

Karting

NEWS & RECORD

1/- Monthly



NOVEMBER, 1960.

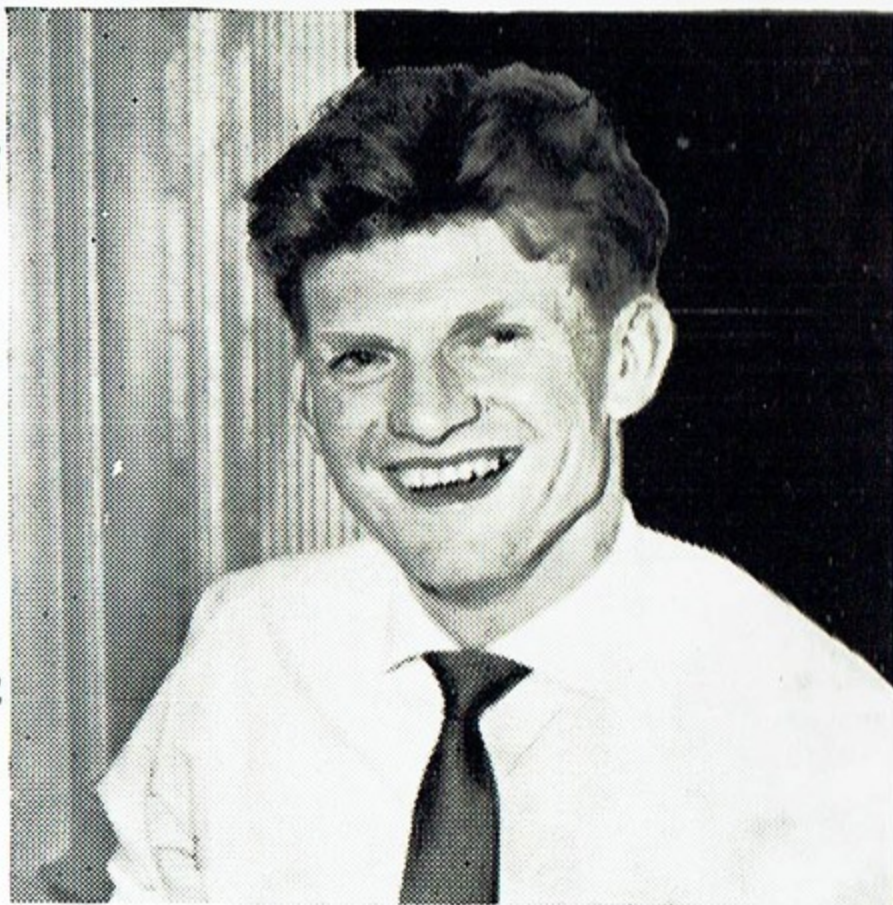
VOL. 1. No. 8.



Kart Racing's National Magazine

**MEET
THE
FASTAKARTERS**

BOBBY HOWES OF
HUNTINGDON



**One thing they all have in common -
they all win on FASTAKARTS**

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First: Mel Bayliss and Brian Jordan
Eight Fastakarts qualified for Finishers' Awards

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1st Barrie and Tony Williams
2nd Mel Bayliss and Brian Jordan

Castle Combe, September 25th
100 Lap Race
1st H. Noton and R. Jones

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Karting News & Record

Kart Racing's National Magazine

November, 1960

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Amazing 250 cc. American Kart

The German/American Aucas Kart

New R.A.C. Regulations

Fixtures

FRONT COVER. MICHAEL WARE'S brilliant action picture shows BRIAN JORDAN in his Fastakart at Shellingford. The Jordan Fastakart combination has proved practically unbeatable around the country.

WORLD CHAMPION **McCulloch** **NOW**

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INSET. Roger Biss and Terry Forbes with their Karts powered by the McCulloch MC.10 have won 38 Trophies in 25 weeks. This amazing success endorses that the McCulloch MC.10 is supreme for power and reliability.

RECENT RESULTS

14th August	Banbury	1st Class 2
20th August	Southern C.	1st „ 1 and 2
21st August	Three K.	1st „ 1 and 2
24th August	N. Ireland	1st „ 2
27th August	N. Ireland	1st „ 1
27th August	N. Ireland	1st and 2nd Class 2
11th September	Shellingford	1st and 2nd Class 1
24th September	Bath	1st and 2nd Class 1
25th September	Tring	1st Class 1
1st October	Lichfield	Four 1st
2nd October	Maidenhead	1st & 2nd Endurance Race
2nd October	Maidenhead	1st and 2nd Class 1

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THE EDITOR WRITES . . .



THREE EDITORS in only eight months — that's quite some record, even in a fast sport such as kart racing. But that is indeed the record *KNR* is about to set-up as the Managing Editor steps back into his proper role and hands over the editorial chair to the man *KNR* has at last found to take the place so suddenly vacated by Derek Hull.

On the title page you will see the name of this new Editor, and you will know that he is no stranger to the kart tracks of Britain. You have seen him racing — or R.A.C. stewarding — from the south to the north. And you will see more and more of him in future.

In the few months that we have been writing these editorial notes we have come to view this editing business in a new light. For one thing, we have come to realise why the job proved too much for our founder-editor. As the news pours in from *KNR's* thirty reporters — covering the whole of the United Kingdom and every territory overseas where karting is a serious sport — it has to be sorted, subbed, set up in type and edited. It is a big job and a responsible one.

We have seen Nick Brittan at work on this issue — perhaps in a somewhat minor role at first — and we know that he will produce the sort of punch that *KNR* readers expect. Already you will notice a big difference in many pages of this month's issue.

The advent of a new Editor, of course, provides you, our readers, with another splendid opportunity to criticise and comment on our work. Don't hesitate to have a go at Nick — those who know him know that he can give as good as he gets.

Well, how goes karting for the winter months? The let-up in racing tempo has been less than some pessimistic characters forecast. Karting, in fact, is neither dead nor hibernating. But in the cold and the wet — we take

our hats off to you. Nothing could be more miserable, nor yet more rewarding.

Rewarding because this winter season will provide a multitude of opportunities for preparing for next spring and summer. And *KNR* has some interesting plans afoot to help you. See next month's issue.

Contact has been made with the boys who sprint — not on foot but on two wheels. These are the boys to whom one-hundredth of a second over 440 yards is so vital that the file that removes another gramme of excess metal is the most important item in their tool kits.

It is probable that karts will be introduced to this sport — just to show those two-wheeled 500's what 200 c.c. two-strokes can achieve. We think that properly geared karts will show up very well indeed — just as they have done, already, in hill climbs.

And this may be another event to help kill that expression “go-karting” with its connotation of 25 m.p.h. top speed. In Britain it is “kart racing” — and British karts are very potent machines.

The newly issued R.A.C. Kart Regulations will bring joy to many hearts and, perhaps, just a few regrets to others. The restriction on prize money and trophies will be welcomed by one and all. And so too, the reservations regarding “starting money.”

We predict that these regulations, for all their minor faults, will prove very good for the sport in 1961. But they must be honoured in the spirit as well as in the letter.

Now the Managing Editor takes his final bow from this stage and returns to his office — to manage. And that, of course, includes the privilege of sacking the Editor if he doesn't suit. So if he doesn't suit you, write to us about it.

KNR GOES TO THE DEVIL?

"Old Nick" to join Editorial Board

WHEN *KNR* was first published, the Editor's chair was occupied by Derek Hull — an experienced sports journalist who built up the magazine's news gathering service to the envy of many other motor sport publications.

Then, only a few months later, *KNR* suffered a blow when a breakdown in health forced Derek Hull to give up the Editorial title.

KNR searched for a suitable replacement for a long time without success — and meanwhile Managing Editor Philip Bond tried to fill in. Some have said that his efforts have not been so imperfect as he, himself, thought. But the search, nevertheless, went on.

Then — but a few days ago — word

FIXTURES

- Nov. 6**—Cadwell Kart Club, Louth. (Cadwell Park Racing Circuit, near Louth, Lincs.).
- Nov. 6**—Broughton & Bretton Motor Club, Neston, Wirral. (Harwarden Airfield, Chester).
- Nov. 12**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- Nov. 12**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).
- Nov. 20**—Camberley Kart Club, Frimley. (Eelmoor Plain, near Rushmoor Arena, Aldershot).
- Dec. 3**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).
- Dec. 10**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- Dec. 11**—Camberley Kart Club, Frimley. (Eelmoor Plain, near Rushmoor Arena, Aldershot).
- Dec. 27**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- Dec. 31**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).
- 1961**
- Jan. 8**—Camberley Kart Club, Frimley. (Aldershot).

reached the *KNR* Managing Director, Dick Devereaux, that Nick Brittan — well-known kart driver, one-time national trade journalist and motoring correspondent — was looking for a new job. Hasty discussions took place and the decision was made: Nick Brittan joins *KNR* as Editor — as of now.

Nick Brittan's brand of journalism will be tempered to suit the reputation of *KNR*, but there is no doubt that he will introduce many fine new features that will help *KNR* to go to even greater strength.

So now the Editorial Board of *KNR* is back to full strength — and what a team! At the head, Dick Devereaux — experienced in many parts of the world (from patrolling in New Guinea, script writing in pre-war Hollywood, war-time Major of Commandos, post-war adventure story writer). Managing the ensemble, Philip Bond — with no less than 15 years in and around Fleet Street and long associated with motor sport journalism. And finally, the man who knits it all together, Nick Brittan — still young and full of starry-eyed idealism, yet experienced as a journalist in many sports.

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THE SPORT OF KINGS

KNR Editor, Nick Brittan reports on his exclusive interview with the President of the Amman Kart Racing Club

THERE IS NO British kart club that can boast of a president whose enthusiasm for the sport is as effervescent as that of the Amman Club's president. I was more than surprised to find that the man who shoulders the responsibility of organising karting in Amman was so knowledgeable on matters of kart racing. On these same young shoulders rests the responsibility of the Hashimite Kingdom of Jordan for the club president is none other than King Hussein.

In the plush oak-panelled Jordanian Embassy King Hussein told me of some of the minor problems he has encountered kart racing. "The Villiers engines that we use have been slightly problematic, due perhaps to climatic conditions — they tend to overheat and seize up."

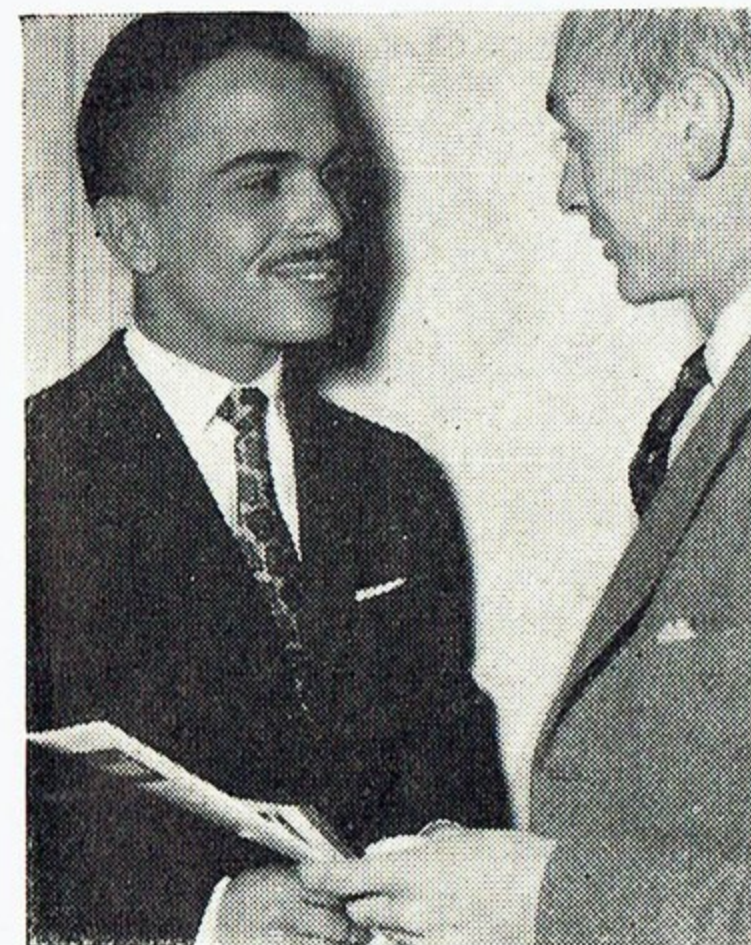
Rayner, a captain in the Jordanian Army, told me afterwards that no one in Amman can touch him on the track.

"If any one of us could get close enough to dice with him we would, but most of the time we spend chasing his exhaust." As an afterthought, he added with a smile of his face. "But wait until I've finished working on my engine."

How did kart racing come to Amman? "There has always been a nucleus of racing-minded people at the Palace, and before kart racing we used to race our cars on the nearby airfield quite frequently. There were so many different classes of cars eventually that handicapping became impossible. I thought that it would be a good idea if we all drove machines of equal power, thereby giving everybody an equal chance. The obvious answer was karts, so we formed a club and ordered twelve Keele Karts, and that's the way kart racing began in Amman."

Do you intend to compete in meetings outside Jordan? "Naturally I am a very busy man, but should the opportunity to race arise when I am abroad I will most certainly do so. In fact, Captain Rayner and I have arranged to try out some JLO engined Trokarts tomorrow at Biggin Hill"

As I prepared to leave, King Hussein's parting shot was: "I'll see you on the circuit tomorrow." This touch of informality from a man who is recognised not only as a King but as a great sportsman is typical of the man who is making kart racing the new sport of kings.



Smiling and always happy to talk kart racing, King Hussein chats to *KNR* editor

Who looks after the Royal Keele Kart? "I do all the mechanical work on my own kart myself," he told me. "The club has twelve karts and when possible we devote one afternoon a week to a tuning session before racing." I asked if the fact that he was the King made any difference on the circuit. "Oh, no," he replied. "No one gives way to me, I have to fight for my position just like anyone else." His successes? "Sometimes I win, sometimes I lose."

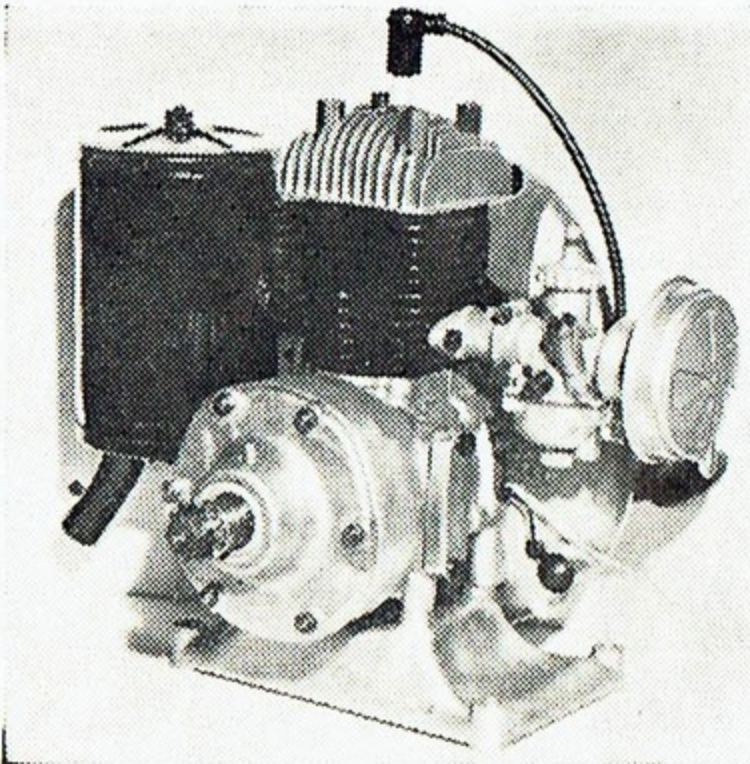
He was, in fact, being modest. Maurice

Mention *KNR* when replying to advertisements — it helps advertisers, it helps you and it helps us.

THE JLO ENGINE

KNR scores another first with German Technical Reporter Sloniger's article on the popular JLO industrial engine. Sloniger with the advantage of being bi-lingual and able to visit the North German factory, has produced a well-informed and comprehensive breakdown including hints and tips on tuning for **KNR** readers.

THE JLO NAME appears with amazing frequency on the results scoreboard after kart races around the continent. More recently this 98 c.c. industrial engine from North Germany has made heady gains on the English scene. It may well be time to wonder why.



JLO engine from clutch and drive side.

Other kart motors, even in Germany, offer more rated h.p. per cylinder, but the Jlo's regularly win. The fact that they don't win every time has prompted the factory near Hamburg to delve into special tuning for their product. Before we examine that, let's review the basic engine. The Jlo's greatest asset is its apparent indifference to load or mounting. It is versatile. You can go karting by simply removing the industrial gas tank and muffler from the all-purpose model, but winning requires further work.

The 98 c.c. motor turns out 5.4 h.p. at 5,500 r.p.m. and will climb clear up to 8,000 r.p.m. This is academic since the power curve drops off above 6,000. It weighs a rather heavy (for karting) 19.8 lb., due largely to the cast iron cylinder and crankshaft. Light metal is used for the housings and connecting rod and ball bearings carry all loads. The engine is fan-cooled.

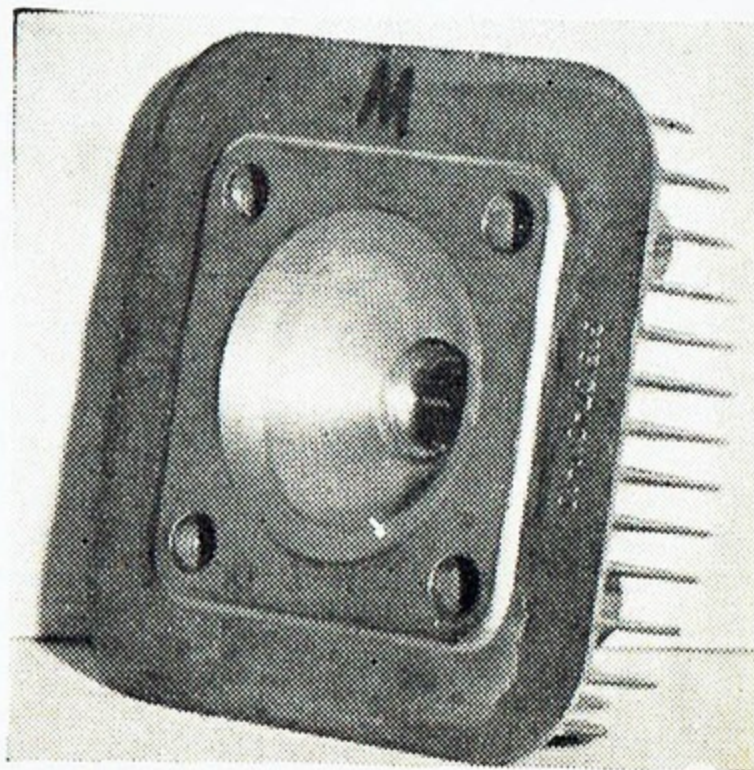
A Jlo can be ordered for left or right rotation and for mounting either upright

or horizontal. They even supply special service tools for pulling flywheels and the like. Extras like the centrifugal clutch, re-wind starter, fuel tanks, straight exhaust pipe, drive sprockets (three ratios) and muffler are extra in price as well.

