

Karting

NEWS & RECORD

1/- Monthly



OCTOBER, 1960.

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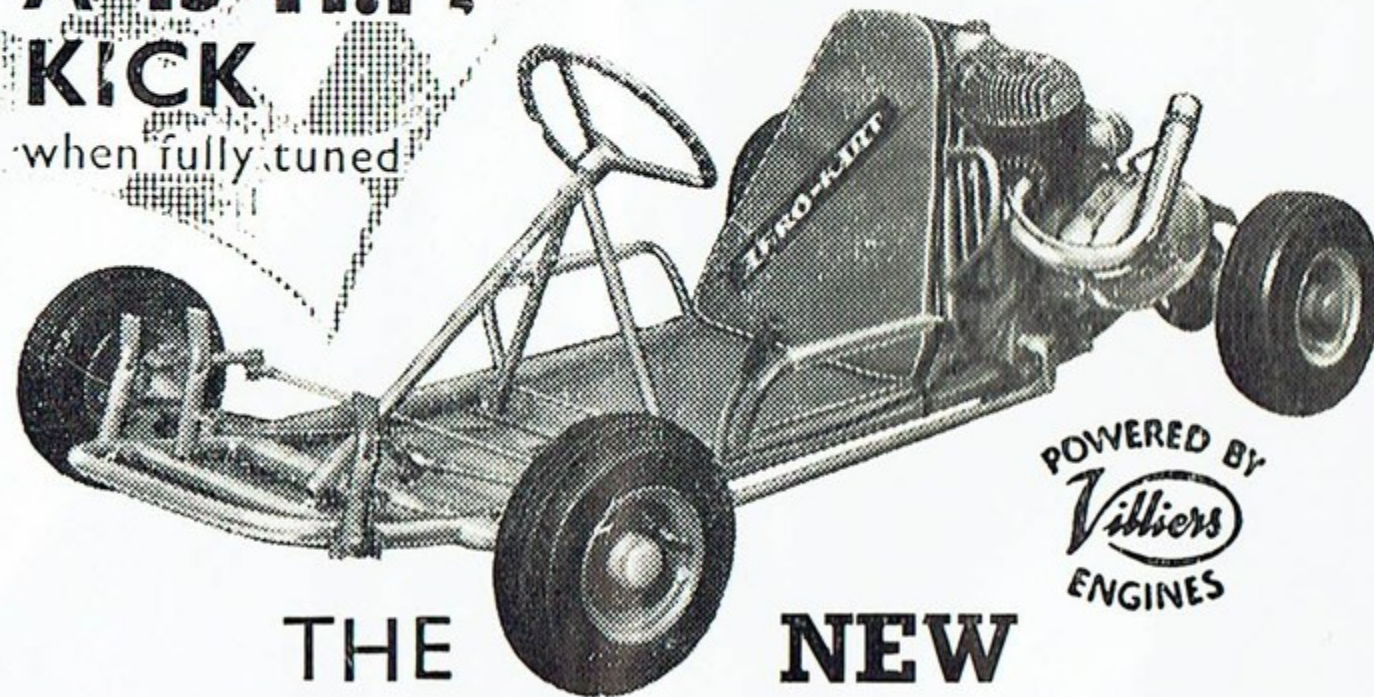
Kart Racing's National Magazine

A HE-MAN'S KART

RECENT AERO-KART MK.III DE-LUXE SUCCESSES

1. First—Class 2/Class 4 Combined. National Grand Prix Meeting, Banbury, July 17th.
2. Five firsts—Class 4, Donnington Park, July 12th.
3. 1st and 2nd—Manufacturers' Annual Meeting, Nottingham, July 1st and 2nd. Also fastest times, Classes 3 and 4.
4. Two places in first three. Class 4, Press Trophy, Tring, July 9th.

WITH
A 13 H.P.
KICK
when fully tuned

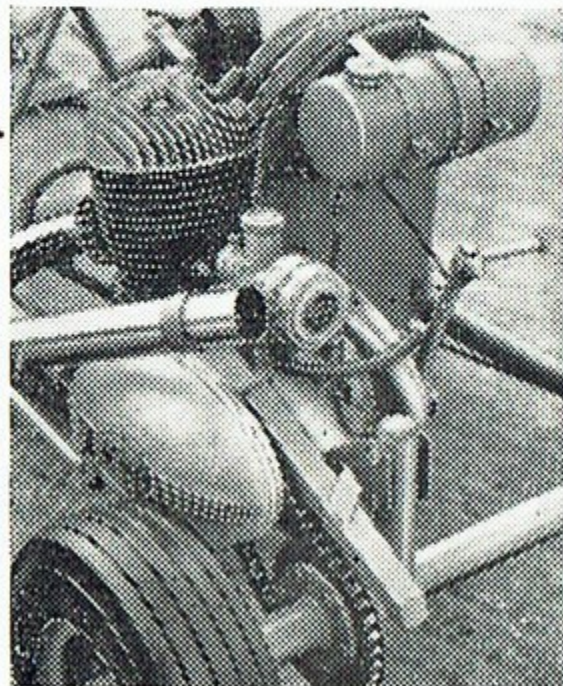


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Groups for Sisson; Wallflowers for
ward!

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FRONT COVER: Rait's KARTE BLAN

yliss; Mimosa
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MEET THE FASTAKARTERS



C. R. MEWES OF
EGHAM, SURRY.

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

Wholesale Fruit Merchant, Charlie Mewes, sends these results
from his impressive season :

- Shellingford - One 1st., Two 2nd.
- Aldershot - Three 1st., One 2nd., One 3rd
- Farnborough - One 1st.
- Reading - Two 1st.

These results were obtained in the most successful kart YOU can buy

- First long distance race - Shellingford
- 200 Laps - Monday, August 1st
- First : Mel Bayliss and Brian Jordan**
- Eight Fastakarts qualified for Finishers' Awards*
- Aintree '100' Saturday, September 3rd
- 1st Barrie and Tony Williams**
- 2nd Mel Bayliss and Brian Jordan**

Bromyard Engineering Co. Ltd.

Rowberry Street
Bromyard,

THE EDITOR WRITES . . .



