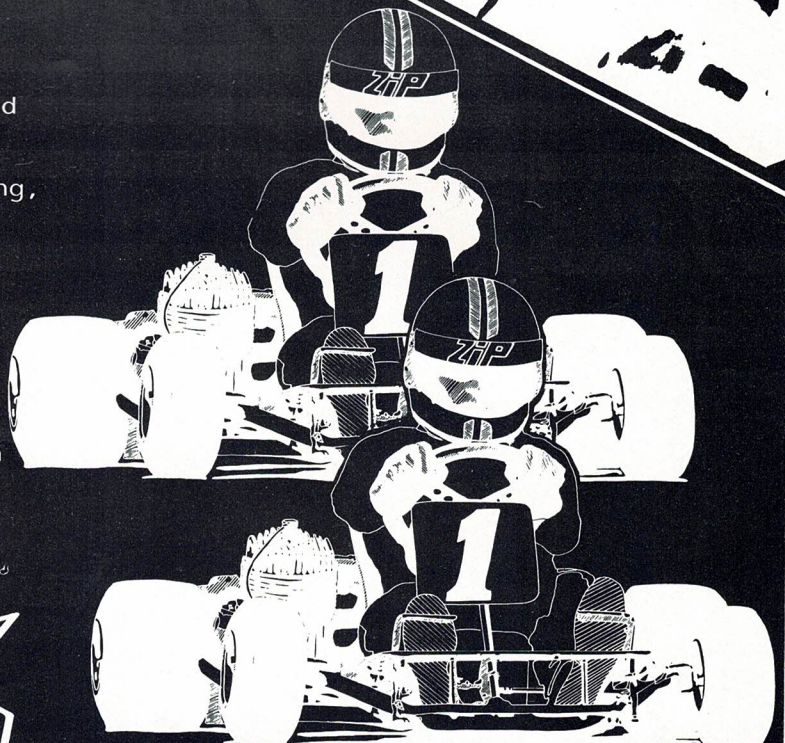
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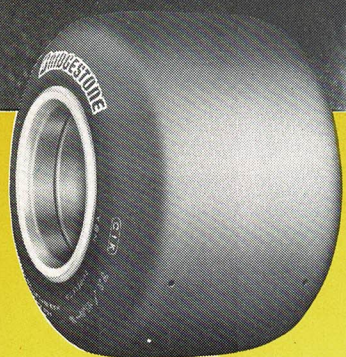
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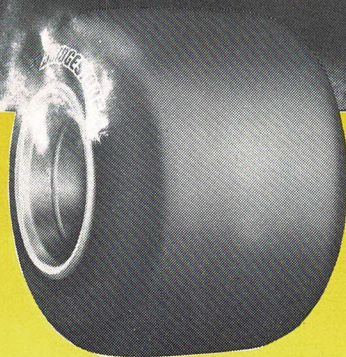
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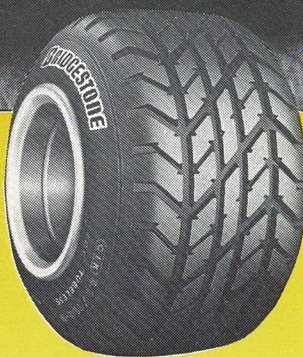
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