An indication of Jlo dedication to karting is their work with sprocket ratios and optimum speeds. They recommend the 1:7 ratio for German-type courses with a maximum length of 440 yards and no straight longer than 110 yards. If the tight turns and hairpins are plentiful, 1:8 is even better. For fast courses a 1:6 is the Jlo recommendation, whether running one or two engines. All Jlo engines delivered now with clutch feature a stronger delay spring than the earlier models. This clutch doesn't take up the drive until around 3,000 r.p.m., which is close to the torque peak of 3,500.

The factory soon realized that the stock engine could be bettered, particularly in lands where tuning is allowed. A few of their experimental findings follow:

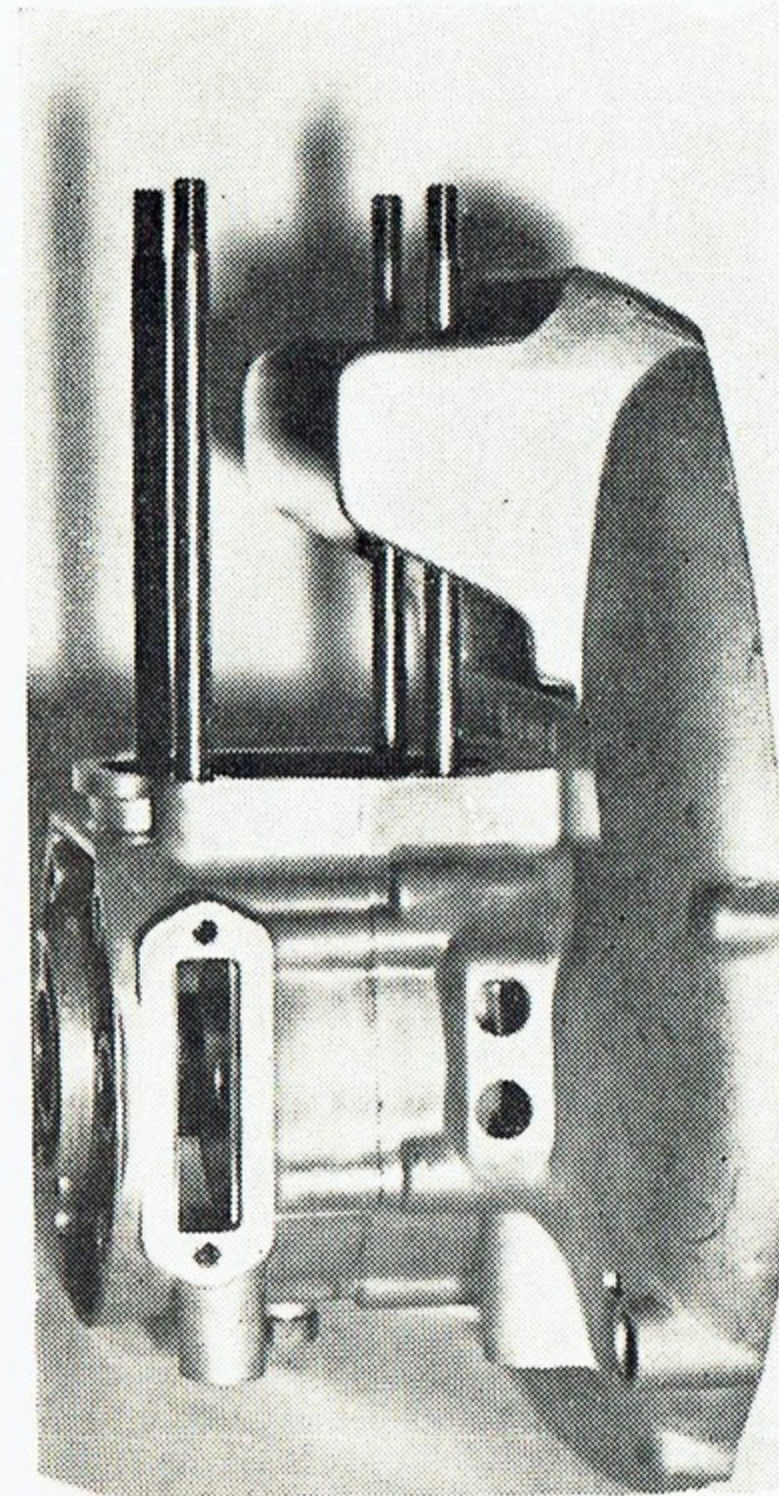
They begin with the obvious, recommending a careful polish job on intake and exhaust ports, the transfer port and carburettor stub. Jlo delivers a 19 mm. Bing carb., although experiments indicate



Compression ratio may be increased by milling surface shown.

that a 23 might give more push in the middle range. With the normal one, use a 95 or 100 main jet, a 40 or 45 idling jet, and a 1108 needle jet. Needle position III is stock, with II recommended for the first 10 hours of operation.

Position IV and a 1:15 mixture are wise for the break-in period if you haven't honed the cylinder. This position is also good for fast courses on a hot day. They suggest a mixture of 1:20 for break-in and 1:25 afterwards with un-tuned motors and 1:15 and 1:20 respectively if you tune.



The half housing. Crankcase can be "stuffed" by filling in the long narrow opening on the lower left side. This is provided for a governor in industrial use, and on most karting engines is normally capped.

If you mount the engine upright, Jlo suggests either the 45° or the 90° inlet stub from the carburettor. There are respective models for horizontal mountings. The ideal would be a straight stub of 5.1 inch according to their tests, but that depends on the angle of mounting.

Proceeding to machine work, the cylinder can — and should — be honed up to 0.02 mm. to avoid frozen pistons at high, continuous rev. figures. As much as 1.2 mm. can be shaved off the flat face of the cylinder head to raise the compression as well — to 8.7:1. More shaving would endanger the piston. The piston slug proper can afford to lose 0.5 — 1.0 mm. from the intake skirt (the larger one) to make certain it will clear the intake port at top dead centre. Further filing can be done to the top of the slug if it hinders the transfer port at BDC.

Jlo has performed welcome experiments with mufflers, in view of rising demands for quieter karting. They use the pot from their 150 c.c. industrial line on the smaller 100 c.c. motor and find it far superior with freer air passage inside and a larger outlet. This is the standard fitting for kart motors now. The large muffler actually improves power slightly in the lower r.p.m. range and costs an estimated .2 — .3 h.p. at the top end. When a straight pipe is used they recommend one at least 33.5 cm. (13.2 inch) long and at least 3.4 cm. (1.34 inch) in diameter with a bend of no smaller radius than 10 cm. or 3.9 inch. The power gain or loss for the stock (large) muffler is relative to a straight pipe, incidentally.

It is no accident that the Jlo motors win races. They are a good balance of power and durability, with easy starting characteristics and the ability to hold their tune for long events. The factory enthusiasm for karting is another plus for the engine.



"All I did was raise the compression ratio."

Les 6 Heures Internationales de Paris

Sunday, 9th October

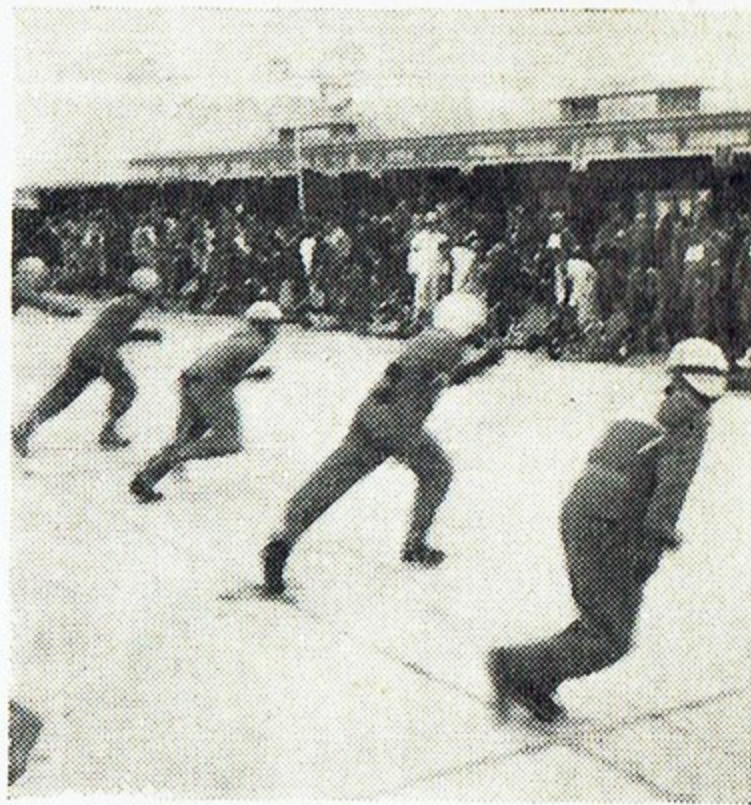
THIS article could also be called "The Day the Pits Fell Down," as halfway through the Grand Epreuve a portion of the pits collapsed backwards on top of a Renault Dauphine parked at the back, doing it a power of no good. Unfortunately, these pits included one belonging to one of the British teams — that of the British Automobile Racing Club — who were left for the rest of the meeting, together with two Dutch teams and one American, without any protection whatsoever from the downpour of rain which fell throughout most of the meeting.

The organisers seemed quite unimpressed by these added difficulties, and did nothing at all, except to completely demolish the remains leaving the unfortunate contestants without shelter.

For this, their first meeting, the "Comité National de Karting" had decided to hold an international endurance race of 6 hours' duration, at a circuit laid out at Orly Airport on the outskirts of Paris. To this, some sixteen foreign teams, from Germany, Belgium, Switzerland, Spain, American, Holland, Luxembourg and Great Britain were invited to compete against teams from 23 of the French National Clubs. These invitations were a little disorganised as the Dutch had invitations to two clubs extended to them and on arrival were told that only one could race, whilst the British had had a similar occurrence, except that evidently three clubs at least from Britain had received invitations and when they all turned up in Paris, the organisers tried to eliminate one. This was resisted and eventually after the suggestion that if the organisers must invite clubs that they had no intention of letting race then the least they could do was to pay their expenses, both the Dutch and British teams were given entries.

The circuit was 950 metres in length — almost 5/8ths of a mile — on smooth concrete, 25 feet wide throughout and of excellent design, there being 6 straights, 8 right-handed and 5 left-handed corners, and plenty of opportunity to pass on most parts of the circuit. Where the venue fell down badly was the complete lack of amenities.

The National Anthem was played. down went the flag, and the race was on. Immediately into first and second positions went two of the British teams, the Croydon Trokart Club's Trokart/McCulloch and the Four Aces Kart Club's similar entry. The third team from this country — that of the B.A.R.C.



The Le Mans start, They're off — six hours to go

— had drawn the 39th and last position on the grid, but nonetheless, was halfway through the field within 5 or 6 laps. The drivers representing Great Britain were, for the Croydon Trokart Club, Roger Biss, Dave McMullen and Jeff Smith. For the Four Aces Club, I. J. Williams, A. Sutton and J. A. L. Bennett, and from the B.A.R.C. driving the prototype Class I Fastakart, powered by a McCulloch engine, Ken James, Graham Irving and Alan Robinson.

After three-quarters of an hour Roger Biss on No. 33 Trokart was well in the lead, driving with all his skill, having pulled out a lap lead over the second man in a French Morere/Montesa, a few yards in front of a French All-Kart who was neck and neck with the Four Aces Trokart who was just heading off some more strong pressure from the local opposition.

Now the rain started, and continued for the rest of the meeting unabated, making all the drivers very wet and uncomfortable, and it was now that the new Class I Fastakart showed its superiority in handling, being markedly faster through the corners than nearly every other competitor. If and when this kart appears on the home market in this form it will undoubtedly be as successful as its bigger engined Class IV brother.

During the next three-quarters of an hour Roger Biss consolidated his position, drawing further away from the second man, No. 3, who, towards the end of this period started dropping back, foreshadowing the failure of all the Montesa-engined karts with carburation troubles. The K.C. de Mans entry stepped into the breach for France, and held the second position from the second Trokart by one lap. This was the testing period when teams were out to try and break up the others before they had really settled down to the long grind. It was here that the leader was at his best, driving consistently and extremely quickly, moving surely and steadily away from his opposition. This surely must have been one of Roger Biss' finest races, having for the three hours that he drove, the opposition spreadeagled behind him and paving the way for what appeared for so long to be a fine British victory.

Position at 1½ hours:

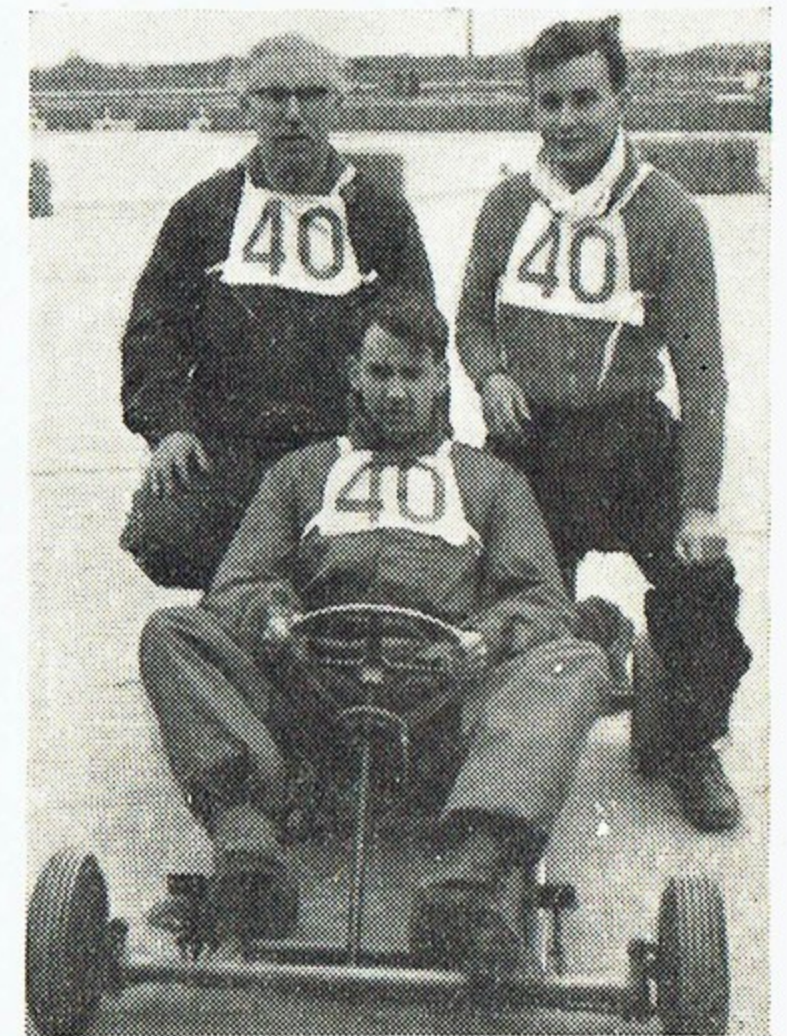
- 1st: No. 33, Croydon Trokart Club, 81 laps.
- 2nd: No. 5, Kart Club du Mans, 80 laps.
- 3rd: No. 34, Four Aces Kart Club, 79 laps.
- 4th: No. 19, Mulhouse Kart Club (Thunder Kart/P.P.K.), 79 laps (France).
- 5th: No. 3, Kart Club Touloussain, 78 laps.
- 6th: No. 4, Kart Club Parc-Cahnot (Errico/McCulloch), 77 laps (France).
- 7th: No. 32, Schweizgrischer Kart Club (Hako Kart/JLO), 77 laps (Switzerland).
- 8th: No. 27, Kart Club de Leige (Blon-Kart/McCulloch), 77 laps (France).

The pace of the leaders was proving a little hot for some, the Morere/Montesa falling by the wayside now, being in the pits for a long period with engine troubles, and No. 4 being displaced by a French Liberia/Montesa which came up rapidly over the next few laps. The Fastakart, too, was moving up after its earlier setbacks when the aforementioned pit collapse came about. This did not help matters along for any of the teams involved and especially the Dutch who

had one of their drivers taken ill, because of the conditions, and had to take him almost a quarter of a mile to his car for shelter.

Meanwhile, the British Trokart teams were still in 1st and 3rd positions, holding their places comfortably with a good fight going on behind them for the 5th, 6th and 7th places, between the two French and one Swiss karts all being within a few lengths of each other.

Now real trouble struck the British teams, the leading Trokart and the Fastakart in 12th position both started suffering from misfiring, this, later diagnosed as water on the contact breaker points, was to so delay the Trokart that it dropped right off the leader board and was to eliminate entirely the Fastakart. Roger Biss and Dave McMullen were very unfortunate to have this stroke of bad luck for, if any team deserved to win this race of endurance, theirs did, but, as is always true in all forms of motor racing,



The ill-fated Fastakart/McCulloch B.A.R.C. team of Irving, Robinson and James

the race is not won until the flag is dropped. The B.A.R.C. entry was also unlucky, for, on times taken it appeared that it was amongst the two or three fastest karts on the circuit, especially in the wet. The rest of the leaders were still fighting it out strongly with the pace telling on some, especially the French Mulhouse K.C. and the Swiss entries

(continued on page 43)

People You Should KnowAnn Thorp

THE BANBURY BELLE

APPEARING in the "winners' circle" up and down the country with great regularity these days is Ann Thorp. Although Ann is not a Banbury girl (she lives at Alderminster, 10 miles away), she has earned herself the tag of "The Banbury Belle," probably because she has won the majority of her fourteen trophies at the Banbury track.

All these trophies and the reputation of being one of the fastest women on four wheels in the country have been won since April this year. A lot of credit for these trophies must go to Ann's father, who prepares her Azum/JLO for her.

A veritable wizard with two-strokes, he is continually dreaming up ideas to get more poke out of the JLO. Dad's prowess in the garage cannot, however, overshadow Ann's performance on the track. For Ann, a slim 22-year-old blonde, has the uncanny knack of keeping out of trouble on the circuit. In all her eight months of kart racing she hasn't once "bent" her kart.

Her first experiences in racing were in ladies' races. "I have since discovered that it is a lot safer in with the boys; women are so unpredictable," she told me. I know just what she means.

Since she decided to "mix it with the boys," she has severely shaken some of them who tend to look down their noses at women drivers. At a recent Bath meeting the only time I saw the crowd applaud (and they really did!) was when Ann came through a field of nine male drivers to take the flag.

Ann has recently decided to race as

often as possible at tracks other than Banbury.

"Racing too often on the same circuit, I tend to become a little over-confident; this is a bad thing." Obviously a shrewd girl to make such an observation.

Her red and cream Singer and trailer is liable to become a familiar sight next season at Shellingford, Tring, Aldershot, and other circuits within striking distance of her home. Next time you see her car look closely at the badge bar. On it is her Institute of Advanced Motorists' badge. A canny lass, our Banbury Belle.

What does Ann do when she isn't racing?

She rides with the local hunt and competes in jumping trials and gymkhanas. One of her proudest moments was when she was presented with the pad of the fox on one of the first occasions she rode with the hounds. The mantlepiece in her bedroom is barely visible for the colourful array of rosettes that she has won at gymkhanas.

It's interesting to note that Stirling Moss was a great horseman before he took to grand prix racing. Stirling reckons that the sense of balance he developed riding horses is a great help when driving. It looks as if there may be something in this theory.

At the moment Ann is undecided about giving up karting for horses during the winter season. Let us hope that if only for those of us who enjoy seeing a bit of glamour around the pits that karting will win.