OCTOBER. The evenings drawing in. The weather a little rougher. The temperature a little chillier. Frosty mornings. Wet week-ends. And, who knows, perhaps just a little less karting than in the earlier months of this boom year.

Just look back to March and April. Then think about all those meetings that were held during May, June and July. And even more in August. And now things are thinning out just a little. There has been one hell of a lot of karting so far this year.

The real enthusiasts, of course, are continuing to race regularly because there are many clubs to whom the Autumn is not even a challenge.

Like the trials enthusiasts, we must put on a little more protective clothing, grit our teeth, grin and lump it.

Only one winter factor can hold up kart racing — fog! And all we can suggest to combat that is for clubs to rig up their own FIDO system (and we feel sure that the enterprising Gazelle 15 Karting Club really will do this, if it is necessary!).

One blessing of this Winter will be the proof that karting is really a participant sport. The commercial interests cannot expect anything worthwhile in the way of spectators — and entry fees alone will not make it a paying proposition. This will be a good thing. There may be less of those hefty money prizes which result in some of our more successful — but serious — drivers saying that they are ignoring the money-events because the lust for loot is making the standard of driving dangerous.

The true blue — and we mean "blue" — enthusiast will race for the love of it. Let us take a leaf from the Continental book and present winners with a bunch of flowers. Buttercups for Bayliss; Mimosa for McMullan; Hyacinths for Hilton; Snowdrops for Sisson; Wallflowers for Ward!

So, the all-conquering Villiers has met its match in the Bultacco. And the cost of being a Class IV "untouchable" goes up a little. Very soon it will be as expensive to race in Class IV as it now is for a jazzy Class II combination.

Perhaps Charles Smith of the Boyne Hill Garage will receive the support he deserves for his plea for a 125 c.c. Class. In this class it would be possible to race with a fairly cheap engine — and have quite a choice, too.

Without a doubt Class IV has proved a British triumph. Other countries may yet follow our example. That little gear lever has shown its worth on many circuits and overseas karting interests are waking up to it.

But don't let use lose sight of the fact that if the Class is dominated by very expensive engines — and there are engines much more expensive than the Bultacco — then it may tend to fade away. It might even suffer that fate worse than death — becoming nothing more than a "Spectacular Class."

So, for the enthusiast let us think just a little more about those 125 c.c. engines.



The "Tearaways" will have to watch the Maidenhead promotions after Christmas. Silencers compulsory — and no "ifs" or "buts." And real silencers — not token offerings.

We suspect that many more clubs will follow this lead in the New Year to ensure that the sport does not lose any more tracks. 1961 will be an eventful year, and will show if karting is to become the sport we think it should. Now is the time to start thinking about it. Now — not next year.



Mayor of Banbury, Councillor J. P. Friswell, presents Bob Burnham with the Class IV Trophy — which he won after a terrific tussle with Lennox Broughton which will go down in the history books.

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Banbury — 2-day Spectacular

KARTING'S biggest event of 1960 — the two-day meeting at Banbury — was the sport's greatest success to date. As was to be expected, public interest concentrated on the second day, when the finals produced thrills galore, and the first day was mainly for the 200 competitors. Both days had excellent weather — dry oasis in a week of rain — and conditions were ideal.

The Class IV event provided the biggest thrill — a 100 laps duel between the two fastest men on the track in the final.

From the drop of the Union Jack, Bob Burnham, of Tring, and Len Broughton, of Bristol, Keele Kart and Fastakart respectively, took the lead, and extended it lap by lap. For over 50 of the 56 miles of the race, they were almost wheel to wheel, first one then the other, inching into the lead, but at last the Keele Kart got a runaway lead that Broughton could not reduce. In the meantime they had lapped the field not once but three or four times — even the man in third place, Don Wise, of Coventry, also driving a Keele, was left $1\frac{1}{4}$ laps behind, and the leaders of the rest of the field were half a lap behind him. It was a grand climax to a great meeting, and it was only fair that both men should share the honours for the fastest lap of the meeting — 51 secs. for the 1,000 yard circuit, which equals 40.1 m.p.h.

The black flag came out for one of the Dutch competitors in the 100 c.c. specials final; his petrol tank was hanging off its mounting and almost touching the track. However, the petrol feed kept up, and the driver kept going for another five laps.

Ann Thorp, the 22-year-old Stratford-on-Avon girl who has been belting her Azum/JLO combination to victory in the Class I Specials for the last few meetings at Banbury, found the competition far and away too hot for her at this meeting, but made up for it by carrying off the ladies' trophy with an average speed only 0.12 m.p.h. slower than the winner of the specials.

Socially, as well as track-wise, the event was more than successful. The competitors lived it up until nearly midnight on Saturday night at a Dance in a marquee adjoining the pits area — then curled up under canvas in hired blankets.

RESULTS:

Class I Standard — 1st, G. Druce (Progress), 28.98 m.p.h.; 2nd, R. Williams (Acc); 3rd, P. Vale (Taurus).

Class I Special — 1st, P. Freeman (Trokart/JLO), 33.34 m.p.h.; 2nd, R. Biss (Bowkart/McCulloch); 3rd, R. Prater (Bowkart/McCulloch).

Class II — 1st, D. Watkins (Taurus), 37.08 m.p.h.; 2nd, R. Prater (Bowkart); 3rd, G. Willis (Special).

Ladies' — 1st, Ann Thorp (Azum/JLO), 33.22 m.p.h.; 2nd, Mrs. English (Trokart/JLO); 3rd, Miss Perring (EMC).

Class IV — 1st, B. Burnham (Keele), 39.02 m.p.h.; 2nd, L. Broughton (Fastakart); 3rd, D. Wise (Keele); 4th, E. Bowyer (Fastakart).

Manufacturers' Race, Class I, Standard and Special — 1st, K. Smith (Progress), 32.35 m.p.h.; 2nd, D. McMullan (Trokart).

Manufacturers' Race, Class II and IV — 1st, R. Seston (Seco), 38.7 m.p.h.; 2nd, B. Burnham (Keele); 3rd, A. Colegate (Stankart).

