

250 Super Challenge

FOR 1988

For Drivers' information:

250 Super Challenge 1988 — Co-ordinator: Trevor Cryer, Tel 070681 3550. **Competition Secretary:** Andy Stratford, 5 Bridle Lane, Streetly, W. Midlands, B74 3PT. Tel 021 353 9092. **Result and Award Secretary:** Peter Hawtin, Tel 021 351 3347 (Home), 021 358 5645 (Work). **Treasurer:** Bob Kennings. Tel. 021 358 5645. **Publicity Secretary:** Mike Topp, Tel. 0827 895846. **Sponsor Co-ordinator:** Andy Scullion, Tel. 021 378 5040.

Objects of Series:

- To ensure improved 250 International grids on short circuits.
- To encourage Rotax and Yamaha drivers to compete.
- To promote 250 International racing on short circuits by providing a prestigious 4 circuits 8 meeting competition through the better months.
- To limit, if possible, expense undertaken by competitors by:—
 - Choosing circuits as central as possible.
 - Attempting to obtain a major sponsor and using the finance obtained to

promote the Series and pay start money.

- Obtaining tyres at a big discount for entrants.

The Competition:

- Open to all 250 International kart drivers.
- RAC Regulations apply. Supplementary Regulation (a): only Dunlop slick tyres to be used up to latest type K5, any make of wet tyre can be used. Supplementary Regulation (b): Rotax engines, only barrels and crankcases manufactured up to and including year 1986 to be used.

At Each Meeting:

- 250 Challenge Organisers to provide awards for all Challenge entrants in each round of Series.
- Yamaha and Rotax drivers race together but receive separate awards, i.e. 1st Yamaha, 2nd Yamaha. 1st Rotax, 2nd Rotax and so on.
- Organising clubs to provide usual trophies.
- Series leader to wear distinctive T-Shirt.
- Awards given according to position attained in final.
- Points given in each heat and final to count towards overall Series winner.
- Whenever possible 250 Challenge drivers to keep together in the pits. Ways to achieve this to be explored. Reason: To provide impact on possible sponsors and increase collective enjoyment.
- If grids are of sufficient numbers, only drivers enrolled in the Challenge will be allowed to race in the Challenge heats and finals.

The Series:

- Best 6 out of 8 possible meetings to count to overall positions so if you miss one or

even two meetings you are still in with a chance in the overall Competition.

- Points awarded in all heats and finals for Series awards, for these points Yamaha and Rotax compete with each other.

Placings	Points
1	20
2	19
3	18
4	17
5	16

and so on, down to twentieth place.

New Awards:

Andover Norton International Trophy — awarded annually to the Series winner.
Foden Plastics Ltd Trophy — awarded annually to leading Yamaha.
Snelson (Aluminium) Engineering Trophy — awarded annually to best turned out kart over the Series. To be organised by Peter Marshall and Roger Davenport. Method — a member of the public will select the five best turned out karts in order of merit at each meeting, and at the end of the Series the overall winner will receive the trophy.

Every driver in the Challenge will receive a plate glass cigarette box on a polished mahogany base. The box to be made up of removable clear glass panels.

Each competitor on attending each round of the Series will take from the box one clear panel and exchange it for an engraved one with a laurel wreath, the month and year, circuit name, engine make and position if in first three — Yamaha or Rotax, to finish. At end of the Series the lid will be engraved with the overall result, etc. So finally the cigarette box will be an engraved memento recording the individual events and the final position for each driver.

If a Major Sponsor is obtained:

The name of sponsor to be added to name of Competition. After promotional expenses have been met, all monies received from sponsors, etc., to be paid out in start money, only other goods or unsaleable vouchers to be given for achievements.

The success of this appeal for sponsorship is based on the fact that local papers are hungry for news about local people and if the competition is named after the sponsor, their name will appear and, with skilful writing other 'plugs' can be made. It is estimated that it could be possible to get, throughout the season, 60 write-ups distributed to 20 different newspapers. This is some coverage and gives us something to sell.

Circuits and Dates to be used:

Whenever possible these meetings are held at times away from major karting events.
3rd April Little Rissington, 15th May Three Sisters, 22nd May Fulbeck, 19th June Shepperton (Bar-B-Q at Dun Cow night before), 2nd July Little Rissington, 21st August Shepperton (Bar-B-Q at Dun Cow night before), 19th September Fulbeck, 23rd October Three Sisters.

The organisers reserve the right to amend or change any of the above, if considered necessary.

Entries:

- Drivers to obtain own entry from each Kart Club organising the respective meeting that is included in the Challenge.
- Entry fee for Challenge Series £25 payable by 28th February, 1988.

Sir,

Could I please say a Happy New Year to Jim, Barbara, Tony, Neville and all their families, plus all at Dartford Karting. Also a big thanks for all their help and expertise during 1987 which has helped me have numerous wins. Hoping for more success in 1988.

Thank you, Craig Booth,
London, W4

BIRMINGHAM WHEELS PROGRESS REPORT

Many of you will have seen the announcement of the Birmingham Wheels Circuit, exclusively in this magazine, earlier in the year and since then heard nothing more until the recent Top Gear programme, which expressed its concern about the change in aims of the complex and the increased commercialism at the expense of local User Groups. Very briefly we would like to explain what has been happening.

First of all the circuit which was laid was of very poor quality so that contractors returned to repair it. Unfortunately this only made it worse, and so it was totally resurfaced at the end of September. Birmingham Wheels Kart Racing Club was formed and became affiliated to the RAC MSA Ltd., and applied for race dates (which have been set for the fourth Sunday in the month).

The next problem came when Mike Boy, the Manager of Birmingham Wheels, stated that various conditions had to be met by the Club before we would be allowed to hold race meetings on the track. Many of these conditions were, and still are, totally against the development of RAC karting at the Wheels Circuit. For example, the Club rules, a direct copy of the Model Rules sent by the RAC MSA Ltd., would have to be rewritten. (To demonstrate the extent, he wants 39 amendments to a rule book containing only 34 items.)

During all this, a concessionaire, Derek Ozanne of Guernsey Self Drive Karts Ltd., came on the scene and a contract was struck whereby all circuit use, except 16 Sundays during the year, come under his control, and we understand that his arrangements for

testing will be only on Saturdays 10am-4pm, at a fee of £8.

As you can see we are having more than our share of problems, but we hope to be able to sort things out during the winter without compromising the development of this new and extremely keen club. In the meantime, a reminder of our Membership Secretary's address for those who wish to lend support by joining this Club: Alan Jones, 4 Fernwood Close, Burntwood, Nr. Walsall, Staffs, WS7 8US.

Mike Topp, Secretary, Birmingham Wheels KRC



The Birmingham Wheels circuit recently got quite a pasting on BBC's Top Gear on the lines that it was becoming too commercial so pricing out some of the community-based groups for karting and other activities.