— Liam Fisk

KNR Christmas Issue will be on the bookstalls on December 1st. Be sure and order your copy from your News-agent NOW.

WEEKLY MEETINGS IN LINCS.

FOR six months Grimsby Aero Kart Club has promoted racing every Sunday at Waltham Aerodrome in North Lincolnshire. There has been an average of 30 competitors each week, and the membership is now 60 with about 40 karts, mainly Aero and Seco. Now affiliated to the R.A.C., the racing secretary, Sydney Taylor of Barclays Bank Chambers, Riby Square, Grimsby, telephone Grimsby 3355, says that the club is now considering promoting an all Lincolnshire Championship and a North v. South match.

Applications for entry in any of the Sunday events must be received by Thursday mid-day, and every effort will be made to include all applicants. Points are awarded for all places and are valued according to the gate. A Club Cup is awarded each month for the person with most points and the George Sleight Trophy is also awarded monthly following a race between the 10 competitors with the lowest points in the preceding month's racing.

The track is macadam surfaced and is 500 yards long with two straights of 100

yards and includes two fast curves and four hairpins.

Accommodation can be arranged for visiting competitors at reasonable cost, and every effort is made to offer good racing in a friendly atmosphere.

New track in Leicester?

AT LAST it seems that kart racing enthusiasts in Leicestershire are to have a track on which to hold regular meetings.

Subject to satisfactory terms and conditions being agreed, Wigston Urban Council has decided to permit kart racing on land adjoining the Magna Road recreation ground at South Wigston. But at the moment there is one snag. Racing will not be allowed on Sundays.

Recently a special committee watched a racing demonstration, which one of the members described at the council meeting as being "very exciting and a most interesting sport."

— R. H. Orton



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Gatwick Men at Tangmere

BESIDES being the managing director of a scientific instrument case makers and general woodworkers, popular Hugh Parrott is also an efficient assistant treasurer of Gatwick Kart Club, and, as he proved early in October, a kart driver of some considerable distinction.

Hugh, like the other Gatwick enthusiasts, has absolutely no opportunity to put in any practice in the Crawley New Town area as local authorities are clearly completely against this progressive young sport.

So it was all the more surprising when Parrott, probably just as inexperienced as his club colleagues, climbed into an MB Wasp kart and snapped up sixth, fourth, third and finally second spots in four different races at a meeting at the Tangmere R.A.F. station near Chichester.

Tangmere is just about the only place you will find in Sussex where karting can carry on without immediate protests, and the Gatwick members, who usually have

Jim Russell cuts the cost of karting

Special reductions on all "Ruskat" models purchased between now and December 31st, 1960

To encourage those about to enter the sport The Racing Division of Jim Russell has just announced special low prices for the winter season. Select the kart you want from this list of proved "Ruskats":—

Junior (Single A.490) -	£45
Junior Twin (Two A.490) -	£60
Challenger (Single E.65) -	£60
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Pacemaker (Single JLO) -	£65
Pacemaker Twin (Two JLO) -	£90

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whilst these prices apply

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to travel forty or fifty miles to the nearest meeting, jumped at the chance to take part in competitive racing.

Parrott was in the Class IV events for 200 c.c. engines, and other Gatwick performances included a second spot for Gerry Belton driving an Azum in the final of the Class I Special.

John Coxon, who designed and built his own kart, developed mechanical trouble after only one outing and did not race again while Keith Gray, who turned up with a brand new kart with a 175 c.c. Puch which he has just assembled, did not enter any event. Keith was content to coast along in practice runs.

The Tangmere track stood up well to a long day's meeting, and a feature was the fine wide corners. Set out on the runway, it was lined by yellow oil drums and bales of straw, and some 3,000 fans turned out to watch the meeting.

— Bob Farmer

Guernseymen in Jersey

ONE lone Guernseyman qualified for the final and finished eleventh out of a field of twelve. Channel Islands Champion Robilliard only managed a win in the consolation race for non-finalists. First, second and third for Jersey on no less than six occasions. A Jersey winner in eleven races out of twelve.

All this happened on September 29, when Jersey met their former conquerors at the Speed Stadium, Jersey. Star of the meeting was R. Martini, who remained unbeaten throughout the afternoon, and turned in some really brilliant driving. Even when the day's top drivers got together in the final, there was Martini, streaking away to win by just over half a lap from Bonhomme and Farnham.

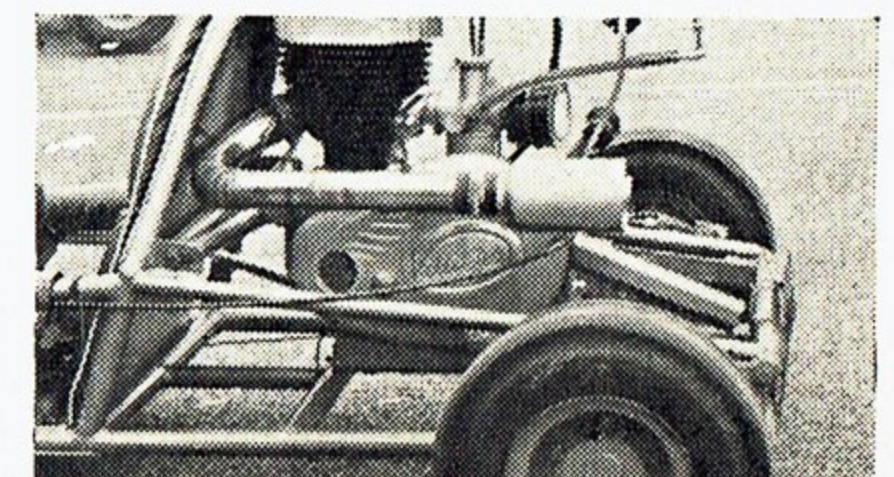
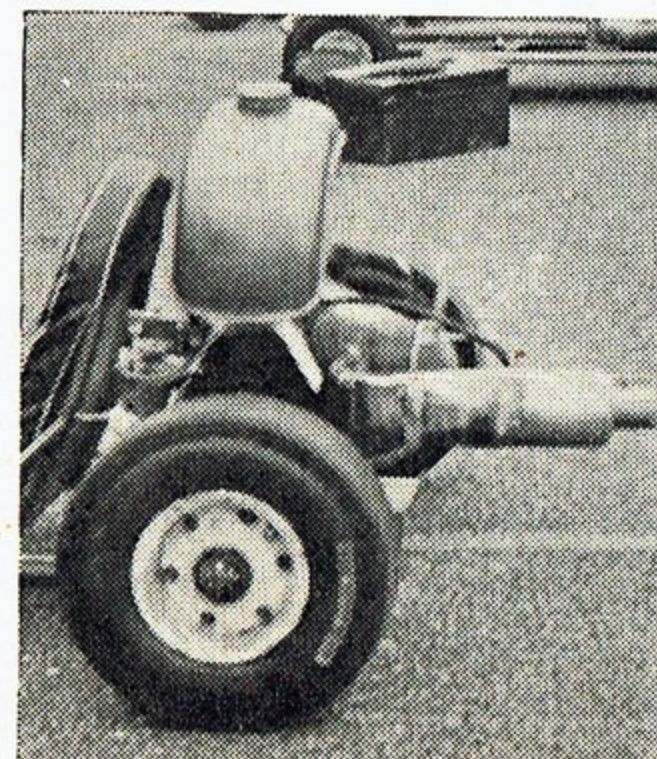
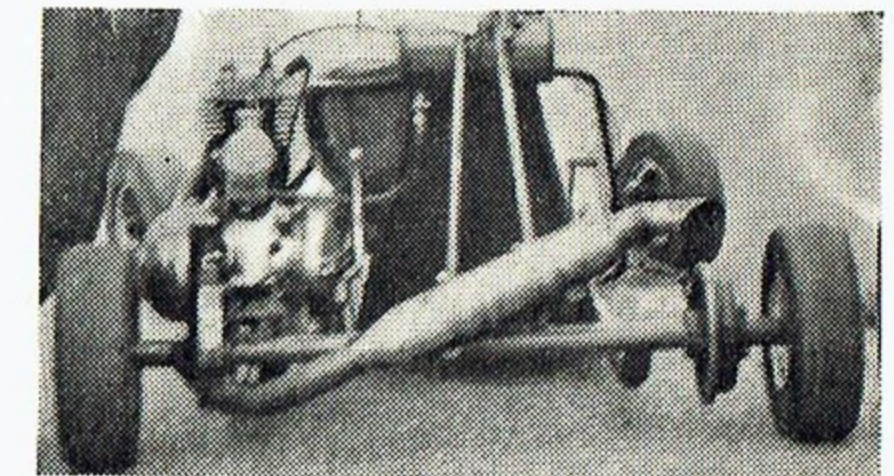
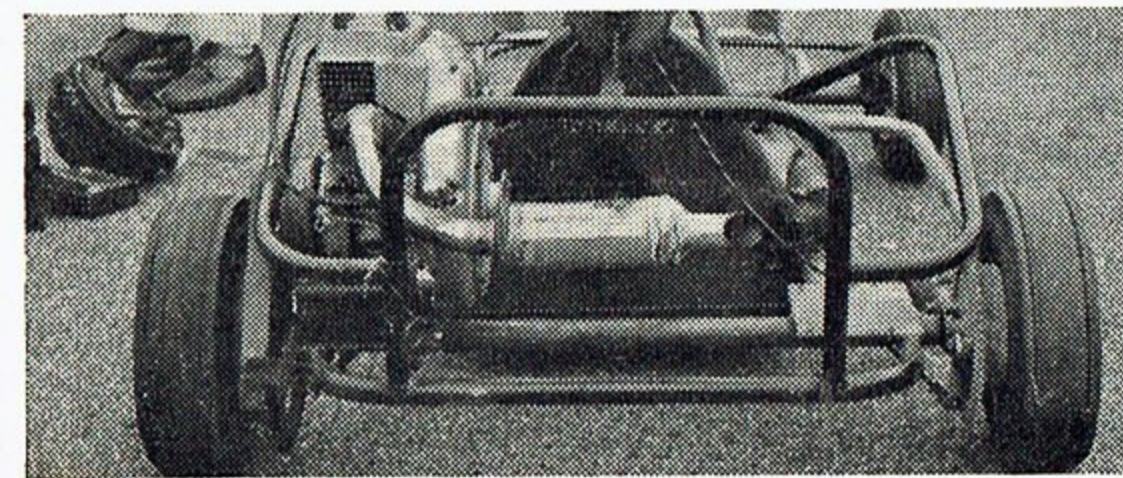
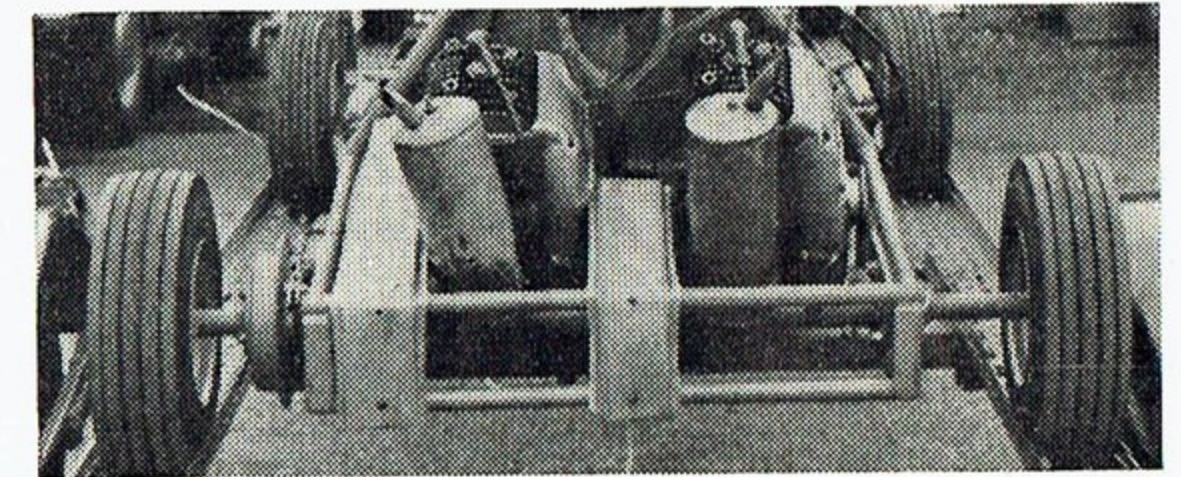
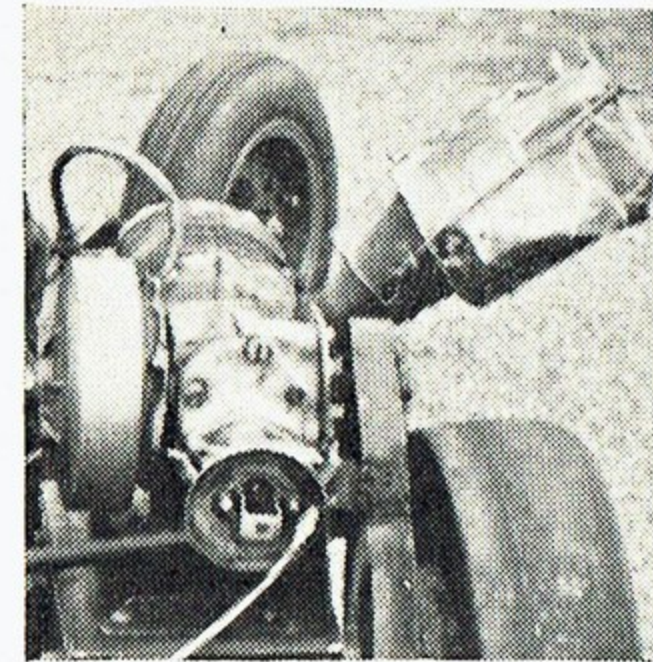
The Class I and II final was a four-cornered tussle with P. Mayo emerging the winner. The duel for second and third places was really exciting. G. Clark just made it from P. Sangan and D. Coleman after some frantic bouncing in the seat of his kart.

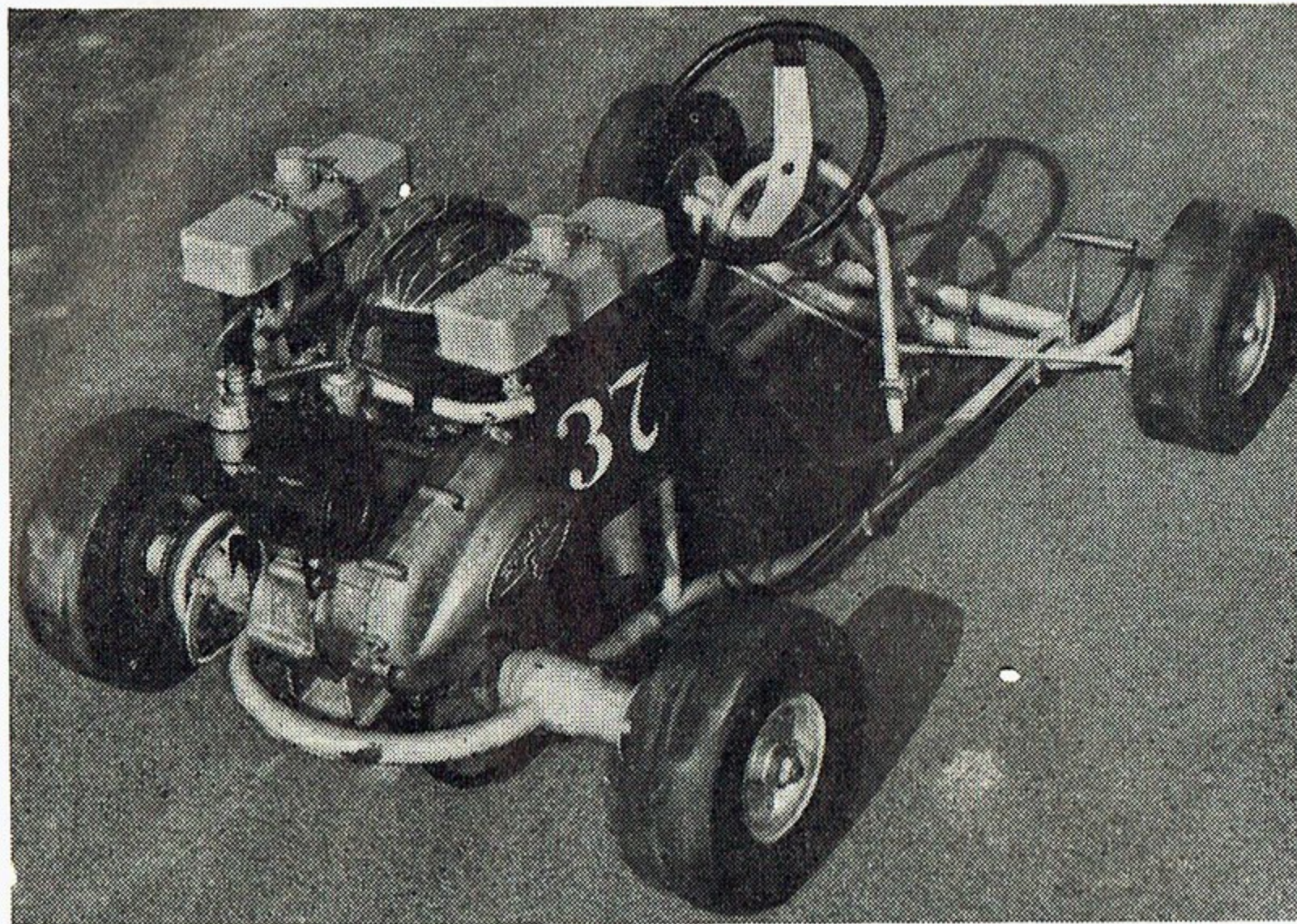
As a whole, the meeting was a good exciting one with several of the drivers — mainly Guernseymen — hitting straw bales and running into the sand. Unfortunately, it was not a good meeting for Tony Sandrey, who, after travelling to Jersey with his kart, completed very few laps before being forced to retire with engine trouble.

— D. Prout

SILENCING

With new silencing regulations about to be enforced **KNR's** camera spotlights a selection of silencers on various types of engines. Tracks are still being lost as a result of excessive noise. It is the responsibility of both promoter and competitor to make sure that engines are hushed.





Californian Dick Hill drives this German 250 c.c. Zundapp-powered monster. American regs. prohibit use of gearbox. Even so, Dick can use the brute power put out by the 250 c.c. engine to effect "hydroplane" starts. Wheel base is only 41 inches, total weight of kart, 175 pounds.

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YORK KART CLUB

FRIENDLY RIVALRY and the urge to "go one better" than your opponent can lead to healthy competition both on and off the track in many different ways.

It is probably this urge to have someone to compare with that has kept the two York clubs apart, despite talk of amalgamation having been touched upon once or twice.

The York Kart Club was first formed in February of this year, and was formed initially amongst a bunch of friends. These are, as it were, the elders of the club, and friends of their friends, and so on, have now boosted the membership to the 100 mark.

At the top they have a crew of competent officials catering very well for the membership and headed by club president Mr. Donald William Brown, a garage proprietor from Askham Bryan, near York. Vice-presidents are Mr. J. G. Hudson, an electrical dealer, of Acomb, one of the city's suburbs, and Mr. Dave Bolderson, a salesman.