— R. Albans

Gazelle 15 Christens Long Newnton

IN spite of strong opposition from rival attractions, the first meeting at Long Newnton Airfield organised by Swindon's go-ahead Gazelle 15 Karting Club, attracted a good crowd of spectators, and a satisfactory list of competitors, on September 18.

The organisation was slick, with few time lags.

Club secretary Brazil congratulated the competitors for their clean racing, general helpfulness and co-operation. "Invaluable in view of this being our first meeting. Thanks a lot — you are a grand bunch of boys," he said.

The Long Newnton track consists of left- and right-hand bends, a dream of a chicane, two hair-raising hairpins — and is in need of still more surface attention! Length — approximately 600 yards.

RESULTS:

Non-Winners: Class I — 1st, J. Fiander (Progress); 2nd, A. King-Smith (Skeeta); 3rd, J. Lane (Skeeta). **Class II** — 1st, G. Philpotts (Get); 2nd, J. Beachamp (Skeeta). **Class IV** — 1st, C. Phipps (Fastakart); 2nd, A. Highman (Aero); 3rd, D. Kilford (Trif).

Finals: Class I — 1st, H. Hewlett (Bowkart); 2nd, D. Conyers (Weskart); 3rd, O. Holland (Hol-Kart). **Class II** — 1st, A. D. Mitchenall (Get); 2nd, J. Fiander (Progress); 3rd, P. Amey (Progress). **Class IV** — J. Blatchley (Buckler); 2nd, P. Hilton (Buckler); 3rd, H. Noton (Fastakart). **Best Performance of the Day** — H. Hewlett.

Ouch! *KNR* Rapped

SECRETARY IRVING of the B.A.R.C. (N.W. Centre) has written to complain about certain statements in our "Karting Is Not Dead" with reference to Merseyside.

He says: "I cannot think of one meeting that has been put on in a rather inaccessible suburb. And what is meant by 'the happy-go-lucky get-together on any old cabbage patch, with a reasonably good surface and the home-made kart'? The phenomenal growth of karting on Merseyside is due to the greatest degree to the work of the B.A.R.C. North-Western Centre.

"Also, Mr. W. R. Bennett is not the Secretary of the Liverpool Motor Club, neither does he control racing at Aintree. The Kart Secretary of the Liverpool Motor Club is R. A. Craig. The B.A.R.C. (N.W. Centre) controls racing at Aintree.

"Quite seriously, it is somewhat annoying to see bad mistakes put into print. We do appreciate the service you are doing in covering karting in this area — but I wish that a proportionate amount of space could be given to the B.A.R.C. (N.W. Centre) as after all we were the first club to run an R.A.C. Permit Kart Meeting in the country last February, and since then have organised seven kart meetings (including one authentic National) and have proposed for next year a programme of sixteen meetings at Aintree."

In the *KNR* office heads hang in shame. Our local correspondents are all professional journalists — and good ones. But once in a while they can slip. In this instance because the Editor slapped a request on their plates at very short notice — then slipped up as an Editor when reading the copy that came in.

And *KNR* cannot afford to offend the B.A.R.C. (N.W. Centre). It's one of the leading clubs in the North — and Aintree is undoubtedly the best venue for big kart meetings. So well provided with stands, refreshment facilities and kart accommodation that it will prove one of the main centres of karting during 1961.

So — to Mr. G. F. Irving — our abject apologies. Please forgive us. And continue to rap our knuckles if we make any more mistakes.

If any reader has something to say to the R.A.C. or the B.K.M.A., please don't telephone your opinions — write to the association concerned, or write to us, and we'll publish your letter.

BANBURY

THE September 4 invitation meeting at the Shenington circuit showed that the ladies can get out ahead — a young lady from Stratford walked off with the cup for the 100 c.c. special event, and the Ladies' Race put up the fastest time for the "little engine" classes.

Miss Ann Thorp was the fast young lady of the specials, she led the way round the course from the drop of the flag, and G. Willis, who was second, never got near enough to feel the effect of her JLO exhaust. In this all-JLO event, G. Druce, the Toot Baldon expert of the standard class, trailed into third place.

In the ladies' event, a lady who has shown that she knows her onions, was Mrs. Onions of Kidderminster, who took first place for the third meeting in succession. She averaged 31.7 m.p.h. — the fastest time for the 100 c.c. classes — and all the first three karts were Trokarts.

RESULTS:

100 c.c. Standard — 1st, L. G. Druce (Progress), 27.6 m.p.h.; 2nd, B. Atkins (Paka-a-Kart); 3rd, R. Williams (Ace Kart).

100 c.c. Special — 1st, Miss Ann Thorp (Azum/JLO), 31.2 m.p.h.; 2nd, G. Willis (Trokart/JLO); 3rd, G. Druce (Progress/JLO).

200 c.c. — 1st, J. H. Martin (Aero/Villiers), 36 m.p.h.; 2nd, E. Bowyer (Fasta/Villiers); 3rd, B. Pook (Aero/Villiers).

Ladies' — 1st, Mrs. Onions (Trokart/JLO), 31.7 m.p.h.; 2nd, Mrs. Ash (Trokart/E65); 3rd, Miss J. Parsons (Trokart/JLO).

Twins, 200's and 100 specials, handicap — 1st, E. Bowyer (Fasta/Villiers), 38.2 m.p.h.; 2nd, J. M. Salt (Fasta/Villiers); 3rd, D. Watkins (Taurus/Twin JLO's).

Some of the fastest times so far on the new 1,000 yards and 600 yards tracks were put up on September 11 at the Banbury Club's open meeting. Maximum average speed for a final was 39.5 m.p.h. by J. H. Martin in the final of the 200's, using an Aero-Kart/Villiers.

Miss Ann Thorp competing in the special engines class, clocked an average of 33.5 m.p.h. for the final — fastest of all the 100's.

RESULTS:

100 c.c. — 1st, B. Atkins (Pakakart), 28.5 m.p.h.; 2nd, P. Vale (Taurus); 3rd, R. Williams (Ace).

100 c.c. Special — 1st, Miss Ann Thorp (Azum/JLO), 33.5 m.p.h.; 2nd, D. Freeman (Trokart/JLO); 3rd, G. Druce (Progress/JLO).

