

MAGsport



In the last issue of the Road you read about Alex Gault the 16 year old MAG Sport sponsored motorcycle racer, having the chance to challenge for the Scottish Super Sport Championship in only his first year in the class. That all came to an end when the youngster crashed heavily in qualifying for rounds 11 and 12 of the championship.

Things started well for the Scottish teenager, who, in free practice, although un-timed looked well on the pace on his YPE tuned Suzuki. When the 32 racers took to the track in timed qualifying, Gault led the session for most of it; in front of the very experienced British Super Bike and TT rider Keith Amor on the Ex-Tas Super Sport Suzuki and Championship leader Bob Grant on his Ten Kate Honda. However with only five minutes of the session remaining, Gault crashed going down *Dufus Dip*, the fast down hill right hander at the end of the start and finish straight on the Knockhill Circuit.

Alex was OK however, which was more than could be said for his bike which was damaged beyond repair at the track that day. Alex' father said, 'We have been lucky all year, any crashes Alex has had have been small ones with little damage to the bike, however this comes at the wrong time of year and I do not think we will be able to rebuild it before the next round and will probably see us pulling out of racing until next year.'

This was very disappointing, as when the times were released, Alex who until his crash, had been sitting in provisional pole position and despite not finishing the session had qualified in second place. This

was only 0.1 of a second behind Amor's time of 52.7 seconds compared to Alex' time of 52.8. In third place was championship leader and three times Scottish Super Sport Champion Bob Grant on 53.036 with David Paton (who sits 2nd in the VMR6 Cup) on 53.621.

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Our thanks at this point go to Craig McClelland, Shirlaws Kawasaki and the Window Store. Craig, who is out with a broken bone in his foot after a crash when at the East Fortune circuit in the last round of the championship, offered Alex the use of his Kawasaki ZX8r which he uses in the 600 Production Championship. Although the bike is basically a standard road bike and way down in power and specification



MAGsport's Alex Gault is really looking like a serious contender for track stardom – you read it here first

when compared to the super sport bikes, the team accepted. Although the youngster Gault proceeded to crash out of both Super Sport races, he put up a stunning display of riding, putting the standard Kawasaki up with the leaders on their more powerful Super Sport spec machines.

In race 1, after a race long battle which lasted 12 laps with championship leader Grant; Gault, the youngest rider in the race that day, crashed out on the very last corner of the last lap while in 2nd place. With Amor taking the win from Grant second and Paton third.

In the second race, again Amor out in front with Grant, Paton and Gault fighting for the second place, the commentator even apologised for ignoring the rest of the race as the duel was, as he said, 'breathtaking.' Unfortunately Alex crashed again on lap 10 of the 12 lap race, luckily with very little damage to the Shirlaws/Window store bike.

Alex said, 'I had to win this meeting to keep any hope of the Scottish title alive, crashing my bike in qualifying is a massive blow. Thanks to Craig, Shirlaws and the window store for the loan of their bike, it was just a little down in power compared to the others. All I could do was try and make up for it going round the corners – it didn't work.'

Alex missed the next two rounds in the championship, held six days later at the East Fortune circuit just outside Edinburgh. Alex managed to get the parts to rebuild his bike in time for the last round of the Championships held at 'The Jock Taylor' meeting. Thanks to 'Suzuki Genuine Parts and Accessories', the meeting is an annual event and named after the late Scottish sidecar racing World Champion and always attracts the strongest field of the year. It didn't fail to impress again and true to form, 40 machines lined up on the grid with champions and experienced teams from all parts of the UK.

Gault's mishap in the previous round at the venue was not apparent as the 16 year old took to the track in morning warm up. Although unofficial, he had set the fastest lap time. When the riders took to the track again, this time qualifying for grid position



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in the race, Gault, who was first out on track, led from the front setting pole position with a fantastic time of 52.354 seconds!

Race one of the day took place in glorious sunshine. Gault, still the youngest rider in the championship on his YPE SUZUKI led from the off, with a flag to flag victory setting consistent 52 second laps and taking the win two seconds in front of fellow Scot and runner up in this year's MRO Super Sport championship, Liam Lyons.

The second race for Alex that day, which was to be the last in this year's Scottish

Super Sport Championship, was also the inaugural 'Nial Mackenzie tribute race.'

The vastly experienced racer was indeed billed to take part, unfortunately an emergency appendix operation stopped the retired racer's participation. After only two laps from the start of the race the red flags came out while Gault was leading as another rider had been hurt in a crash on another part of the circuit and required medical attention.

In the restart, some 25 minutes later, Gault again took his YPE SUZUKI into the lead and held it until the end, in front of this year's MRO Super Sport 600 champion and ex BSB competitor Andy Weymouth with his Seaton tuning team mate Lyon in third.

This is the last intended race of the season for the Scottish Youngster who, due to having a slow start and missing six of the 17 races, could only manage 3rd in the championship overall but has looked very dominant towards the end of the season. As yet, plans for next year are still being assessed but it looks likely Alex will be heading to the British Super Bike Championship, contending the Junior Super Stock Class. If you would like further information on how to become part of the team, contact Alex through his web site at www.minimotoracer.com