Next come chairman Mr. Reg Fowler and secretary Fred Driffield, and then comes the second husband-and-wife partnership which is assisting the club both on and off the tracks — Ann and George Starr. Mrs. Starr shoulders the responsibilities of competition secretary, while her husband holds the purse strings of the club in the capacity of treasurer.

The other h.-and-w. team is the club president and Mrs. Brown who also handles a 197 c.c. Aero-Kart with the best of them, in women's as well as men's events.

The social side of the York club is a very strong one and they meet weekly at the Mount Hotel, York, with members having a twice-weekly contact with their club through this meeting and through regular Sunday afternoon practice sessions.

Practice and meetings are held at the old airfield at Acaster Malbis, about four miles from York, and if everyone could turn out together the club would be represented by approximately 40 karts.

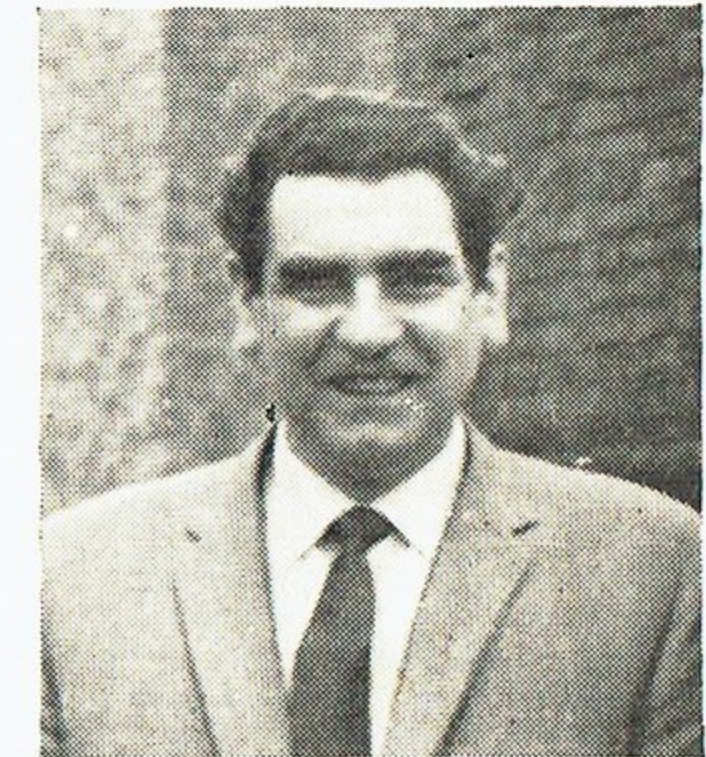
There are many who are members without transport in the competitive sense, but as long as they can lay down half-a-crown they can have eight-laps on one of the club karts. At the moment they have two, and two more are to be bought to give the non-owners a bigger crack of the whip in competition under their club colours.

A number of the members have been adapting themselves admirably to the keen competition of northern meetings

in this inaugural year of karting, and amongst those from the club who are doing very well are the three ladies — Mrs. Brown, Mrs. Starr and Mrs. Vi Kinder.

On the men's side of things secretary Reg Fowler, Alec Peel, Dave Bolderson, Fred Driffield, Colin Grewer, and vice-president Mr. J. G. Hudson, who probably is responsible in a large way for the club's formation, are doing well.

In addition, Ken Ketley and W. Edwin Elliot are also doing their bit for the club on the track which track-organiser Mick Rose keeps in order.



Donald Brown, York Kart Club President.

What to do during the winter is a thing which many clubs are debating, but whether there is opportunity to carry on racing or not, this season gives full opportunity to develop a club's social side. This is going to be one of the major parts of the York Club's winter session, and the social committee have a number of functions arranged aimed at putting more money into the coffers so that more karts and more equipment will further their existence in 1961.

Still, in the background, certain members of both the York Clubs favour amalgamation, and the question is whether this will come about.

Either way, the "fors" and "againsts" have their point, for it is not because one of the clubs is dying that it wants to be absorbed or to absorb. If York continues to have two clubs, both are going to be able to stand with the best — and if they do get together the city would have one of the strongest combinations in the country.

— Ken Osborn

Readers Write

B. G. Barrett of the Basingstoke Club writes:

We would like to enter your correspondence columns by thanking the several clubs in this area who have given us some very good and well organised race meetings in the past season. We also feel that some remarks should be added, which in our opinion would bring many other meetings up to the standards achieved by these aforementioned clubs.

First, it is essential that we should receive entry forms in time to return by the appropriate date. Having managed this it should be possible to complete the programme before the race day and avoid all the confusion of late entries on the day of the race. It is noteworthy that at meetings where confusion reigns there have always been a lot of late entries.

We have one very serious complaint to make and that is regarding the trophies and finishers' awards that were promised at various events.

We have one club member who has been very successful at various meetings and has actually won three events where trophies were supposed to have been awarded. None of these trophies have been forthcoming.

We have also qualified for four long distance finishers' awards, these also are non-existent. This situation would not be tolerated in any other sphere of motor sport and we hope it will cease in kart racing.

In spite of criticisms this has been a very enjoyable kart racing season, and we hope that it will continue so in the future. Good luck to **KNR**.

R. Carruthers, of Birkenhead, disturbed by the lack of Sunday meetings, writes:

As a regular reader of your excellent magazine I would like to air the following complaint on behalf of the kart owners who are unable to enter Saturday events. I am, as you probably guessed, one of these unfortunate people.

My particular region being the north-west puts on many fine meetings at Aintree, Manchester, etc.

All of this, of course, I applaud. But they seem to have overlooked the possible entrants that work on Saturdays.

Having gone to the expense of buying a Class IV machine in the region of £100



and spending hours of preparation, you can imagine my shock to find on looking through the fixtures that events at Aintree have all been organised for Saturdays. I am wondering if there are other kart owners stricken by the same thing.

Carry on the good work with **KNR**.

Popular Surrey manufacturer Ken Wigley writes:

We would like to pass a few observations on the Kart Race meeting held by the Camberley Kart Club at Malta Barracks on Sunday October 2.

We feel that the sportmanship and driving was of the highest, and this is certainly one track where the manufacturers who take part definitely enter as club members. The track lends itself to karting ideally, spectators can see the whole of the race from any point in the area, and competitors always find the track fast, exciting, and above all, safe. We consider it comes near the standard of the Jersey tracks which are very good indeed.

The effect of compulsory silencers certainly helped considerably to make this meeting a success, as did the excellent work of the officials who carried out their tasks with smooth efficiency enabling a meeting of three and a half hours to pass without a hitch.

*(So impressed were we by this meeting that, as a gesture to the Camberley Club **KNR** has arranged to supply Trophies for the next meeting.—ED.)*

Brian's girl-friend writes:

THERE is absolutely no truth in the rumour that Brian Jordan has had his overalls laundered since the Shellingford "200." Although it does seem possible that this may happen during the Christmas lull.

Maykarts "Dirt" Victory at Belle Vue

THE NORTH-WEST RACING KART CLUB staged a very successful closed event at Belle Vue Speedway Stadium, Manchester, on Saturday, September 24. Watched by a record attendance, the meeting was held in conjunction with the "Champagne Derby," an annual Belle Vue Speedway meeting.

There were thirty-plus entries and they were equally divided into three heats and a final for the North-West Trophy and a non-winner event, with the special invitation match in the interval about which, more later.

The racing was extremely exciting, and full credit must be given to the drivers who soon became on familiar terms with the dirt track conditions, and although the pace was hot in every race, not one driver "lost" his machine on either of the curves. This is very creditable when you take into consideration the fact that the way to drive around a dirt track oval is to keep the foot flat on the boards and broadside from the home straight well into the back straight and believe me, karts are a handful in this condition on cinders.

Locally produced Maykarts were present in full strength, joined by the Aero-Kart of Tony Wilding and the J. Humphries Fastakart. The rest of the pack consisted of some very interesting "specials."

Heat 1 saw the Humphries Fastakart make all the running to win quite as he liked from strong Maykart opposition. On lap 3, J. Wood in his beautiful Oldham manufactured Kobra G.P., failed to appear on the lap charts and it was later found out that he had cruised to a halt on the back straight with a seized engine. Mr. Wood told me later that this was the third time his Puch 175 c.c. had seized solid, and he thought the only remedy was to run it in for 500 miles in a motor-cycle. Paul Liddle, after a poor start, stormed through the field in his Maykart to finish a creditable third.

Parker (Maykart) led all the way in Heat 2 to finally beat Tony Wilding (Aero-Kart) for first place. After losing third place on lap 2, T. Cryer (Maykart) made a successful challenge and finished third.

One of the top N.W.R.K.C. stars, Ken Heaton, won Heat 3 just as he pleased, leaving the rest of the field to fight out for the minor places.

The next event was what the crowd had waited patiently for all night — the

battle of the speedway aces, piloting Maykarts over 4 laps. The line-up was Peter Craven, Ron Johnston, Ken Sharples, and G. Oliver. From the start the pint-sized Peter Craven worked overtime as he led the field into lap 2 and then the inevitable happened — poor Pete slowly motored back to the pits holding a broken track rod to the somewhat surprisingly, hysterical cheers of the crowds. Ron Johnston then had no difficulty in beating the second man, Ken Sharples, over the line.

The non-winners' final was an easy victory for the fast Maykart in the capable hands of John Dean. Dave Auckland, also Maykart-mounted, came home to a worthy second place. The rest of the field only just escaped being lapped, for as the flag fell, Dean was bearing down upon the slower karts.

To round up the night, we had the final of the North-West Trophy.

10 of the north-west's fastest karts lined up to face the starting tapes, the same tapes as used for speedway racing. Humphries (Fastakart), T. Cryer (Maykart), J. Hosker (Maykart), K. Heaton (Maykart), and Paul Liddle (Maykart) all seemed likely winners, but in the heats a few of the not-so-fancied drivers had given the top drivers a hard fight for their places and they would have to be watched. As the tapes went up, it was the Maykart of Johnny Hosker who streaked to the front and with great nerve had the crowd on their toes as he held a beautifully controlled power slide to enter the back straight a good eight yards in front of his nearest rival. As they entered lap 2 the position was — Hosker, Humphries and Cryer, with the rest of the field still very much in touch. At times we had three or four drivers broadsiding together in an effort to get in touch with the speeding Hosker. Working his way on to the leader board came Parker, making his Maykart go great guns, he captured third place on lap 3 and then on the penultimate lap he displaced Humphries, giving him a well-deserved second place to Hosker, who, if need be, could have gone a great deal faster; of that I am sure.

So ended the first speedway venture for the N.W.R.K.C., and they are to be congratulated for the way they organized the meeting — without the usual odd hitches.

I managed to corner Peter Craven, the speedway star of today. He was, as usual, surrounded by his many admirers, but he gave the following exclusive report to your **KNR** reporter.

"I thoroughly enjoyed the race and was sorry it had to end so soon for me, due to my track rod breaking its steering arm locking bolt. Karting certainly has a very big future if it can be kept as it is now. I'm really surprised and pleased with the way the design and engine tuning has grown since it first came into this country." I then asked Peter if he thought karting could be a regular added attraction for the speedway fans. He replied emphatically: "No! Because a while ago midget car racing was held on the same principle and after a while the ardent speedway fans only wanted speedway and I think the same thing would happen with karting." To my question, would you like to race a kart on a properly laid-out circuit? he said: "Just

give me the chance, I'd love to — it's a truly marvellous sport needing every spot of encouragement possible." So this likeable 5 ft. 6 in. speedway champion, who had won the coveted speedway trophy of the evening, summed up the sentiments of the many thousands present to witness the first real try, in the north, of dirt track karting.

After seeing this meeting held on the showground of the north and watching the crowds reacting, I quite honestly think it *would* be a hit, if it was not staged too frequently, perhaps once every five weeks would suffice.

RESULTS:

The North-West Trophy. Heat 1 — 1st, J. Humphries (Fastakart); 2nd, P. Liddle (Maykart); 3rd, J. Berry (Maykart). Heat 2 — 1st, E. Parker (Maykart); 2nd, A. Wilding (Aero-Kart); 3rd, T. Cryer (Maykart). Heat 3 — 1st, K. Heaton (Maykart); 2nd, A. Wade (Maykart); 3rd, E. Dawes (Maykart). **Final** (4 laps) — 1st, J. Hosker (Maykart); 2nd, E. Parker (Maykart); 3rd, J. Humphries (Fastakart).

Non-Winners' — 1st, J. Dean (Maykart); 2nd, D. Auckland (Maykart); 3rd, D. Chamberlain (Maykart).

Speedway Riders' Invitation Race — 1st, Ron Johnson; 2nd, K. Sharples; 3rd, G. Oliver. (P. Craven retired, broken track rod, lap 2).

— John Wilson

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48 hour Endurance Run "Down Under"

THE KART CLUB at the School of Radio, Ballarat, Australia, regarded a headline in the July issue of *RAAF News* as a challenge and quickly picked up the gauntlet flung down by R.A.A.F. Laverton.

(The headline was: "722 Miles A Day — All By Kart").

Mr. Erwin flagged away three Villiers-powered 98 c.c. Williams Thunderbird karts on the first lap of Ballarat's "Little Le Mans" on July 29.

On July 31 the karts completed the final lap of the 48-hour marathon trials.

Despite high winds, heavy rain and the State-wide power failure three teams of 15 drivers battled through Arctic conditions to keep these practically amphibious machines circling the one-mile 252½ yard track on the airfield.

At the start of the trial sunshine and light winds promised a fair week-end, but before long Ballarat's prevailing winter climate was in evidence.

Heavy rain flooded the track and in

parts formed puddles two inches deep. Drivers, despite waterproof clothing, were soaked to the skin and plastered with mud.

To make matters worse the power failure on the first evening caused anxious moments and feet were quickly lifted from throttles as drivers picked their way blindly around an unlighted track. Within seven minutes the emergency strip lighting system was in action.

A postponement was suggested but was quickly howled down by the suffering drivers.

Total distance covered by the three machines was 3,453 laps of the circuit, a distance of 4,033.3 miles — almost the distance from Sydney to Honolulu. The fastest lap was 1 minute 46 seconds at an average speed of 38.83 m.p.h.

The three machines have been donated to the Kart Club by the manufacturers, who claim that the 48-hour trial accomplished what would otherwise have taken four years of normal testing.



Why doesn't this happen in England? Our picture shows a well organised American pit area at the recent Ohio championship meet. Promoters would do well to run their pits on American lines.

B.A.R.C. at Aintree—Oct. 15

TEN MOTOR CLUBS in the north-west area supplied the competitors for a successful Autumn promotion sponsored by B.A.R.C. (N.W. Centre) on the new karting centre at Aintree Racecourse. The event was blessed with a rain-free afternoon, so fast times and exciting races were the order of the day.

The duels between Roger Banks of West Kirby and J. G. Currie of Manchester, one of the north's star riders, both in the preliminaries and in the final of the main event, provided the biggest thrills of an enjoyable afternoon's racing that was well up to the high Aintree standard. The honours of the day ultimately went to the twenty-year-old West Kirby rider, who is a comparative newcomer to the game. He registered the fastest average speed of 34.04 m.p.h. over the fifteen lap circuit and, in the thirty lap final, in which he beat his Manchester rival Currie, after a neck-and-neck race with a glorious finish, he clocked the splendid time of 13 mins. 9.4 secs. But Banks, with Currie lying handy all the way, ready to

exploit any slip, had to push his Fastakart to the limit to hold his lead to the flag

The winner of the non-winners' final over thirty laps was D. Bickerton, on a Maykart, who registered 13 mins. 30.8 secs.

A boost for the mechanically minded, who have toyed with the idea of knocking up their own kart in their spare time, was given by William Etherington, of Neston, Wirral, and his sixteen-year-old son, Graham. Pop's do-it-yourself effort was powered by an engine which, during a rather chequered career had at one time driven an automatic saw in a lumber camp in Lancashire. Junior's mount was also a home-made job, driven by a sixteen-year-old engine bought some six months ago from a junk Services store for a few pounds. The story of the karts that father and son made had a story-book ending — Mr. Etherington finished third in a handicap event, and son Graham fourth.

— R. J. Lowes



The pit scene at Camberley's meeting at Malta Barracks, showing a well-designed dummy grid and the race control board in the background. Board "predicts" three races in advance and makes for slick organisation.

KNR congratulates Camberley... and Ken Wigley

AND LET US ALL send our good wishes to the Camberley Kart Club Committee for staging a very happy meeting at Malta Barracks, Aldershot, on Sunday, October 4.

This was no International or British National — it was just one of those restricted meetings where invitations are sent out. But what a well-run event it was! The tempo never slackened for one minute. What is more to the point — everyone (drivers and spectators alike) thoroughly enjoyed themselves.

Had the National Association been an established fact there would have been more spectator support, but the Maidenhead Kart Club also staged their meeting on the same day not very far away at Eelmoor Plain, and the spectators had to make their choice.

The excellent array of trophies were kindly donated by popular Ken Wigley, and it is interesting to note that when Ken's K.R.T. boys were entitled to a trophy it was presented to the "next in line."



Mrs. Liming, winner of the Camberley ladies' race.

There were 24 races including a Le Mans start and a Pursuit Race.

Everyone was pleased to see the Managing Director of *KNR*, who made the presentations at the end of a very pleasant meeting.

It is this type of kart meeting which will become increasingly popular to both competitors and spectators.

RESULTS — Finals:

Pursuit Race — K.R.T. Team of J. Liming and Ken Wigley.

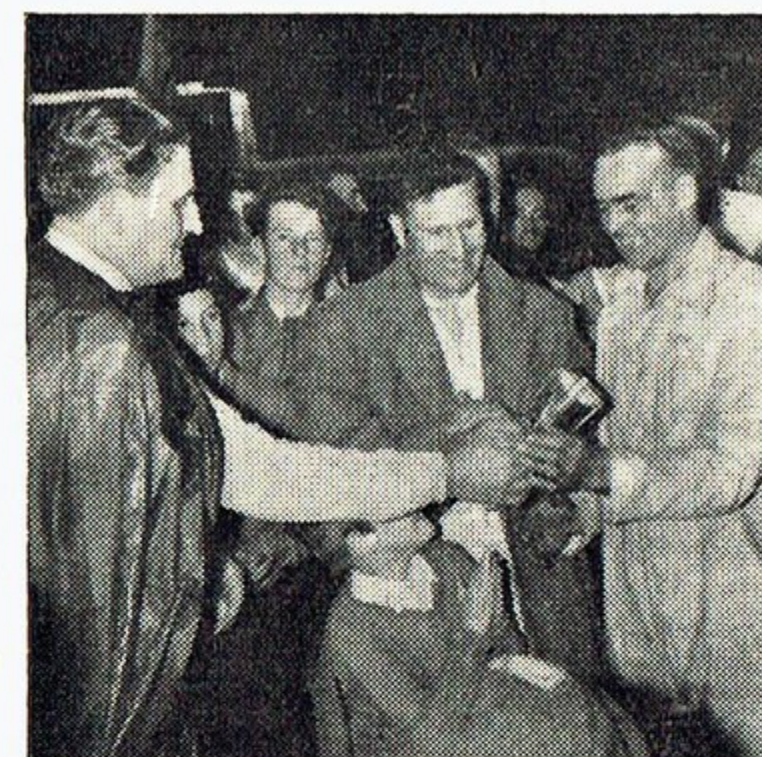
Class I — 1st, D. Hawley (KRT); 2nd, J. Turner (KRT); 3rd, C. Ellis (Trokart).