Ladies' — 1st, Miss J. R. Parsons (Trokart/JLO), 32 m.p.h.; 2nd, Miss Jarvey (Progress/JLO); 3rd, Miss Styles (Fasta/Villiers).

200 c.c. — 1st, J. H. Martin (Aero/Villiers), 39.5 m.p.h.; 2nd, R. Seston (Seco/Villiers); 3rd, E. Bowyer (Fasta/Villiers).

Twins — 1st, A. Chant (Ruskart/Twin JLO's), 37.1 m.p.h.; 2nd, D. Watkins (Taurus/Twin JLO's); 3rd, M. Hastings (Trokart/Twin E.65's).

— R. Albans

2nd Antwerp Grand Prix, Sept. 4

IN spite of the very bad weather, the second "Grand Prix of Antwerp" may be considered a success.

Due to the rain showers in the morning, the crowd was rather modest, but everyone was very enthusiastic about the organization which, although not yet 100% perfect, could be considered very good and much better than in June when the first Grand Prix was organized at the Antwerp Meat Market.

Once again, full credit for this fine organization must be given to the very active President, Mr. de Craene, who has worked day and night to make it the best race we have had so far in Belgium.

This time, the race track was laid out right in the middle of the city at the St. Jansplein (St. James Square), with a total length of 400 meters and one straight of 100 meters. Everywhere, the width was at least 6.5 meters, but at several points was close to 8 meters!

This time, we also had racers from Holland and Germany, whereas Great Britain was represented by the same racers who participated last June.

We enjoyed very competitive races, and one of the fastest drivers was the German Werner Gausch on a Hako, equipped with the German Stihl motor, along with Jean Fontaine of Leige on a Blow-Kart, equipped with a McCulloch in the 100 c.c. class.

In spite of the many curves, the Belgian driver Jean Fontaine proved that it still is possible to pass, inasmuch as in one heat he was the last to start and, nevertheless, passed the flag number one!

The karting sport in Belgium is becoming more and more popular, and we feel sure that, if the weather had been as good as on the first Grand Prix race, there would have been 100% more spectators than on June 26.

Mr. de Craene has accomplished a very fine job and it was generally agreed upon that the second Grand Prix of Antwerp displayed one of the most competitive races that have been organized in this country.

RESULTS:

Final, 200 c.c. — 1st, Jean Lahaye, Antwerp (Panizet/JLO); 2nd, Werner Gausch, Germany

[over



Inquest? Biss and Company during the recent Antwerp racing. Note proximity of houses — and no silencers!



Brooding Forbes just sits and waits . .

(Hako/Stihl); 3rd, Louis Van Gastel, Antwerp (Panizet/JLO); 4th, Hilda Misotten, Antwerp (Panizet/JLO); 5th, Raymond Valckx, Antwerp (Panizet/JLO); 6th, Raoul Depasse, Chapelle-Herlaimont (Cross-Kart/JLO); 7th, Roy Prater, England (Bow-Kart/McCulloch); 8th, Willy Durez, Mons (Cross-Kart/JLO); 9th, Maurice Benoy, Luxembourg (Panizet/JLO).

Final, 100 c.c. — 1st, Jean Fontaine (Blow/McCulloch); 2nd, Werner Gausch (Hako/Stihl); 3rd, Willy Moelans (Panizet/JLO); 4th, Willy Schetter (Evans/Stihl); 5th, Edgard Verlinden (Sonny/JLO); 6th, Raymond Valckx (Panizet/JLO); 7th, Charles Hague (Cross/JLO); 8th, Francis Targe (Blow/McCulloch); 9th, Andre Barzilai (Cross/JLO); 10th, Raoul Depasse (Cross/JLO).

— Ray Dickson



"He likes it to be known that he's raced abroad."

Lancashire Club News

A CLUB, which is in the process of formation in the Warrington Area, is on the lookout for a suitable circuit. Stretton Airfield near Warrington has been ruled out due to certain difficulties and it is also said that it is to be an open prison in the near future. The next line of approach is an old Royal Air Force Barracks at Padgate; they have had no definite answer to this yet.

More news from that energetic kart group, The Ribble Kart Club, which has recently received R.A.C. recognition. Mrs. Joyce Daniels, the secretary, advises me that the Charity Meeting on July 3 had to be postponed due to unforeseen circumstances, but their Mr. Savage arranged a demonstration meeting for them at the Blackburn Agricultural Show on July 29. The demonstration took place on a circuit used for cycle racing and was ideal for karting. The club, by the way, has not yet managed to purchase, or in fact find, a place of their own.

A NEW kart has been announced in Runcorn. It is the "Rocket" and is for Class I racing. It is nice to see a manufacturer of industrial karts in the North, these types of karts being the more popular karting vehicle, and the type that should be encouraged both for cheaper racing and a better public spectacle.

— John Wilson

Thrill-packed Inter-insular

SUNDAY, SEPTEMBER 4, was the date set for the first kart inter-insular between Guernsey and Jersey, at Guernsey.

It was a meeting that will long be remembered by the 3,500 enthusiasts who attended it. Two trophies were at stake. The "Martell Trophy" for team competition, and the "Sarnia Entertainments Cup" for individual competition.

First event was the "Martell Trophy," with each team providing two teams of six karts, referred to as "A" and "B." Each team raced against each other once, and points were allocated according to results.

Guernsey drivers dominated the first two races and built for themselves a lead of 33-9.

The third race, the first of the 100 c.c. class, was a magnificent win for Jersey by M. Knight (Phantom). He increased his lead with every lap, and the speed from this 100 c.c. engine can only be described as fantastic.

Race Four brought into opposition "Chick" Robilliard for Guernsey and Jimmy Lanyon of Jersey. These two were having a really great duel until A. Sargent (Jersey) "bashed" a bale and Lanyon had to take avoiding action, forcing him into second place.

"Jigger" Giles won the last race of the competition to give Guernsey a convincing 73-31 victory.

The first race after the short interval was a heat for 100 c.c. machines to decide grid positions for the final. Once more Knight of Jersey proved too much for anyone to challenge and ran away an easy winner.

So to the main event of the day. The Individual Championship of the Channel Islands. Four heats of eight laps each, decided the semi-finalists, and by then the excitement was at fever-pitch.

In the first semi-final, Giles hit a bale on the first lap but pulled back to a richly-deserved second place behind Robilliard. Jerseyman T. Muir edged P. Wilson out of third place after Wilson had spun in front of him.

Highlight of the second semi-final was Tony Sandrey's great battle with Jimmy Lanyon for second place, J. W. Ozanne being way out in front and driving a superb race. Lanyon tried all he knew to pass Sandrey but could not quite manage the task.

So to the Grand Final to decide who would be the first Channel Islands Champion.



"Chick" Robilliard — Channel Islands champ.

All eyes were on "Chick" Robilliard, "Jigger" Giles, Peter Wilson and Jersey's Jimmy Lanyon. At the drop of the flag, Robilliard roared into the lead with Ozanne, Giles and Wilson in that order. On the fifth lap, Ozanne hit the bales at "Devil's Drop" and he was out of the chase.

Halfway through the 20 laps and Robilliard took a spin at "Box Corner." Giles then flashed into the lead but he too came to grief five laps later. The positions now were Robilliard, Wilson, Giles and Lanyon. Once more Giles pressed for first place and it was soon apparent that Robilliard was in dire trouble, his engine smoking badly. Then it happened. One lap to go and Giles hit a bale in a make-or-break effort to take the lead. It was all over; Robilliard was the Champion!

This first-class meeting was made complete with the presentation of trophies immediately after the last event.

Ronnie Ronalde presented the [over

K.R.W. KUPS

KEN WIGLEY'S K.R.W. kart-making concern is putting up cups and trophies for the October 2 meeting at Malta Barracks.

"Sarnia Entertainments Cup" and the "Martell Trophy" was presented by Mrs. N. Pooley.

When asked by Mrs. Pooley how he felt after the race, Robilliard grinned broadly and replied: "Damn tired."

RESULTS:

The Martell Trophy, Heat 1, 200 c.c.: Guernsey 15, Jersey 6. Heat 2, 200 c.c.: Guernsey 18, Jersey 3. Heat 3, 100 c.c.: Guernsey 12, Jersey 8. Heat 4, 200 c.c.: Guernsey 14, Jersey 7. Heat 5, 200 c.c.: Guernsey 14, Jersey 7.

The Sarnia Entertainments Cup, first semi-final: 1st, J. H. Bobilliard (Buckler); 2nd, W. Giles (Buckler); 3rd, T. Muir (EmBec Wasp); 4th, P. Wilson (Buckler); 5th, R. Martini (Fastakart); 6th, A. T. Clark (Trokart).

Second semi-final: 1st, J. W. Ozanne (Fastakart); 2nd, A. Sandrey (Progress); 3rd, J. Lanyon (Phantom); 4th, C. W. Farnham (Fastakart); 5th, J. Hainsworth (Fastakart); 6th, R. S. Lihou (Fastakart).

Grand Final: 1st, J. H. Robilliard; 2nd, P. Wilson; 3rd, J. Lanyon; 4th, J. Hainsworth; 5th, R. S. Lihou; 6th, R. Martini.

100 c.c. heat: 1st, M. Knight; 2nd, E. J. Le Noury; 3rd, G. Clarke; 4th, A. Ozanne; 5th, W. D. W. Knight; 6th, R. Bougourd.

100 c.c. final: 1st, M. Knight; 2nd, G. Clarke; 3rd, E. J. Le Noury; 4th, A. Ozanne; 5th, R. Bougourd; 6th, W. D. W. Knight.

— Derek Prout

Camberley's First Eelmoor Plain Meet

OVER 100 entries were received for the first open meeting held by the Camberley Kart Club at Eelmoor Plain, near Rushmoor Arena, Aldershot, on Sunday, September 4.

Clubs represented at the meeting included Maidenhead, Basingstoke, Croydon, Surbiton Town, British K.C., West London K.C., Southern Counties, International, and Gatwick.

Unfortunately, a heavy shower of rain during the afternoon brought racing to a standstill, and due to this stoppage it was found impossible to include all the proposed races in the available time. In all, 22 races were run.

RESULTS:

Class I Final — 1st, D. Button; 2nd, K. Wigley; 3rd, D. Lemmer. Time 25.7 m.p.h.

Class II Final — 1st, J. Limming; 2nd, R. P. McGregor; 3rd, P. Mortara. Time 26.5 m.p.h.

Class IV Final — 1st, L. Hall; 2nd, A. Colegate; 3rd, C. Mewes. Time 27.4 m.p.h.

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Frankfurt Grand Prix

IF KARTERS received championship points like their Grand Prix models, Willy Schetter of Stuttgart would be king of the Wednesday and Saturday German Karting Week, September 7-10, held in connection with the motor-cycle fair in Frankfurt.

The Stihl motor factory driver won the 100 c.c. division on Saturday, took second in the Wednesday 200 c.c. final, and was fourth in the Wednesday 100 and Saturday 200 runs. In addition, he posted fastest lap in each race on Saturday and the 200 event the preceding Wednesday.

On a marque basis, the German Hako kart claimed top honors with wins in three races.

Schetter drove an American Evans for his victory.

Ihle and Hiller won for Hako in the rain and mud on Wednesday, and Heese captured the 200 c.c. final on sunny Saturday. Ihle was credited with the one lap mark Schetter failed to claim.

Schetter's best time, and the track record, was 33.9 m.p.h., over the very tight course in the large class, Saturday. He had identical times for the wet 200 and dry 100 — 30.9 m.p.h.