Class IV — 1st, R. Canby (Buckler); 2nd, F. Gear (Buckler); 3rd, D. Pepper (Azum).

Class II — 1st, J. Liming (KRT); 2nd, K. Wigley (KRT); 3rd, G. Paddick (Progress).

Ladies' Race — 1st, Mrs. Liming (KRT); 2nd, Mrs. Morrell (KRT); 3rd, Miss T. Ellington (KRT).

— Kevin Preston



Ken Wigley receives special award from KNR's Managing Director, Dick Deveraux.

Silencers were "the order of the day" and what an odd assortment. (See special article in this issue.—ED.).

But back to the meeting.

Right on the dot of 1.30 p.m. the opening was skilfully carried out by the C.K.C. Queen, Miss Dela Hall. Dela drove round the circuit before the racing commenced.

A NEW RECORD

BOB BURNHAM reduced the Long Marston record to 36.3 secs. in a Keele Kart (Bultacco) on September 29 and has now received the *KNR* Tankard. First it was Mel Bayliss who was quickly followed by Norman Ward. And now *KNR* congratulates Bob Burnham. But how long will this record stand?

Reighton's Enviably Eagles

ANY KART CLUB who have to meet in one room and who find all kinds of people ready to object once they begin tuning operations are really going to envy Yorkshire's latest addition to the club ranks.

In an area where regular karting on an organised basis has possibly been lagging a little, the Reighton Eagles Kart Club are just beginning to shake out their feathers in what could be described as ideal surroundings.

Their secretary, 33-year-old Derek Jessup, is a two-fold secretary, in fact, doing the club job as a hobby and being secretary of the East Riding Hotel and Country Club. This gives the clue to the club's situation for they are headquartered at the club which is at Reighton on the coast five miles from the well-known Yorkshire resort town of Filey and six miles from another popular holiday town, Bridlington.

Built originally back in 1720, the club offers not only spacious facilities for club meetings and organised functions but, dated with its year of origin, the coaching yard and its accommodation and room for benches and test runs could hardly be bettered.

Thinking on the lines of the new kartist whom we are told "almost takes the damn thing to bed with him," the Eagles can go one better and offer a bed in, or rather above, the space formerly used for garaging the coach in the small room used by the coachman.

The situation of the club and the fact that it caters solely for karts has drawn a wide membership now numbering 60 in only its second month of operation. In addition, there are what Derek describes as "a stack of 'temporary members' awaiting the start of the club's first full year."

Almost 20 karts are at their disposal and among the fine string of expert tuners ready to look after them are Peter "Paddy" Crowston, of nearby Hunmanby, formerly well-known as a motor-cycle scrambler; former speedway rider Johnny Johnstone, of Scarborough, and Australian-born Johnny Battelday, also of Scarborough. Arthur Adams, a man with a really well-earned reputation as an engine tuner, has also promised to go along from his home in Hull early next year.

Thus the members, whose homes range from Driffield and York in the east

to Doncaster in the south and Middlesbrough in the north cannot only be assured of expert tuning facilities but also of a pleasant and inspiring venue for their get-togethers.

Recently (Sunday, October 9) the club staged their first meeting on the airfield at Hutton Cranswick, between Driffield and Beverley, and despite another meeting not far away drew over 50 entrants.

This meeting was rather marred by rainy weather, and a sweeping operation for 30 minutes to clear the track of six inches of water preceded the racing. Another snag was the non-arrival of the R.A.C. Steward. Despite the weather, however, some good racing was seen by a much smaller crowd than expected (the weather again taking the blame) on the wet circuit.

There were only two competitors for Class I and G. Wood (Special), of Upton, Pontefract, beat B. Lindsay (EMC), of Barnsley. Class II saw Bill Reader (BRK), of Selby, win from H. Parker (Special), of Upton, and Lindsay.

There were over 30 competitors for Class IV and W. Lawson (Bradkart), from Richmond, took top award from J. Laverick (Gladstone), of York, and G. Bingham (Aero-Kart), also from York. Class IV also rated a non-winners' event which was won by W. A. Farmer (Kantykart), of Hull.

— Ken Osborn

CLINTON EXCHANGE SCHEME

OWNERS of Clinton-powered karts are now able to obtain virtually new engines for only £15 under the Service Exchange Scheme just introduced by the concessionaires, Clinton Industrial Engines.

The scheme applies to Clinton A400 and A490 models and is irrespective of the condition or age of the old units being replaced, providing the latter are complete in all major components.

Commenting on the introduction of the scheme, Mr. Brian Beech, Clinton Sales Manager, said: "With the very large number of A400 and A490 engines which have now had a season of racing, we believe there are many enthusiasts who will wish to bring their karts back to peak performance during the winter months. Why go to the expense and trouble of reboring, etc., when for a small additional outlay you can obtain what is virtually a new engine?"

Villiers Approved Service Scheme

WITH the object of building up a first-class sales and service network for the half-million or more users of motor-cycles, scooters and karts powered by the famous two-stroke engines, Villiers are selecting and appointing dealers in all parts of the country to operate an "Approved Service" scheme.

Villiers are making every effort to ensure that the service scheme shall become one of the finest in existence. They are insisting on high standards from the outset and are virtually hand-picking the dealers to receive their sign of approval.

Every approved dealer will carry a comprehensive stock of engine spares and service exchange engines and be equipped with the full kit of engine service tools, which Villiers have had specially designed. Service Workshop Manuals and Wall Charts covering every Villiers road vehicle engine are also being made available.

Every dealer is required to devote a section of his workshop to a Villiers engine service bay, decorated in red, gold and steel blue, the official colour combination adopted for the scheme.

Approved dealers will indicate their association with this scheme by prominently displaying the large plastic red and gold sign of authority in their showroom window and in their service bay. They will have the full support of Villiers' service department and the service departments of manufacturers whose machines they handle.

New Club "In the Nick"

THE NEW Kestrel Kart Club formed on October 6 in place of the West London Kart Club wasted no time in waving the karting flag.

The following day a party of five went to H.M. Prison, Maidstone. Peter Kirkby gave a lecture on karting since its introduction to the U.K. aided by a Class IV machine and a selection of power units loaned by Patrick Warnock. Following the lecture, the inmates were shown what a kart could really do by Dave Hunter and Mike Gibbons driving the club chairman's Class IV Aero-Kart and a Class I Progress.

At the conclusion of the demonstration the drivers were bombarded with a host of surprisingly interesting and intelligent questions.

Finally, the party were made honorary life members of the Maidstone T.C. Motor Club, the hon. vice-president of which is none other than Stirling Moss, O.B.E.

Jaguars and Wasps at Harleyford

THE PEACE of Harleyford Manor was shattered on Sunday, September 25, by a hill-climb organised by the London Motor Club. Spectators were thrilled by Cooper 500's, Lotus Elites, A.C.'s, X.K.'s, and other expensive machinery, storming Harleyford Hill in company with a special class for karts.

What the karts lacked in size (they were so small they failed to operate the electronic timing equipment on the first practice run), they made up in noise and performance.

Six karts took part, and the Class Award went to John Lello in an EmBee Wasp with a remarkable time of 27.04 seconds — less than 3 seconds slower than the F.T.D. scored by D. Head in a C Type Jaguar, and faster than Mini-Minors, Messerschmitts and Rapiers.

PROVISIONAL CLASS AWARD:

F.T.D.	24.19	C. Type Jaguar.
Class 9	24.86	Allard.
Class 8	25.28	A.C. Bristol.
Class 6	26.58	Jaguar.
Class 7	26.67	Lotus Elite.
Class 11	27.04	EmBee Wasp Kart.
Class 4	27.43	Mini-Minor.
Class 1	27.64	Messerschmitt.
Class 2	29.92	Sunbeam Rapier.



"Just like the old speedway days isn't it?"

THE AUCAS KART

**Built in Stuttgart by newly-formed
German — American firm**

You take a kart that only weighs 99 pounds and deliver it in kit form with a 95 c.c. motor and disc brake, and you have a racer. Specifically you have the Aucas, a product of American principles and German quality control, produced near Stuttgart, Germany. The hot little vehicle is turned out by a partnership consisting of Steve Caspar, an overseas American, and Hans Aurich, his German cohort.

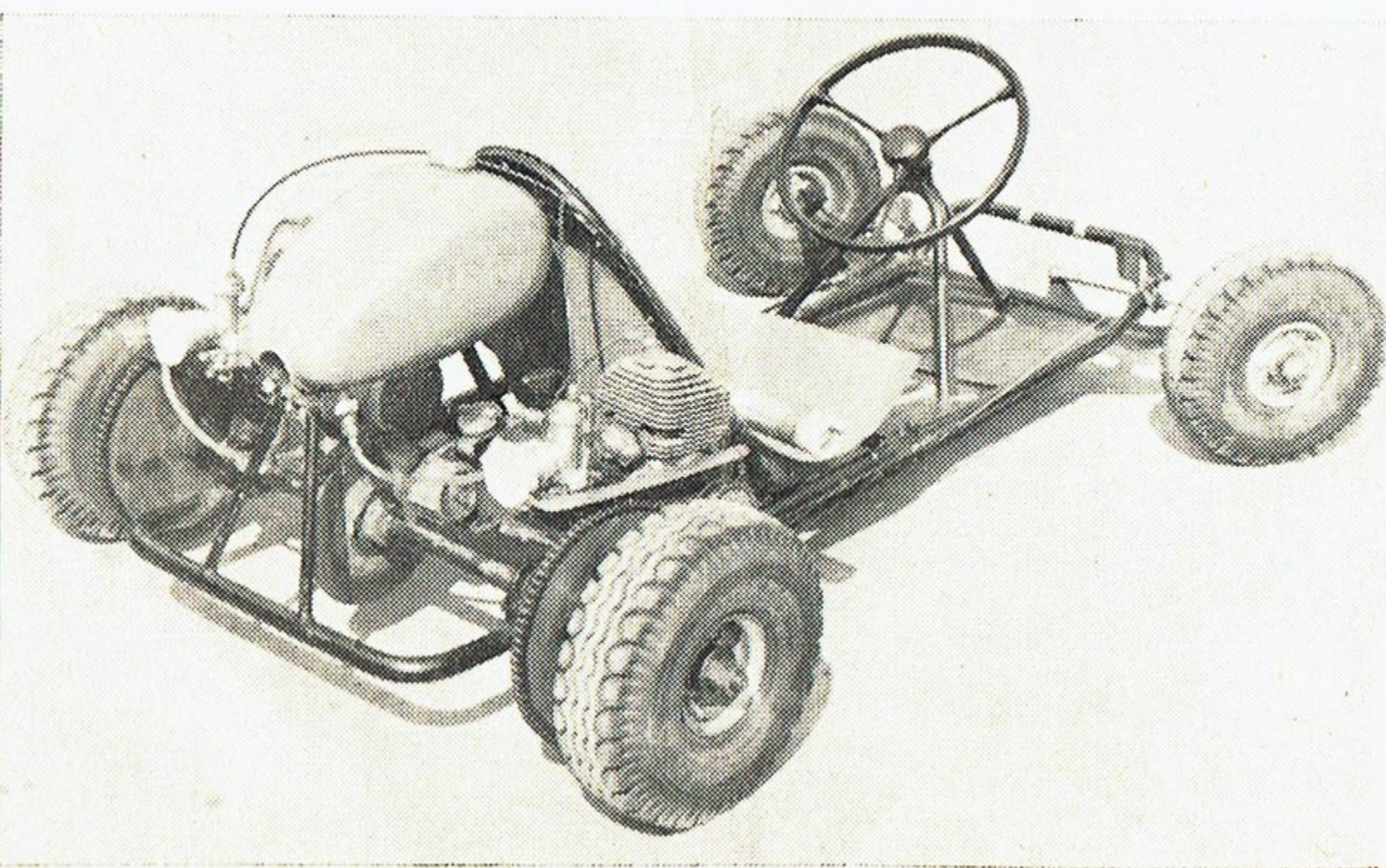
In Caspar's own words, the firm considers that "a kart is a race vehicle." The Aucas was built on this premise, from the precision bearings to the special seat. This helps to explain the factory price of roughly DM 1200 or just over £100 for the unit. Your money buys a ready-to-race vehicle with Stihl motor, clutch and all the trimmings. A second engine, for Class II, naturally adds to the bill.

Caspar and Aurich evolved the Aucas kart, which has gone into small-scale production, from a hand-bent prototype built in an empty chicken house. The firm has since moved into more spacious quarters and expanded the payroll, but they still can't cope with planned produc-

tion. The first five production models were promptly team raced to iron out the last bugs and Firma Aucas has embarked on the business seas.

The kart they produce consists of two basic tube units, the outer frame and a hoop for the seat back that also swoops up ahead of the driver to support the steering column. The two are welded at four places, two on a side, below the seat for structural rigidity, without losing flexibility entirely. A certain amount of "give" is necessary for optimum track holding.

The Aucas is one of the lowest karts in German production, with an overall height of 55 cm. (21.7 inches) and a ground clearance of just 2 inches. They achieved the sleek outline in part by a slight re-design of the prototype. This lowered the front by an inch or so and the rear by 2½ inches. The motors were dropped at the same time, by moving them forward of the rear axle and down. The seat went forward over an inch to accommodate them. The motor move made chain tensioning easier too, since you need only slide the motor up or back on its slotted plate.



The Aucas Kart, showing neatly mounted cycle-type petrol tank and central disc brake. Obviously chain guard regs. in Germany less strict.

The production Aucas carries its Stihl motor(s) fairly well outboard to keep the fan-less powerplants in the air stream. The wide tail allows the mounting of any kart engine. There is room in the middle for a dead-centre mounting of the Palmi disc brake which thus exerts equal action in both directions on the live axle.

The rear axle proper rides above the frame side rails, held in two sealed precision bearings welded to the top of the frame. The rear wheels are keyed directly to the axle, of course. For the front the firm finally located a German source of light metal, two-piece wheels with two precision ball bearings in each wheel. To reduce steering friction and increase life, bronze bushings are reamed on to hardened king-pins. They can be eventually replaced by an owner.

Other highlights of the Aucas include a miniature auto-type steering wheel of 13½ inches, replacing the "Citroen-style" one spoke model on the prototype. It proved too complicated to bend and too small to suit the current German trends. Brake and gas pedals are connected to the rear by Bowden cables on

the first production karts but the brake may return to a rod, after initial racing. The fuel tank of 5 litres (1.1 Imp. gall.) is adapted from motor-cycles.

The seat is one of the first things you notice on an Aucas. It is a fibreglass bucket that does double duty as a firewall. Hans is particularly proud of these and makes all of them himself at the moment, using a master mould developed by an automotive engineer after a good deal of debate. The prime requisites were sides high enough to serve as sissy rails in fast turns but not too high to hinder driver-lean in the hairpins. A measure of thigh support and fit-in back were considered too. After racing an Aucas I can vouch for the style, apart from a certain slipperiness.

Further vital statistics — wheelbase, 45 inches; track, 33½ inches; weight, 99 lb; weight distribution, 58/42; 4 inch wheels mounting 4.00 x 4 industrial tyres. The chassis is bent from 25 mm. (.98 inch) tubing with a wall thickness of 2 mm. or .079 inch. The front axle is also 25 mm. tubing with a wall of 2.5 mm. or .098 inch.

— Sloniger

WELSH NEWS

THE Aberystwyth Club has had a busy month although unable to use their newly acquired track on the outskirts of the town for which planning permission is still awaited. Instead, they have held meetings in the next county at Tonfanau, Merioneth, on the parade ground of the famous Army "Ack-Ack" training camp.

Their first meeting at the camp, which was the first to be held in the county, was against members of the staff of the military establishment. The Aberystwyth Club won with T. Brodig as the outright individual winner.

Since then a triple club event has been held there with the Haverfordwest Club making the third team.

Welsh karting had a good boost on TV when two members of the Aberystwyth Club, Vincent Evans and Elwyn Humphreys appeared on an I.T.V. programme from Cardiff on "what young people in Wales are doing in 1960."

Club membership at Aberystwyth has jumped to nearly 90 and six members now have their own Class IV machines.

—D. C. Wright

Kart Racing at AINTREE

FUTURE FIXTURES

Saturday, 12th November

Saturday, 3rd December

Saturday, 31st December

★ ★ ★

Snacks · Bar · Luncheons

Admission 2/6d. (Children Half-price)

Racing organised by the B.A.R.C.
(N/W Centre)

For particulars apply:

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Swedes Go Karting

IN 1959 speed-car (kart) racing was introduced into Sweden and has now rapidly expanded and become a very popular sport. Unfortunately, there is only one manufacturer of Speed-Cars, and this is why enthusiasts are inclined to build their own machines.

The main trouble there at the moment is the shortage of tracks, but they manage to improvise with dirt tracks, and during the winter months they race on ice circuits, using spikes on all four wheels.

The Swedish Speed-Car in design is good, but having regulations that restrict weight to 150 lb. minimum for all classes stops progress a little.

During my stay in Stockholm I found the enthusiasm very much the same as in England.

Here are some of the regulations laid down by the Swedish Motor Federation:

Class I — up to 125 c.c.; Class II — up to 200 c.c.; clutch and gearbox are allowed in both classes; two-stroke engines, industrial or motor-cycle only but trimming by changing the original parts is allowed; silencer is optional.

All Swedish Speed-Cars must be examined by special inspectors after which the cars are registered and provided with a number plate.

The driver must have a car driver's licence (minimum age in Sweden is 18 years).

Having only a limited stay in Stockholm, I did, nevertheless, find that the power units they were using to drive their machines were by far superior to ours, and I feel sure that in the very near future we shall see these engines over here.

Unfortunately I only had the opportunity to attend one meeting, this being held on a speed-way track.

This particular stadium featured speedway racing, but in the latter part of the day they had a few kart races, which, I might add, was enjoyed by all present.