The German race, labouring under spotty organization, was run with four heats in each class. The eight fastest karts on a clock basis proceeded to the final. The asphalt track suffered from heavy



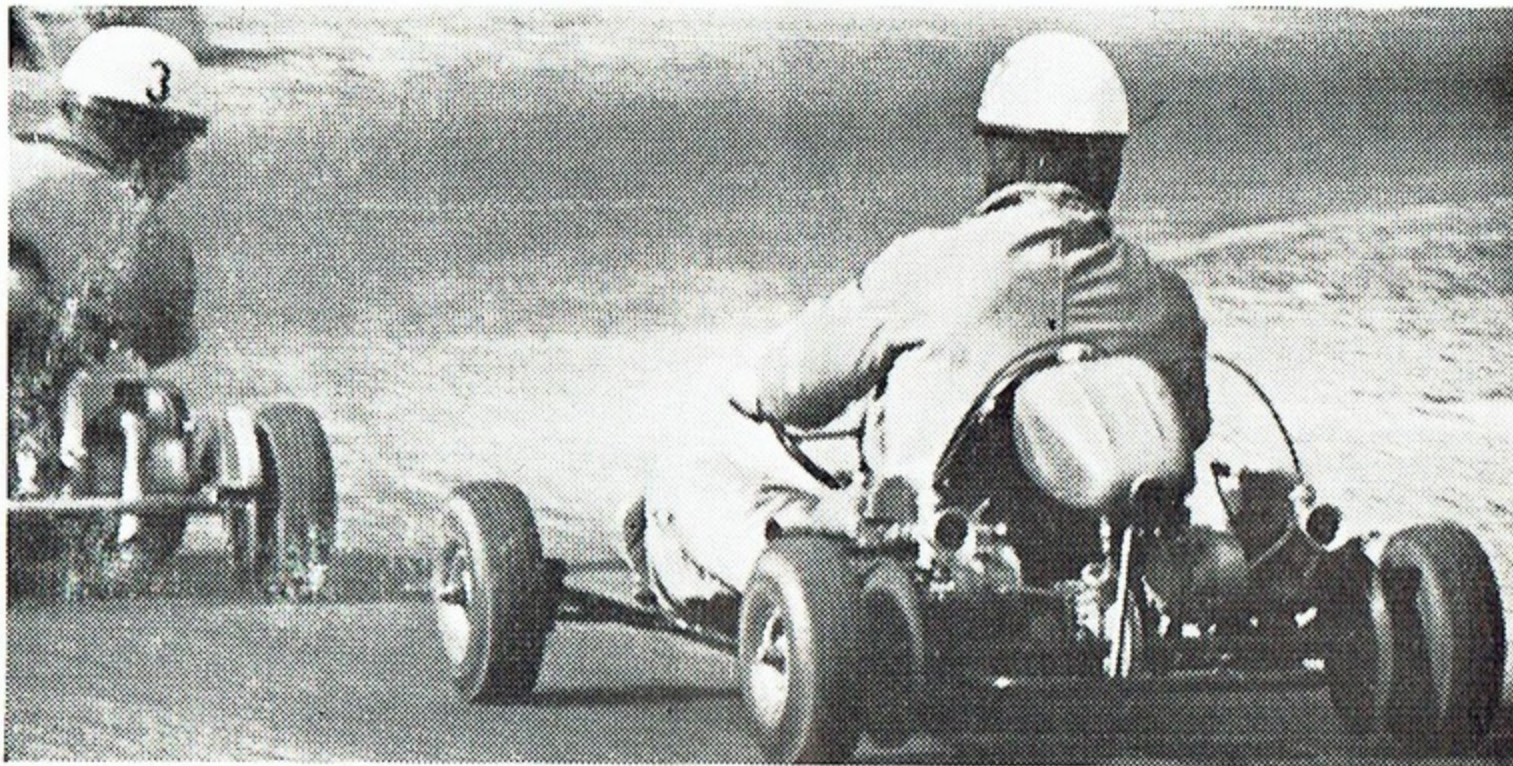
Schetter, flanked by Ihle and Friedrich Bolte, third, the factory driver for JLO/JLO. Saturday's winners seem happy with the gladiolas they received!

karting and motor-cycle demonstrations tied to the fair. The short straight threw most karts completely into the air and a pot hole developed at one hairpin on Saturday that broke chains and bent chassis. The only problem Wednesday was keeping the mud out of your eyes.

On the motor front, Ilo engines were dominant in both numbers and winners, although the Stihls seemed somewhat hotter.



Leopold von Zedlitz (back to camera) shakes hands with Schetter who came 2nd in the Wednesday 200 c.c. while winner Ernst Hiller (50) is congratulated by Peter Thuenkar, 3rd. Odd man out is race director Brezing.



Werner Ihle (Hako/JLO) takes a look as Roland Mueller (Aucus/Stihl) takes the inside lane.

Apart from Schetter's factory Stihls and a companion kart, only the German/American Aucus used the Stuttgart engines. They experienced fuel feed troubles all through the week and had to settle for a pair of fourths — respectable for a brand new and untried kart.

Hako's chief competition came from the Hess kart and from an Ilo, designed by the motor factory as a test bed. Both Hess and Hako used Ilo engines.

The Fichtel & Sachs powered Hercules karts lacked the finesse for this "Grand Prix of Germany for Go-Karts" type competition, while the Bel (new on German tracks) placed fairly well.

The industrial engines control German racing where the only two classes in use correspond to England's Class I and Class II. Gearboxes are strictly banned

Only two German motor-cycle engine appeared — a Maico and an Adler twin — but neither were competitive on the very short straights and switchbacks. A lone Bel/Villiers was geared far too long and never got anywhere near its useable r.p.m. range.

The Teutonic brand of karting is still the domain of two or three top drivers who have an edge in experience, with little to choose between various karts at the moment. Until a broader base of good drivers arrives on the scene we will be treated to a contest of manufacturers, with breakdowns deciding the trophy distribution. Interest in kart racing was spread much more widely through the Frankfurt fair races and the TV coverage they received.

—Sloniger



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27th August	N. Ireland	1st " 1
" "	"	1st and 2nd Class 2
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People You Should Know**Norman Ward**

The Red Devil of Tring

ALTHOUGH karting in Britain is less than a year old, the sport has already produced a number of characters. And well to the fore is Norman ("Red Devil") Ward, of Tring, Hertfordshire. Wearing his red track suit, at the wheel of his own red Bultokart, Norman has soon become a familiar figure at kart tracks all over the country, even though he first raced only in February at New Brighton.

Like most karting enthusiasts, Norman has always had a love for cars and speed. In the past, he took part in rallies, hill-climbs and production car races, and it was natural that he should turn to karting as soon as he discovered the sport.

The discovery was made in January of this year when he popped into the Tring engineering works of Mike Keele and saw what appeared, at first glance, to be a mechanised soapbox. A month later Norman became the proud owner of one of the first Keele Karts produced.

His kart was completed at 4 a.m. on the day of the New Brighton meeting, and the first time he ever drove a kart was on the New Brighton track. Naturally, he was not very successful, but since then he has gone from strength to strength competing almost every week-end and invariably figuring among the prize-winners.

Three months ago Norman decided he would have a go at building his own kart, and with the help of a Tring garage owner, the Bultokart, powered by a 197 c.c. Spanish Bultacco motor-cycle engine, made its appearance.

From the experience gained racing all over the country, Norman has included a number of special features in the design of the Bultokart.

Most important is that parts like the front axle, which tend to bear the brunt of any smashes, have been made removable, unlike those of many other karts. The seating is also adjustable to suit the driver.

The first time he raced the kart was at Long Marston in July, when he broke the existing lap record with a time of 36.5 seconds for the 690 yards circuit — 1.2 seconds faster than the previous record set up by Norman's friendly rival, Mel Bayliss.

Norman also claims another Long Marston record — the altitude record of over five feet — when he was thrown from his kart during a spill in practice for the August Monday meeting. Despite a fractured arm and ankle and numerous facial injuries, Norman was back in a kart three days later and within three weeks was racing again.

Norman does not need to win, how-

ever, to enjoy a day's karting. One of his most enjoyable karting moments, he claims, was when he had to push his kart one-and-a-half miles back to the pits at Scarborough in May!

And Norman is just as much a character off the track as on. For him, karting does not end with the last race of the day. As many of his karting friends know, the whole meeting has to be re-run in the nearest local.

"Since I began kart racing I have made friends all over the country, and there are at least 30 houses I know where I would now always be welcome," Norman said. "It is the social side of karting that gives me just as much enjoyment as the actual racing. There is nothing I like better than re-running the day's events in the nearest pub — particularly when such up-and-coming young karting novices as Mel Bayliss are present!"

Mel and Norman have battled it out on the track an almost countless number of times ever since Norman's first race at New Brighton — "where I found Mel breathing down my neck on the grid." But both on and off the track they are the best of friends.

It was this friendship that gave Norman the idea of starting team racing, Norman providing a team known as "Wardy and his Red Devils" and Mel a team known as "Mel and his Old Meltonians." The teams comprised 24 of the top names in British karting.

"We have got to cater for the spectators as well as the karters themselves," Norman said. "After all, it costs quite a bit to put on a meeting and the spectators help to pay for this. At present the individual entrants are not well-known enough for them to cheer them on, but if we can get track teams going the spectators will have someone to cheer for and give them added interest."

Norman is fortunate in having an equally keen mechanic in his 14-year-old son Nobby, who is responsible for the stripping and tuning of the engine.

Nobby can hardly wait for the day when he is old enough to race against his father.

— Tony Hall



24-Hour Endurance Run

THE Downham Market and District Kart Club, being newly formed, needed something to put it on its feet, and decided to try a 24-hour run at Snetterton Circuit, Norfolk.

Club members, led by the vice-chairman, "Mitch" Mitchell, assembled the kart — a standard "Ruskat" Junior, which was fitted with two Clinton A490 engines in case of a breakdown.

Assembly was completed by August 24, and it must be stressed here that no special tuning was given to either engine, both of which went on the kart straight from the maker's package.

On the evening of August 25, the chairman, David Stewart Murray, the vice-chairman, the secretary, Miss Jill Winter, and several club members, reported to Snetterton, where the kart was tried out with both engines for a few laps and then put to bed for the night. (There was a visit from BBC Television at about 9 p.m.)

At 6 a.m. on August 26, a number of members assembled. The right-hand engine was disconnected and as the BBC pips for 7 a.m. sounded over the radio, the "Ruskat's" engine burst into life with the chairman driving and was off on its 24-hour marathon.

The first three laps were covered in 17 mins. 23 secs. — an average of 28 m.p.h. — then the kart pulled in for fuelling, checking over and change of driver.

Claud Shaw took over and away went the kart for three more laps at much the same average, and after this Miss M. Broady, the first of our girl drivers, went off on her three laps to be followed by the vice-chairman, "Mitch" Mitchell, who completed laps 10, 11, 12 and 13. Secretary Jill Winter then took over for three laps and when she completed these the kart had been circling Snetterton like an angry wasp for over one-and-a-half hours.

Lap 26 — two and three-quarter hours up — plug was changed and away went president Jim Russell for two laps and then three, and a bit slower than he is used to lapping this circuit — 28 m.p.h. against 90 m.p.h.!

In the afternoon there was a visit from ITV, and to their delight it poured with rain, and soon the track was under 2-3 in. of water, and the middle of the "esses" and "hairpin" bend was like a lake.

250 miles, 93 laps, were completed at about 6 p.m.

On lap 99 pit stop, a cracked fuel tank forced a change of engine, which was accomplished in 14 mins. 24 secs., and the kart was off again, slower this time as the engine had to be run-in.

Soon it began to get dark and hurricane lamps were set out on the track to guide the drivers through the night; the new engine settled down and soon laps of 27-28 m.p.h. were being reached with the help of headlamps of members' cars.

Half-an-hour before dawn there was fog to contend with, but it did not slow the kart down too much and by 5.45 a.m. it was sunny again.

By 6.15 a.m., 500 miles were completed to the accompaniment of much hooter blowing, cheering and flag waving, and shortly after this laps of 5 mins. 12.6 secs. — 31.7 m.p.h. — were recorded.

The vice-chairman, "Mitch" Mitchell took over, and at 7 a.m. completed lap 194 in 5 mins. 18.6 secs. — 30.7 m.p.h. — and crossed the line to the pips on the radio and the chequered flag wielded by Jim Russell.

31 club members shared the driving. As a result of the run, the club increased its membership by twenty.

The kart used was entered for the Premier Kart Club meeting at King's Lynn on Saturday, September 10, and was displayed at R.A.F. Waterbeach on Battle of Britain Saturday, September 17, where the club gave a demonstration.

—D. W. J. Stewart Murray



"Oh, the kart performed perfectly... but the driver cracked under the strain!"