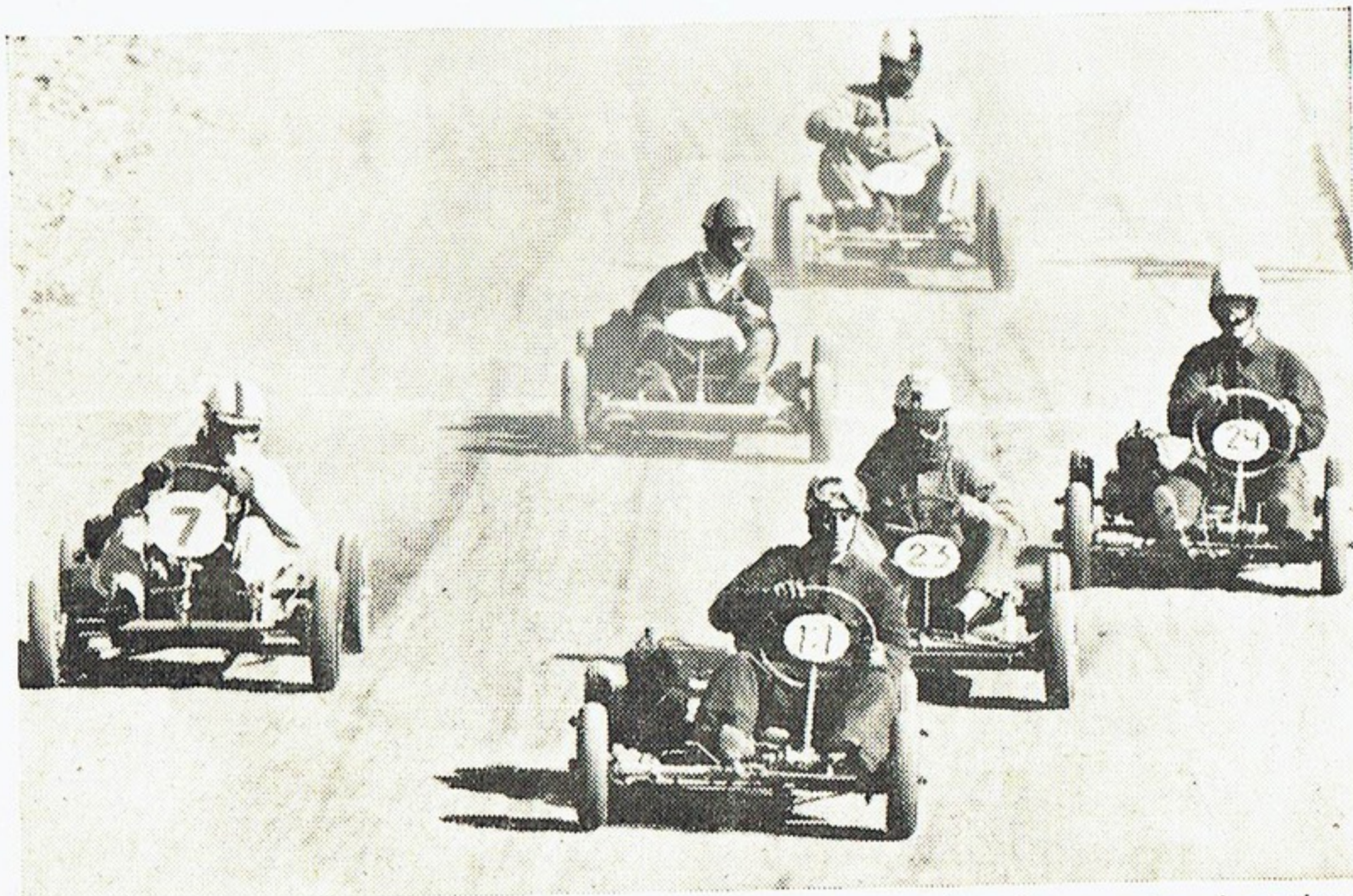
The track itself was an oval bowl, something like Wembley Stadium, with the karts tearing round at a terrific speed; the wheels, which are bigger than ours, tearing up the cinders on the wide track.

Overtaking on this course was a feat in itself, for the simple reason the kart in front would be throwing back a trail of dust and cinders, hindering the man behind.

From what I have seen, they have little to learn from us, where engineering of karts is concerned, but I feel sure they will have some decent tracks devoted to karting in the very near future.

In all, only time will tell if this sport will progress as much in Sweden as it has in England.

— G. Markeson



Racing Mini Minors sans bodies? No, this is karting in Sweden. One wonders how they manage with such peculiar weight distribution and fifteen inch wheels. Spills are frequent, but speeds are high.

Money-minded Scots . . .

KARTING competition in Scotland is really "hotting up." No longer is it regarded mainly as a pleasant afternoon's sport; more and more drivers are after the money. They are getting themselves organised into fighting units, and developing methods to make their machines faster than the other chaps. Even the size and weight of the drivers are beginning to become important considerations at Scotland's meetings, most of which are concentrated in the northern part of the country. Sponsors are beginning to realise that with two karts of the same capacity and similar performance the one carrying the lighter of the drivers has a better chance of pulling ahead.

There is nothing like keen competition to keep everyone on their toes, but it is to be hoped that the Scottish karters keep a sense of balance in their enthusiasm. There will always be someone out to get the money rather than just the mere pleasure of racing, but it is up to the officials at meetings to make sure that tactics on the track retain a reasonable sense of fairness. There will be little hope of tempting newcomers into the game if it is going to acquire a reputation for ruthlessness that can not only be dangerous to competitors but the public as well.

The sport in Scotland looks like carrying on throughout the winter as long as conditions permit. Clubs like Aberdeen and District M.C. and the Ayrshire are still making plans for meetings during the winter. This will be all to the good, for it will keep interest alive and encourage newcomers to get in as much practice as possible before next summer.

There is only one regrettable feature of Scottish karting — that a suitable track cannot be found in or around Edinburgh. Edinburgh enthusiast Bill Landels is constantly trying out suggested locations but without success. He has not given up hope, however, and is keeping his fingers crossed that something will turn up before the Spring.

— J. Scott

IT'S A DOG'S LIFE

MARSHALS grabbed their red flags in readiness when two "pirates" joined in the racing at Banbury (Shenington Airfield) on September 25 — the unlicensed racers were a rabbit, scooting for its life round the course (using the 600 yard track reserved for the Class I karts, of course), hotly pursued by an Alsatian. Eventually pursued and pursuer left the track (via the paddock exit) and made off into the long grass. The winner of the unofficial race was not recorded, nor his time. And there is no truth in the rumour that the club has considered applying for a licence for dog racing events.

Luckily, the 200 c.c. event, in progress at the time, was not upset.

— R. Albans

BULTACO		ENGINE	KARTS	WIN
BUY				
KEELE ENGINEERING	TRING	HERTS.	TRING 3333	

Banbury organises Winter League

AFTER A MOST successful season in which they have certainly proved themselves one of the most go-ahead clubs in the country, the Banbury Go-Kart Club is planning to hold a winter league, which could eventually become a national league.

Having finished their competitive races and open events the club's committee have been wondering how to fill in the winter week-ends, and Mrs. Betty Hill, secretary, said that it had been decided to stage a winter league providing enough entries were received.

She explained that the idea was for the club members to form themselves into four-man, or four-women, teams, or have mixed teams, and race against other teams composed of club members every other Sunday throughout the winter months, with a cup final on Easter Monday.

"Much depends on whether the response is good enough, but we do hope we can get started by October 30," she said. "We should have a month off around Christmas and then start again in the New Year, with a real battle royal until the cup final at Easter."

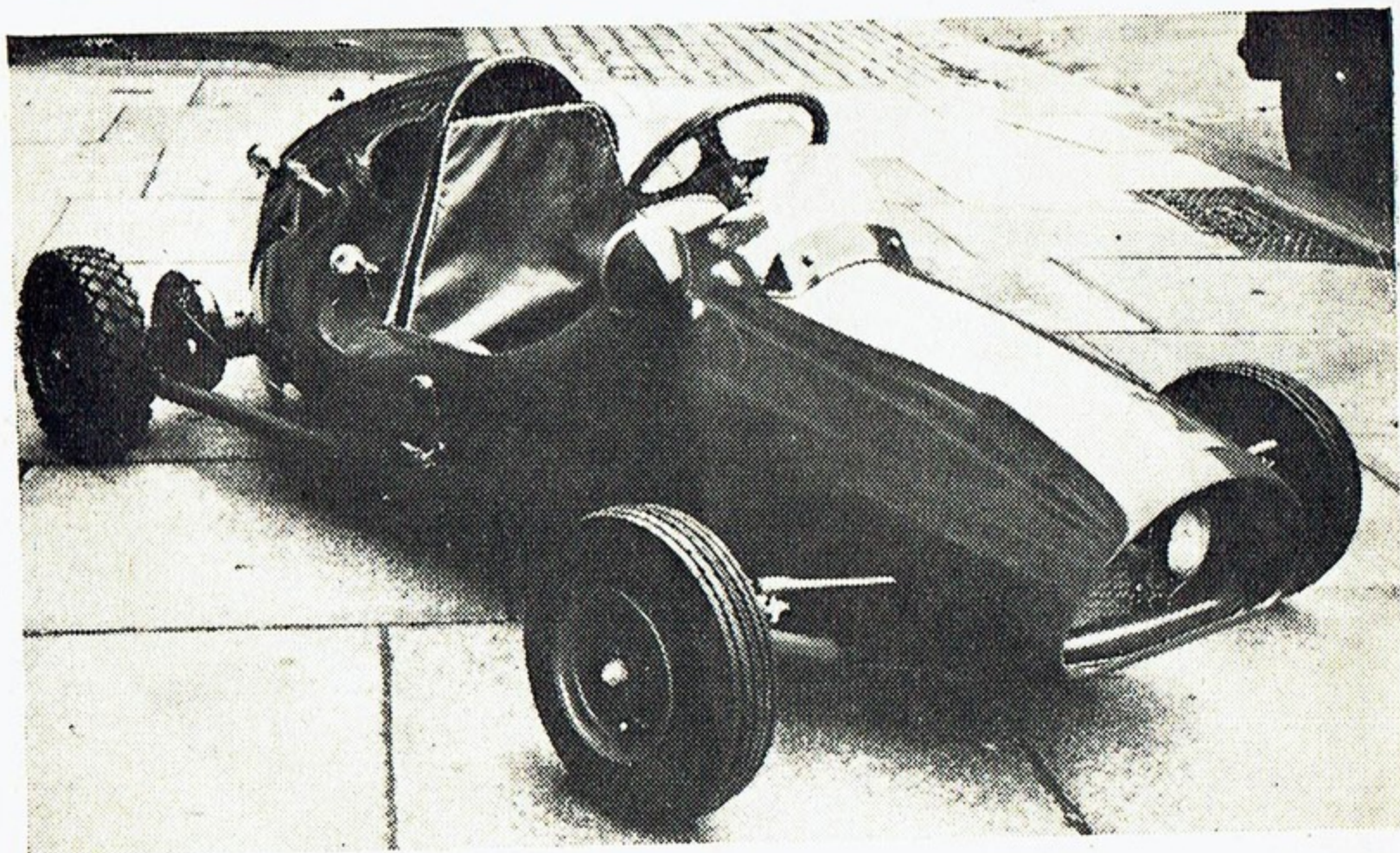
If this latest idea does not come off, then the club may continue their club meetings, but many of the members have shown a great deal of interest in the league plan.

It is certainly an idea and if it can be worked successfully then other clubs up and down the country could adopt the same plan and have regional competitions with the winners meeting each other in a knock-out competition to decide the karting team of the country in a final to be ridden on a neutral track.

— R. Albans

New R.A.C. Regs.

AN attractive and well set out booklet has now been published by the R.A.C. and the price is normally 1/-, but in order to get a maximum and immediate coverage, the R.A.C. have agreed to supply free to any R.A.C. recognised club up to 100 copies. Any R.A.C. competition licence holder can also have a free copy on application to the R.A.C., Pall Mall, London, S.W.1. It is important to note that all manufacturers may take advantage of this offer. Don't hesitate — send in for your copy/copies right away. **KNR** congratulates the R.A.C. for this splendid gesture.



This miniature dragster was built by Motor Karts of Kingston for the son of the Shiek Jassem Bin Hamad. A Villiers 98 c.c. engine is fitted using two-speed gearbox, head lamps, tail lamps, flashing indicators are all fitted at the special request of His Highness. The car (kart?) was immaculately finished in fire engine red and cost £150. Very smart, too — tres chic in fact.

North Wales Notes

SOME might think of it as the spectators' nightmare, but the ambitious Broughton & Bretton Club are seriously considering staging a fifty lap race — for Class I karts!

The man behind this rather dubious pioneering venture — for North Wales anyway — is, of course, Class I's guardian-in-chief, Mr. Britt Etherington, secretary of the B. & B. kart committee.

Unrelenting in his passionate pursuit to see Class I prosper — sounds like a line from one of Gillie Potter's odes — Mr. Etherington hopes to see this mammoth race included in the November 6 meeting at Hawarden aerodrome.

"I have spoken to a few Class I enthusiasts and they are quite happy to have a go," he says. "It all depends on the number of entries, but if there are sufficient then it will be on."

But what about the poor spectators who will have to sit and watch forty-five minutes worth of this slow-speed marathon? Now that might sound like a yorker to most people, but back comes Mr. Etherington with this death-defying retort: "We are not particularly interested in what the spectators think."

Tell us more. "Well, I don't think that karting is a spectators' sport anyway. In another 12 months' time the whole of the country will find that that is perfectly true and I am more concerned with making it a members' sport as far as my own club goes," adds Mr. Etherington.

At Hawarden, he explains, they are limited to 300 people on the aerodrome, which includes competitors, so the spectator does not rank so highly in their considerations as he might at other circuits.

Coming back to the 50 lap idea, the organizers plan to levy a 10/- entrance fee for competitors who are taking part in the general meeting, and £1 to those who wish to enter the long race only.

"All the entrance fees will then be ploughed back in prize money and at least half the drivers will be amongst the prizes," says the secretary. "For example, if we have ten entries then there will be five prizes — and so on."

Again, Air Ministry regulations severely curtail the potential entries, and the club are restricted to thirty, which they should easily obtain from neighbouring clubs.

Across at De Havillands, where the works chief security officer Mr. Eric Williams officially opened the kart club in September, things continue to progress.

The karters have been given a £50 grant from the works general sports committee and a kart is now on order. To get their money back, or at least pay their way, the committee has decided to charge a few shillings for ten minute practice sessions and let the "L" plate beginners become proficient that way. This seems an excellent way to use a club kart and also to develop the enthusiasm of members and would-be members.

Incidentally, karting is not an all-male affair at De Havillands, for they have twelve members of the fairer sex on the books.

As for future plans, this new recruit to the karting world is taking things quietly but I hear they have provisionally earmarked dates for two or three meetings next year, on the same track as that used by nearby B. & B. — Hawarden aerodrome.

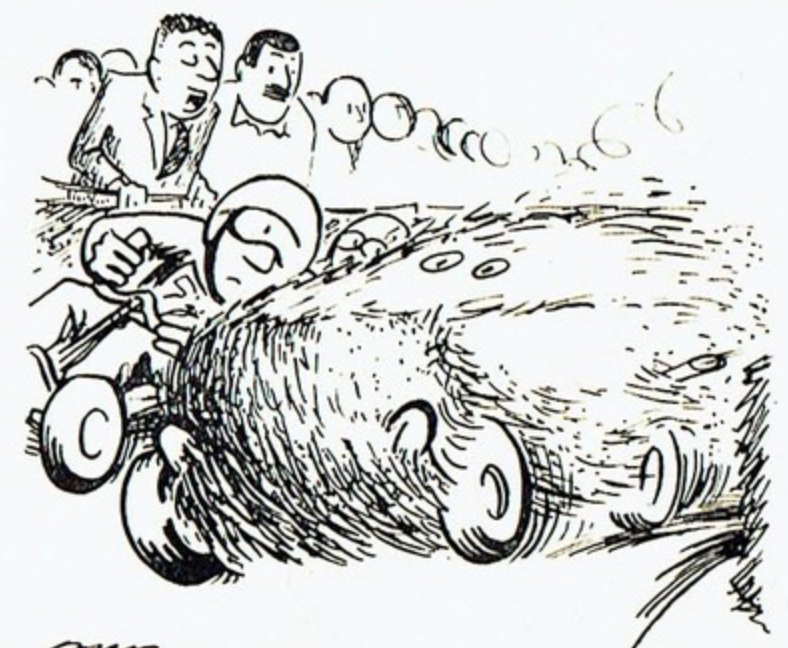
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WHAT'S happening about a permanent track in North Wales? That has become the stock question ever since the kart committee of the Rhyl club first mooted the idea many months ago.

"Efforts are still being made to build a permanent track here, and a certain party has expressed interest in it, but that is as far as it's gone yet," kart committee secretary Mr. Ron Reynard reports.

But Mr. Reynard does not want the delay to be interpreted as defeat or resignation to carrying on without one, and perhaps in not many weeks hence some better news may be to hand.

— Michael McEvoy



"Maybe a wider line through that corner next time, eh?"



Who said smile! Norman Ward receives the tankard presented to the best performer of the losing team by former Three Counties secretary, Tony Keyte. At a recent Long Marston meeting, Mel Bayliss' team of Ole Meltonians trounced Norman's team which provided some of the best racing ever seen at the Hertfordshire track.

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Mel's team triumphs at Long Marston

TEAM RACING was introduced for the first time at the Long Marston, Tring, circuit of the Three Counties Kart Klub on Sunday, September 25, when local ace, Norman Ward chose a team to challenge Mel Bayliss of Herefordshire.

The match proved such a success from both the competitors' and spectators' points of view that it is almost certain to be the forerunner of many similar matches at Long Marston.

Although the match resulted in a runaway win for the Ole Meltonians by 76 points to the Red Devils' 50, there were many keen and exciting duels, providing a thrilling afternoon's spectacle for a crowd of nearly 5,000.

Each of the six races in the match were for Class II and Class IV karts combined.

Neither of the team captains had a very successful afternoon.

In each of his races Norman Ward had his Bultacco engine seize up on him and it was not until he borrowed a Villiers powered Fastakart for the Red Devils' individual race that he gained a win.

Most successful of the entrants was Bob Burnham in his Bultacco powered Keele Kart. Bob won every race he took part in including the Ole Meltonians' individual race in which he broke his existing lap record of 36.47 seconds by .17 seconds. This was a truly remarkable performance for the twisting 690-yards long circuit.

Burnham, in fact, gave the Meltonians a great start when he romped home to win the first event with team-mates Bobby Howes (Fastakart/Villiers) and Mel Bayliss in second and fourth positions respectively. Third was Tony Williams (Fastakart/Villiers) for the Red Devils. This put the Meltonians ahead by 15 points to 6.

Although the Red Devils made up a little leeway in the next race with Lennox Broughton and Ray Convine (both Fastakarts/Villiers) in second and third places and Joe Blatchley (Buckler/Villiers) fourth, the Meltonians won the race through Howard Young (Fastakart/Villiers) and still led by 24—18.

Ray Convine gave the Red Devils their only win in the next race, but Brian Jordan (Fastakart/Villiers), Brian Waddilove (Fastakart/Villiers) and Bobby Howes filled the next positions, increasing the lead to 36—27.

Bob Burnham won his second race in the next event. During this race M. R. Banks (Fastakart/Villiers) lost a front wheel as he came into the back straight.

He managed to keep control of his kart until it came to a stop on the grass verge.

The Meltonians now led 61—44, and another win by Bob Burnham in the last race gave them a well-deserved victory by 76 points to 50.

A cup and a tankard were presented to the winners of the individual Meltonians and Red Devils races. The presentations were made by Tony Keyte, a director and former secretary of the Three Counties Kart Klub. Winner of the Meltonians race was Bob Burnham, and the Red Devils Norman Ward.

As well as the team races, events were held for Class IA and IB combined, and Class II and IV combined. The final of the former was won by Roger Biss (McCulloch) and the latter by A. J. T. Chapman (Buckler/Villiers).

RESULTS — Norman Ward and his Red Devils v. Mel Bayliss and his Ole Meltonians:

Race 1 — 1st, Bob Burnham (Keele/Bultacco), Meltonians; 2nd, Bobby Howes (Fastakart/Villiers), Meltonians; 3rd, Tony Williams (Fastakart/Villiers), Red Devils.

Race 2 — 1st, Howard Young (Fastakart/Villiers), Meltonians; 2nd, Ray Convine (Fastakart/Villiers), Red Devils; 3rd, Lennox Broughton (Fastakart/Villiers), Red Devils.

Race 3 — 1st, Ray Convine (Fastakart/Villiers), Red Devils; 2nd, Brian Jordan (Fastakart/Villiers), Meltonians; 3rd, Brian Waddilove (Fastakart/Villiers), Meltonians.

Race 4 — 1st, Bob Burnham (Keele/Bultacco), Meltonians; 2nd, Howard Young (Fastakart/Villiers), Meltonians; 3rd, Bobby Howes (Fastakart/Villiers), Meltonians.

Race 5 — 1st, Mel Bayliss (Fastakart/Villiers), Meltonians; 2nd, Lennox Broughton (Fastakart/Villiers), Red Devils; 3rd, C. Mewes (Fastakart/Villiers), Meltonians.

Race 6 — 1st, Bob Burnham (Keele/Bultacco), Meltonians; 2nd, Bobby Howes (Fastakart/Villiers), Meltonians; 3rd, Howard Young (Fastakart/Villiers), Meltonians.

Red Devils' Race — 1st, Norman Ward (Fastakart/Villiers); 2nd, Lennox Broughton (Fastakart/Villiers); 3rd, Peter Cook (Keele/Villiers).

Ole Meltonians' Race — 1st, Bob Burnham (Keele/Bultacco); 2nd, Bobby Howes (Fastakart/Villiers); 3rd, Brian Jordan (Fastakart/Villiers).

Class IA and IB combined — 1st, Roger Biss (McCulloch); 2nd, Miss Anne Thorpe (Azum/JLO); 3rd, A. C. B. Green (Azum/JLO).

— Tony Hall

CLUB NOTES

THE RIBBLE KART CLUB, not to be beaten by their "track troubles," are experimenting with their original track at Warton, near Preston. The idea is that they are laying a test piece with tar and chippings hoping that the finished result will make the present surface serviceable, with the mixture on top of it.

Mrs. Joyce Daniels, the secretary of the R.K.C., told me that when they finally succeed in finding a suitable permanent track their ranks will be increased.

The demonstration, held last month by the R.K.C., resulted in a taking of £100, out of which certain unavoidable expenses had to be deducted still leaving a very sizeable sum to give to charity. The charity that benefited this time was the Mentally-Handicapped Children's.

□ □ □

THE FESTIVE SEASON is upon us again, and the N.W.R.K.C. are holding a dance and buffet at the Princess Ballroom, Manchester, on Wednesday, November 9. The bar has been granted an extension.

The ladies' committee have done the good work here so, no doubt, this will be a very enjoyable evening and should enjoy the support warranted by the hard-working young ladies.

□ □ □

GATWICK KART CLUB, despite the prolonged absence of a "home" circuit, struggle on with a programme to keep members interested. On Friday, November 11, they hold a dance at the Grasshopper, Crawley. Tickets are five shillings each.

□ □ □

THE WEST LONDON KART CLUB has been reorganized and renamed the Kestrel Kart Club. Although without a circuit, this club is very much on the ball arranging demonstrations and the like. New secretary is Mrs. P. Stow, 1478 Greenford Road, Greenford, Middx.

□ □ □

JERSEY KART CLUB flew to Dinard on September 25 to compete in a kart competition against the Kart Club Cote d'Emeraude. Flying meant moving 60 members and 9 karts! Although only 98 c.c. karts can compete in France at the moment, the day's outing produced excellent sport. A perpetual trophy was competed for and the return match will take place in Jersey in 1961.

CADWELL KART CLUB inform us that due to unforeseen circumstances, the Cadwell Kart Championships scheduled for October 16 had to be postponed, and it is hoped they will take place on November 6.

□ □ □

BLANDFORD KARTING CLUB are having their first dance on Wednesday, November 16, in the Corn Exchange, Blandford, and they hope there will be sufficient profits to buy a club kart. Popular Peter Amey runs the bar! This is a very active and progressive club. They recently descended in force at the Gazelle 15 Karting Club and took away five of the nine trophies together with memories of a very happy time.

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EXETER & DISTRICT KART CLUB is a new club for your note book (see article in this issue). Those interested should contact David J. Gwilliam, Esq., Hon. Sec., 11 Gordon Road, Exeter (telephone Exeter 54832).

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CAMBERLEY KART CLUB hopes to stage a British National Winter Championship starting with the meeting on November 25 with the Grand Final on April 3, 1961. There will be five meetings, four of which will count with, of course, the final. Trophies will be awarded for the finals at each meeting. For further details see *KNR Weekly Newsletter*. Reports will also appear in this section of *KNR*. Those interested should contact W. O. Hatto, Esq., 27 Frimley Grove Gardens, Frimley, Surrey.

□ □ □

BROUGHTON & BRETTON MOTOR CLUB are arranging a meeting at Hawarden on November 6 where, in addition to the usual programme, a 50-lap Class I race is envisaged.

□ □ □

BATH KARTING CLUB are promoting the first West of England Kart Ball at the Pump Rooms, Bath, in January. This will be a great event which *KNR* has decided to sponsor. For further particulars see next issues of *KNR* and the *Weekly Newsletter*.

□ □ □

DOWNHAM & DISTRICT GO-KART CLUB will be very active during the winter months holding various events to raise finance for the purchase of club karts. This club is really one of the "happy family" type. If anyone wants to know more just drop a card to Miss Mary Broady, Hon. Sec., Modney Hall, Hilgay, Downham Market, Norfolk.

(continued on page 36)



Ken Wigley's young son Stephen demonstrates one of his electrically-powered karts which will be in use on the replica circuit at the KNR sponsored First National Karting Exhibition.

Hard-riding
distance men wear

WADDINGTON'S

'AIRLATION'
*MICRO-
CELLULAR
LINING

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Mitts from 39/11
Gauntlets 45/11 to 53/11

WADDINGTON'S a good name for gloves

AVAILABLE FROM MOTOR CYCLE ACCESSORY STOCKISTS AND ALL BRANCHES OF HALFORDS.

CLUB NOTES—continued from page 34

COLERAINE & DISTRICT MOTOR CLUB has a kart section of great importance in Northern Ireland. They hold meetings at the East Strand Car Park, Portrush. There have been many visitors from England including Dave McMullen and Roger Biss. The club intends to carry on their meetings throughout the winter months. If you are wanting further details please contact G. Brockerton, Esq., Ballaghy, Co. Derry, Ulster.

□ □ □

DUNSTABLE KART RACING CLUB are holding a National Karters' Ball on December 23. Mel Bayliss has promised to attend. Tickets now on sale — 10/- single and 18/6d. double. To avoid disappointment contact J. R. Spence, Esq., Hon. Sec., Hylside Bungalow, Watling Street, Hockliffe, Leighton Buzzard, Beds.

□ □ □

4 Counties October Meeting at Nazeing

DESPITE RAIN and hailstorms the Four Counties Club meeting at Nazeing on Saturday, October 15, went off without a hitch.

Ninety drivers turned up to enjoy 32 races staged at this small, but well thought-out Hertfordshire circuit.

The meeting started promptly at one o'clock and due to faultless organisation on the part of the committee all thirty-two heats and finals were run before light began to fail at five-thirty.

In spite of the wet circuit all existing lap records were broken during some of the closest racing yet seen on this track.

Get-Kart manufacturer, Bernie Turney, was there with a single JLO and a twin, and although he did not appear in the final results himself he was no doubt pleased to see privately owned Get-Karts take premier awards in three classes.

The series of Class I special heats provided some very close racing with John Yorke, Phil Harris, Nick Brittan and Frank Knight as heat winners. Although John Yorke performed credibly well in the heats he made two mistakes in the final that cost him places each time. After quite a bit of sorting out in the early laps Nick Brittan got out in front where he stayed, while Phil Harris and Frank Knight fought for second and third place. Brittan eventually won by over a hundred yards from Knight with Harris close on the tail of the latter.

The Class II final proved to be somewhat of a mystery as the chequered flag came down on R. Deavin, who was driving a Villiers-engined Fastakart. The organisers have no sensible explanation to offer on this, although they did agree that the first place trophy should be presented to the first Class II man home. (Not unreasonably).

The first Class II man home was, in fact, Chick Woodroffe in his twin-JLO Get-Kart. Chick, needless to say, was no little amused to find that he had been beaten by a Class IV machine. I understand that those concerned settled the matter in a gentlemanly manner and a special trophy will be presented to Deavin.

Alan Colgate, driving a Villiers-powered Stankart, although not having figured prominently in the heats, pulled one out of the bag with a convincing win in the final.

Despite the slight misunderstanding in the Class II final, the meeting was a perfect example of slick organisation and fine driving. Any club that can put on thirty-two races in an afternoon deserves the success that the Four Counties Club enjoy.

RESULTS:

Ladies' Race — 1st, Mrs. L. L. Mandall (Own Kart/McCulloch MC10), 4 mins. 24.8 secs. 2nd, Miss M. Wigley (KRT/Sachs 98).

Class IA Final — 1st, R. C. Barnes (Get-Kart/Clinton A.490), 6 mins. 21.1 secs.; 2nd, E. A. Saggars (Orson/Clinton A.490); 3rd, C. T. Wilkins (The Spider/Vin.Har. 98).

Class I Spec. Final — 1st, N. Brittan (Get-Kart/JLO 98), 5 mins. 51.2 secs.; 2nd, F. Knight (Kit Kart/JLO 98); 3rd, P. G. Harris (Kit Kart/JLO 98).

Class II Final — 1st, R. Deavin (Fastakart/Villiers 197), 5 mins. 33.4 secs.; 2nd, C. Woodroffe (Get-Kart/twin JLO 98's); 3rd, R. Conway (Get-Kart/twin JLO 98's).

Class IV Final — 1st, A. Colgate (Stankart/Villiers 90); 2nd, L. G. Brown; 3rd, A. Thorpe (EmBee Wasp Sp./Villiers 197).

NEW LAP RECORDS:

Class I — R. C. Barnes 29.6 secs.
Class I (Spec.) — Nick Brittan 27.7 secs.
Class II — (Jointly) Nick Brittan and Chick Woodruffe 25.7 secs.
Class IV — L. Brown 25.5 secs.

— Liam Fisk

NEW TRACK FOR MANCHESTER

TWO MEN, garage proprietor Sydney Goodwill of Hale, Cheshire, and Manchester businessman Dave Behar, towards the end of September, had started to build the first regular north-west kart racing circuit. It is situated on an ex-territorial army tank testing ground and they had a bulldozer working throughout the night, with the aid of floodlighting, so that the job would be finished with all haste.

An army of B.E.A. air hostesses from Ringway Airport, which is next door, have been helping in their off-duty periods. The girls are reported to be forming a team and one of them has a Class I kart.

A club will be formed and even at this early stage enquiries have been plentiful, one gentleman in particular drove up to the proposed site and asked to join the club because, he said, he had four karts and nowhere to race 'em.

Demonstrations are being arranged to commence at the beginning of October, so that the locals can be encouraged to

like their new neighbours. If the busy airline services have not unduly disturbed them I cannot see them complaining about karts.

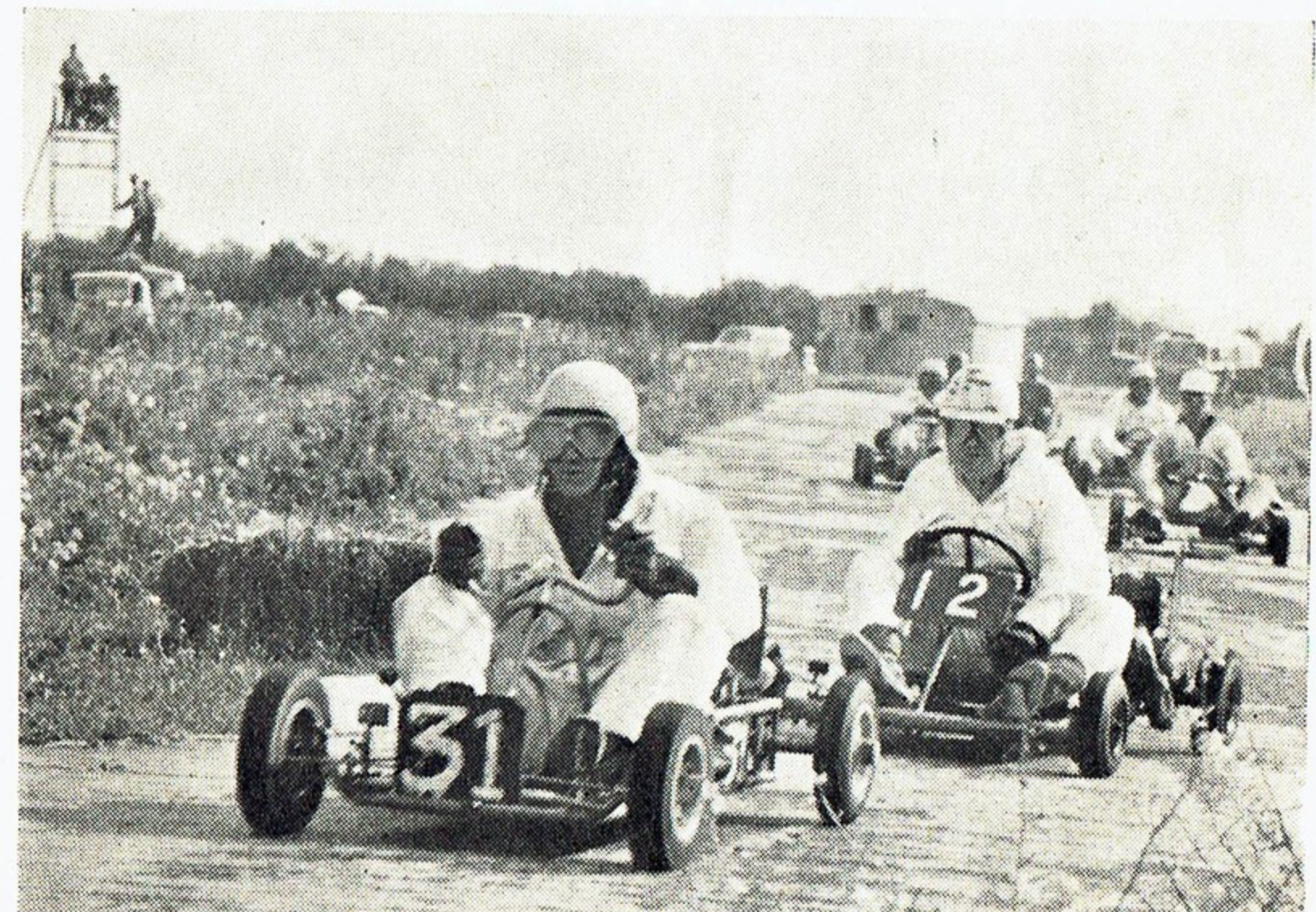
The promoters' aims are to have racing every week-end and possibly on odd Sundays.

So Ringway, Manchester home of the busy airport, will soon echo to sounds other than jets, and with the advent of the club, Manchester and the north will be in a very strong position in the kart world. Already they have the very big North-West Racing Kart Club which has an increasing membership, and its members race with great success every week-end.

Dave Behar, the power behind the venture, said that they have karts and are willing to rent them out so that members of the public can accustom themselves to this very exciting motor sport. He also said that it is better for youths to race on a kart track than the open road — sentiments echoed by many.

I look forward to their first meeting, and to seeing the B.E.A. girls in action — a sight which should indeed help to draw the crowds.

— J. Wilson



The pack entering Wardy's Wiggle at Long Marston lead by Ivor McKay (Blaykart). The specially erected tower in the centre of the circuit enabled a camera team to film the day's racing and also made an ideal perch for KNR's editor who provided the day's commentary.

It's just... Idle Gossip



AT A RECENT Long Marston meeting, Bill Moss of E.R.A. and Aston Martin fame borrowed A. J. T. Chapman's Buckler kart, took it on to the circuit for the first time and won his heat. Chapman did likewise in his heat which, of course, meant that both were eligible for the final on one kart. Moss, of course, stood down for the final, but so enthused was he that Monday morning found him down at the Buckler factory placing an order for a kart of his own.

The future should see Bill Moss up into the championship kart class when he can spare time and drag himself away from his grand prix machinery.

□ □ □

ANOTHER KEEN KARTER has been recruited from the ranks of top-flight G.P. drivers in the form of Bruce McClaren. Bruce recently purchased an EmBee Wasp and has been "messing about with the engine." Bruce told *KNR* in a recent interview that he does not intend to take karting too seriously as this would involve travelling all over the country. "I don't particularly want to race for money prizes, and I shall probably only race at meetings within a thirty mile radius of my home (Surbiton)."

It's rather refreshing to find these top-flight drivers who are prepared to treat karting as a purely amateur sport.

□ □ □

IT WAS AT Windsor Park, Belfast, on Saturday, October 8, that kart racing in Northern Ireland got its biggest boost yet. More than 50,000 people watched 35 minutes of top-class driving by Ireland's 15 best — all winners of previous premier awards.

The occasion, of course, was the International Football Match between England and Ireland, and kart racing was the curtain raiser. Promoted by George Brockerton — and others — of the Coleraine Motor Club, it gave the sport a great lift and provided the fantastically large crowd with an insight into kart racing.

Only three races were run, first for motor-cycle engined karts, second for industrial engines, and third, a combined event.

□ □ □

YOUNG HAYDN SMITH, of Leeds, notched his eleventh Class I win at Croft Airfield, near Darlington, where the Darlington Club held a wet-and-windy meeting on October 9.

A crowd of under 1,000 were kept at bay by the weather and an entry of 115 showed the enthusiasm for the sport in the north.

Smith (Trokart) won from R. Heppinstall (Ruskat), of the Northern Kart Club, and Capt. R. Naylor (Trokart), of the 4th-7th Dragoons Kart Club, Catterick. Miss Lorna Bell (Trokart), of Darlington, was fourth, and all these karts were powered by JLO engines!

In Class IV Flt.-Lt. John Bennet, of R.A.F. Dishforth K.C., found himself pushed to the limit to win by only three feet from Alan Futers (Fastakart), of Darlington. K. Stansfield (Acro-Kart) was third. A very creditable fourth placing went to B. Beaumont (Fastakart), of Bradford, who was originally lying third before spinning off and finishing up chasing the field. He came through to fourth place with a very determined drive indeed.

R.A.F. MEETING AT HEMSWELL

THE R.A.F. HEMSWELL Rockets Kart Club held an all-R.A.F. Kart Meeting at Hemswell on Sunday, September 25. Due to Air Ministry restrictions, the entry was cut down to four clubs — Waddington, Scampton, Hemswell and Church Fenton — but as there was plenty of kart sharing, a total of 45 drivers competed.

All karts were either Class IA or IB, and all Clinton engined with the exception of one home-made "special" powered by a Harper Vincent.

Class IA heats saw three of the five Waddington entries into the final, S./T. Elliott, SAC Hazlewood and F./O. Vanhinsbergh all qualifying easily. M./T. Codling (Scampton) and C./T. Allen (Scampton) also made the final.

In Class IB, F./L. Rayner had an easy win and made f.t.d. Major Mallon, Major Hornbarger, C./T. Darby and F./O. Vanhinsbergh also qualified.

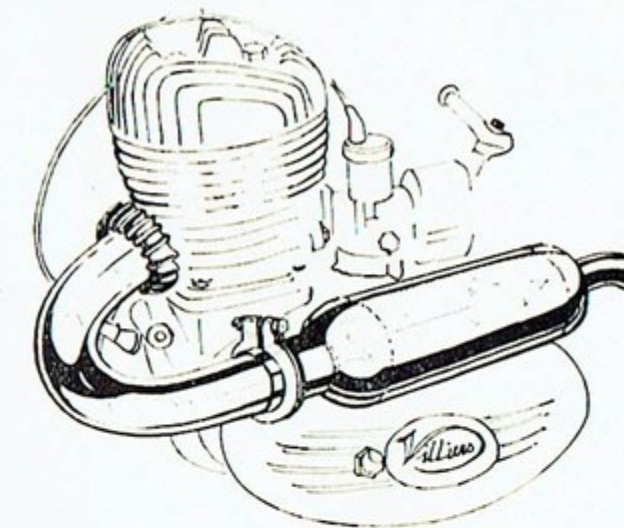
The finals produced some very good

racing. Snr.Tech. Elliott (Progress) led from start to finish in Class IA, hotly pursued by M./T. Codling (Trokart), Scampton, and SAC Hazlewood (Trokart), Waddington, and this was the order in which they finished.

Class IB saw Major Mallon go straight into the lead in his Ruskat, with F./L. Rayner on a borrowed Trokart (his Progress kart being used by F./O. Vanhinsbergh in the same final), and C./T. Darby on a similar machine. Major Mallon stayed in the lead all the way, and C./T. Darby managed to get past F./L. Rayner on the fifth lap, finishing in that order.

The meeting ended with a series of handicaps for losers. Cpl. Galbraith (Progress), Waddington, won the ladies' handicap, starting ten seconds behind the first kart. F./L. Rayner (who qualified for the losers' race by virtue of coming last in a Class IA heat) came first in the other losers' handicap, starting 9 seconds behind the first karts.

A highly successful meeting for Waddington, who won 7 out of 10 awards. Hemswell won 2 awards, and Scampton 1.



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Trade and overseas enquiries invited **TEL: MARITIME 2621**

BATH NIGHT IN LOCAL PUB

NOW HERE is a club with its centre in the ancient spa city of Bath and an excellent track at Castle Combe which has been the arena for many a well-fought battle.

Members include such names as Ken Wigley, Peter Dimmock, Mel Bayliss, Polly Elwes, Arthur (Baby Cham) Showering, George Bowley, and a host too numerous to mention, headed by the club's popular and energetic secretary — Rex Noton. And then there is the work behind the scenes handled skillfully by his wife Margaret.

Just recently the club started its first Newsletter which is something that many other clubs could easily copy to advantage.

The membership now tops the 170 mark and is increasing weekly. The monthly "get-togethers" at one of the local pubs have become a "must" for those members living in or near the district.

The committee is to be congratulated for the interest it takes in the junior members — headed by that "veteran" Master Noton!

Club secretary Noton is very keen on a Kart League throughout the country run on the points system, but believes Class III should be excluded. Rex says: "One Saturday night in the not too distant future you will hear on radio and TV news programmes — 'And here are the Karting Results.'"

— Kevin Preston

NO HOPE FOR GATWICK

IT MUST BE satisfying for some to have read in *KNR* recently that up and down the country karting is far from dying — but to those at Gatwick, the news must be galling!

For far too many months the Surrey/Sussex enthusiasts have been struggling to find a suitable circuit. But what happens? Whenever anything is suggested, the local authorities clamp down with a defiant NO.

Latest Gatwick gloom is contained in the news that the £1,000 track project for Nutfield, Surrey, has been turned down by the planning authorities.

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(BLOCK LETTERS PLEASE)

N.W.K.R.C. to Challenge B.A.R.C. at Sealand

THE VERY STRONG Northern Club, the North-West Racing Kart Club, have now a membership of well over the "ton," but, unfortunately, they still have not managed to find themselves a permanent track. To combat this difficulty they consequently hold meetings where and when possible. The next one scheduled is for Sealand, near Queensferry, Chester, on November 20. The Sealand Cup and the N.W.R.K.C. Invitation Trophy are the main prizes which, of course, will be supported with the usual cash awards. A challenge race between the promoting club and the B.A.R.C. (N.W. Centre) is proposed. To be run on a points basis, this event is not yet definite and will only be so should time and light allow.

T. E. Dawes, Secretary of the thriving N.W.R.K.C., tells me that the top northern drivers should be present-making it almost eligible for the "Northern Championship Drivers' Award" tag. Due to the uncertain light at this time of the year the meeting will commence at 11.30 a.m. Invited clubs are — B.A.R.C. (N.W. Centre), Liverpool M.C., Ribble Kart Club, Blackpool Moto-Kart Club, Wirral 100 M.C., Broughton and Bretton M.C., Rhyl and District M.C., North Staffs. M.C., and, of course, the promoting club.

Mr. Dawes also said that he would like the club to concentrate more on trophies and team racing in the future instead of the usual winner's and non-winner's races, at the same time ensuring that each and every driver gets at least two rides per meeting. Seems a sound idea!

I love taking good-hearted "pokes" at the disbelievers who say that karting is either dead or dying. Continuing in this vein, just look at the venues where the members of the N.W.R.K.C. appeared, commencing with the second week in October. They had Aintree, October 15, and then the next day were at Blackpool; the following week-end saw them at Prestatyn and then on October 30 over to Yorkshire for a meeting at Bradford City Stadium. Prior to these engagements they had two other meetings during the month.

Try and tell them karting is dying — if you can find them at home!

— J. Wilson

The three karting disciples, led by Ken Best, a former international rally driver, who thought up the idea, are down-hearted at this development.

Says Best: "I don't think we shall even bother to appeal. Even if the Minister gives his blessing, when the whole county (in this case, Surrey) is against you, one complaint — and bingo!"

"A lot of people are going to be disappointed," he adds.

The South-East Area Planning Subcommittee of Surrey County Council — perhaps they could be called the Karting Kill-Joys — has recommended that the application be refused because of the noise and crowds anticipated and the inadequacy of the approach roads to the site.

Gallantly, Best and his team will continue the quest for a circuit. They have another site in mind within two miles of Crawley. And anticipating obstacles there, they are still looking around. In fact, they are determined to keep karting alive in this aggressive area.

Malcolm Deacon, who hopes to start a Horley club as a subsidiary to the Gatwick enterprise, is also having his troubles.

"I can't get anyone interested," he says. "The response so far has been absolutely nil. The people of Horley seem to be completely apathetic."

— Bob Farmer

New West Country Club

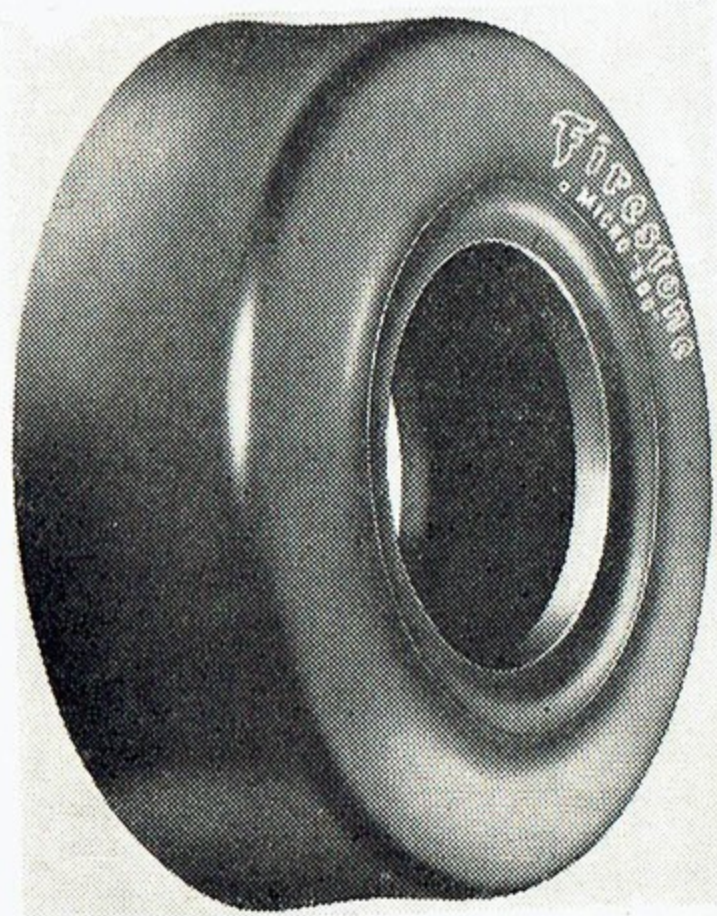
THE NEW Exeter and District Kart Club, after only six weeks of existence, has nearly seventy members and seems well on the way to topping the hundred before Christmas.

Meetings are held at the County Ground Stadium, Exeter, every Friday evening (under the floodlights in the winter), and even those who do not own a kart are usually assured of a drive due to the generosity of the owners and the presence of the club kart which is available to all on payment of a small fee.

One of the leading lights is the redoubtable "Broncho" Slade, who is, in fact, treasurer, as well as star driver. "Broncho" has competed in two more of Gerry Dommett's meetings since the one reported in October *KNR*, and has carried off the top honours on both occasions.



FIRESTONE produce competition tyres for most forms of motor sport. Recently marketed are their new MICRO 500 SLICKS, this is probably the only tyre available in the country that is an original slick and not a remould slick. The Micro 500 is a miniature reproduction of the slicks used in American drag racing. The cambered tread offsets scuffing wear caused by heavy side thrusts. In the centre of the tread there are half a dozen little "holes," the idea being that when the holes are no longer visible it's time to change tyres. A set of Micro's are fitted to one of our own single JLO powered karts which has so far done two long distance meetings (60 laps each) and three ordinary meetings. Original set still in use, "holes" still visible. Price, fronts 39/-; rears 42/-.



KARTEQUIP, of Liverpool, have a SILENCER for 197 c.c. Villiers engines that will pass any scrutineer. The reduction in performance is negligible, and it makes conversation almost possible.

GET KARTS LTD., of East Ham, are now producing RETREADS at what sounds like a more than reasonable price. SLICKS, patterned or ribbed, retail at 30/- for rears and 29/- for fronts.

APKOWAY SPROCKET PULLERS are available from Patrick Warnock at 17/6.

FAIRBANKS-MORSE & CO., whose components are now used by leading kart manufacturers in the U.S., is planning to make its equipment available in the U.K. and Europe.

The American company's range of kart accessories include centrifugal clutches, internal expanding brakes, and rewind starters.

F-M automatic centrifugal clutches are sturdy, dependable, and performance-proved. Engagement speeds may be varied from approximately 1,200 to 3,600 r.p.m. Two types are available, either sheave or sprocket. In both cases, sheaves and sprockets are an integral part of the clutch drum, enabling easy mounting on the engine shaft.

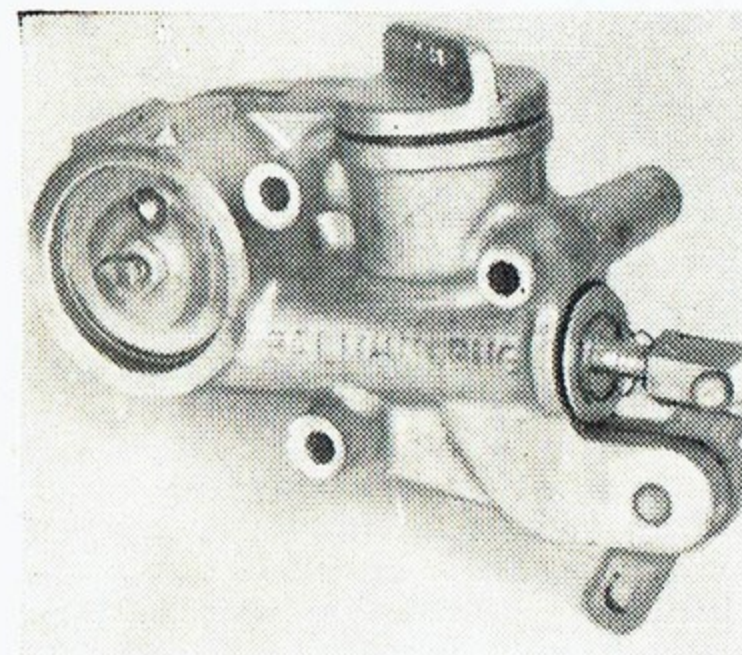
The F-M internal expanding brake has been approved for safety and efficient performance. The brake drum is fastened to, and turns with, the wheel. An extended drive plate acts as a lever and is connected by linkage to the brake pedal.

Further particulars of these and other kart equipment can be obtained from Fairbanks-Morse's U.K. Representative, Tom H. West, 20 Manchester Square, London, W.1.

MOTOR KARTS, of Kingston, are now in full production with their EMBEE SUPER SLICK. Firm claims greater depth of rubber than any other slick available. Rears retail at 50/- and certainly look a solid business-like job.

LES LESTONS, of High Holborn, have a splendid selection of STOP WATCHES, ranging from 45/- to £6.

PROGRESS KART CO., of Edmonton, London, are now the U.K. concessionaires for all PALMINI products. The first of the Palmini range available here is the disc brake. Easily adjustable, it comes complete with the disc which is keywayed and ready to fit most live axles. Important point to note is that Palmini provide special hydraulic fluid and stress that ordinary automotive fluid should not be used. Retailing at £14 complete, this should prove the answer to grabbing and siezing brakes.



GET KARTS LTD., of East Ham, London, are now marketing a selection of KART TRAILERS. All trailers use 5-in. wheels which, of course, are interchangeable with the majority of kart wheels. A clever idea this, in the event of a puncture or a damaged wheel during racing a wheel can be "borrowed" from the trailer. A single trailer completely equipped with towing brackets, etc., retails at £24. A twin trailer to carry two karts costs £34. This could well be the answer for two people living in the same area wishing to share travelling expenses to meetings.

PAT WARNOCK, who stocks pretty well everything a karter is ever likely to need, has a new winter collection of "goodies" available. Zip-sided LEATHER GLOVES with a chamois leather patch on the back. But seriously, the idea is that when your goggles get wet rather than rip them off you wipe them with the back of your chamois clad hand. Luxury at its best for 34/-.

On the more serious and functional side, there is a new RENOLD CHAIN LINK EXTRACTOR at 26/- and a complete range of all recommended SPARK PLUGS for all two-stroke engines.

Paris International

(continued from page 9)

who dropped back about three laps with short but vital pit stops to cure their troubles.

By this time, there had been a number of retirements, or near retirements, the second American entry and a German team being most noticeable of the foreign competitors by their absence, but it was most striking that by far the greatest proportion of the starters were still racing hard.

Now the fight was really on for first position, with the British Trokart just holding a bare lead when trouble struck it too—also caused by a surfeit of water, and the All-Kart of the K.C. du Mans slipped through into the lead. The Trokart in this latter period lost over 10 laps because of its difficulties, and at the end, although motoring on had not got the zip that it had had halfway through the race. These pit stops cost them second place as well, the Thunder Kart of the Toison-D'Or passed them within 15 minutes of the end to gain an advantage that even the British drivers could not make up. Fourth and fifth positions changed hands about three or four times until the Thunder Kart, No. 22, just pipped the Pradeau Kart of the K.C. de Poitou on the line for the better prize.

Final Placings:

- 1st: K.C. du Mans (All-Kart/JLO), 308 laps (France), 30.5 m.p.h.
- 2nd: No. 15, K.C. Toison-D'Or (Thunder Kart/P.P.K.), 298 laps (France).
- 3rd: No. 34, Four Aces Kart Club (Trokart/McCulloch), 295 laps (G.B.).
- 4th: No. 22, Tour-Eiffel K.C. (Thunder Kart/P.P.K.), 293 laps (France).
- 5th: No. 11, K.C. du Poitou (Pradeau Kart/JLO), 293 laps (France).

All credit must be given to the winning team who, throughout the race, kept themselves placed up within the first three and had a consistent trouble-free race.

From a competitor's point of view, the race was outstanding for two things. Firstly, the excellent behaviour of all the contestants on the track and secondly, the terrible weather.

All in all, "The Day the Pits Fell Down" was an interesting and enjoyable day and points the way to other endurance races, preferably of full international standing being held in this country.

—G. F. Irving

CLASSIFIED ADVERTISEMENTS

KART TRAILERS. Basic £23 10s. 0d. Extra fittings to carry two karts. Details, illustration on request. Terms. Enquiries from agents invited. **MOSTYN BROWN,** North Newton, Bridgwater, Somerset.

STEEL TUBES, round and square, for all types of construction. List on application. **C. S. HARBOUR LTD.,** 322a London Road, Isleworth, Middx. Tel. ISLeworth 6613.

VILLIERS 197 8E/4 £15. 8E/3 £10. Also new tyres and tubes reduced prices. Call, write, phone. 47 Adelaide Road, Southampton. Phone 57493.

"WESKARTS" — ALL classes — the best kart built by engineers for the keen enthusiast. Write for catalogue and price lists. **WESSEX INDUSTRIES (POOLE) LTD.,** West Street, Poole, Dorset.

11F AND 10F OWNERS! Fit the new Autostock exhaust system to your new **VILLIERS** engine. Beautifully made, incorporating Burgess silencer, fits straight to engine. Gives deep non-offending note. £2 2s. 0d. each. State which engine when ordering. Dealer enquiries invited. **AUTOSTOCK,** Oxford Street, Tynemouth, Northumberland. Tel. N/Shields 4019.

DEMONSTRATION models Arden Karts available at £60. JLO or Harper Vincent engines Class I. **Karters Ltd.** Trosant, Stockheath, Havant, Hants. Phone Havant 2041.

CLINTON A490 Engines new £12 each carriage paid. **GET KARTS,** 63 Grange-wood Road, East Ham, London, E.6.

"WESPARTS" — build your own kart; full range of parts, including **COMPLETE FRONT AND REAR AXLE ASSEMBLIES** — carrying ALL fittings, mounting brackets, engine, ball-bearing four-stud hubs, wheels, sprocket, brakes, steering gear, all ready for bolting to chassis. Write for catalogue and price lists. **JLO and Villiers engines;** wheels 5-in. and 7-in. **WESSEX INDUSTRIES (POOLE) LTD.,** West Street, Poole, Dorset.

Classified advertisements must be prepaid — 5s. per line. There is a reduced rate to Kart Club Secretaries for club announcements — 3s. per line. Classified Advertisements can only be inserted if received by us not later than the 1st of the month preceding the month of issue. Remittances must be enclosed with the advertisements. Cheques or postal orders should be made payable to Karting News & Record Publications Limited, and crossed.

Box numbers will be charged at 1s. extra, and two words allowed for in setting.

Use this form for your classified advertisement. Fill it in, cut it out, enclose remittance, and send it to:

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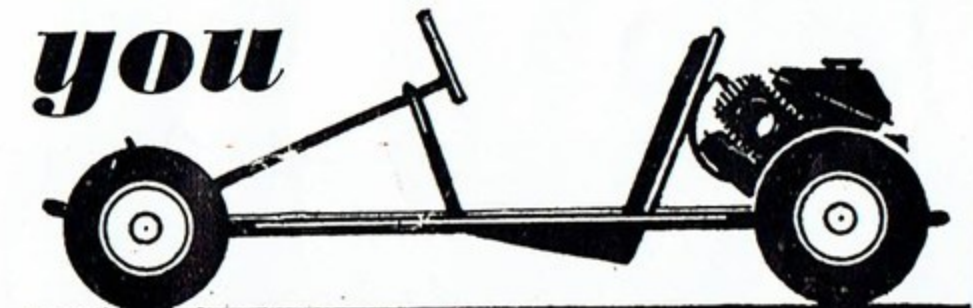
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