Aintree's First National

THE first national kart race meeting to be held on the new Aintree Race-course circuit, probably the North-West's most ambitious promotion to date, attracted a gate of just on 1,000 enthusiasts and a goodly sprinkling of interested newcomers.

The response of the public was surprising, as a series of cloudbursts before the start and during a deal of the racing, must have deterred many would-be spectators from making the journey.

Also, the counter-attraction of a second division football game at Anfield, only a few miles away, must have affected the attendance.

So, after less than twelve months' life, it looks as if karting has developed into a major sporting attraction in its own right. The onlookers had plenty of excitement to keep their minds off the weather, as competitors in Class IV and Class I raced in a downpour, which flooded the track inches deep in places. The competitors slithered and skidded on the treacherous surface, missing disaster by inches and playing havoc with the protective straw bales.

Fortunately, few retired in the shorter races, and there were no serious casualties.

The big event of the day, the "Aintree 100," confined to karts of 200 c.c., was an invitation race for pairs, in which the atrocious conditions caused many casualties, and the driving rain made navigating a kart a hit-or-miss affair.

The pits were kept on their toes as kart after kart came in for first aid, and, of the sixteen karts which started, only seven completed the gruelling test of 100 quarter-mile laps.

The premier prize was won by F. and B. R. Williams (Fastakart), a father and son partnership, after Norman Ward, in a home-made kart, powered by a 175 c.c. Bultacco engine, took an early lead and looked a likely winner; but a forced retirement to the pits in the 35th lap ruined his chances. The time of the winning kart was 49 mins. 54.2 secs.; J. C. Currie and B. Cox (Maykart) were second with 50 mins. 3.4 secs.; M. W. Bayliss and B. Jordan (Fastakart) third in 50 mins. 16.4 secs.; and S. G. Allen and K. Stansfield (Aero-Kart) fourth.

In the Class IV race of 15 laps for 200 c.c. entrants, the final was won by R. J. Banks (Fastakart) in 6 mins. 54.4 secs. from T. Cryer (Maykart) and B. Jordan (Fastakart).

The non-winners' final, also over 15 laps, was won by D. Winterbottom (Progress) in 7 mins. 3.6 secs. from B. R. Williams (Fastakart) and R. W. Dickenson (Fastakart).

The ten laps handicap race for Class I went to P. H. Peart (Jo-Kart), who clocked 5 mins. 24.4 secs., to win an exciting final with R. S. Bailey second (E.M.C.) and M. D. Naylor (Azum) third.

The non-winners' final, also over ten laps, was won by C. Curtis in a Speedex in 5 mins. 56 secs. from J. G. Greenwood (Progress) and W. B. Etherington (Britgay).

— R. J. Lowes

N.W. CLUB PROSPERS

PAUL LITTLE, committee member of the North-West R.K.C., is extremely pleased with membership, which continues to improve.

Speaking to me recently he said that after their first meeting at Warrington, on the Risley track, the residents complained about the noise and the sorry thing is that they are not allowed there again, or at least for a while.

This is indeed a pity, because I would go as far as to say that it was one of the finest near-road-racing circuits available in Britain. The circuit is situated around an engineering concern's premises, and is a test for man and machine.

The N.W.R.K.C. is racing every week-end at one venue or another, and is still looking for a suitable track free from the "noise abatement menace."

The club is fortunate in having a very fine collection of machines owned by the members, and therefore they are in demand at the many northern meetings.

The works' Maykarts are members, and have more than held their own against the southern manufactured karts.

Paul Little also told me that the sale of the Maykart dropped slightly, but is now at full strength again due to its recent numerous successes.

Karting is dying? Don't let the N.W.R.K.C. hear you say that! They don't have a week-end to themselves with all the meetings available.

— John Wilson

Per Ardua — Ad “No more Karting”

IN the ranks of the R.A.F. — or at least, wherever there are R.A.F. karting enthusiasts — there is a fear that the Air Ministry is out to kill the sport.

This will be sad news indeed for all those enthusiasts who recognise that most R.A.F. units have perfect kart tracks supplied at public expense and sometimes called “runways.”

It seems that some anonymous big-wig at Adastral House realised that karting was becoming very popular, and as such presented a twofold “dangerous situation.” Dangerous and twofold because not only can karts cause damage to personnel and property, but “civilian” (dirty word) spectators were endangering SECURITY.

Out went a circular to all R.A.F. units laying down the law about insurance and security. And that hotbed of R.A.F. karting — the Digby station — was one of the first to go. But so serious is this move that an old friend of *KNR* was moved to write to us about it.

From Flight Lieutenant Peter Rayner, at R.A.F. Waddington, Lincs., came this letter:

“I have read with great interest the article *Karting in the Royal Air Force* (August 1960 issue) by my old friend Bill Lane from R.A.F. Digby, and I would like to go on from where he left off.

“Firstly, in view of the recent Air Ministry directive on karting within the Service, the Digby Kart Club has gone out of operation and has disbanded, and they are not alone, as the directive has put many more R.A.F. Kart Clubs out of business, and prevented many more from forming.

“The reasons are quite simple. Insurance as required by Air Ministry costs £15 per annum, through the R.A.C. Brokers (no one else will touch the business), and this is too high a premium for the kart clubs which have not got the backing of a fairly large motor club, as we have at Waddington. Also, the fact that Air Ministry will not permit civilians to compete or come as spectators to meetings organised by R.A.F. Clubs on Class ‘A’ Stations means that at the moment, competition for these clubs is very limited, and the means of making any money is taken away from them, plus the fact that these Stations have got some of the best tracks of all. We



“Sorry sir, no civilians . . . they're afraid you might smuggle The Bomb out in your kart . . .”

consider ourselves a very good example of a club with an excellent track that we cannot use to full extent.

“As Bill Lane says, this is not a temporary craze as the powers-that-be seem to think, and it could be a sport in which the R.A.F. could become a leading light, especially as we have far better track facilities than the average civilian kart club.

“At R.A.F. Waddington we have therefore initiated a move to form a Royal Air Force Karting Association, with a view to organising inter-club and inter-Service kart meetings, and to form a Royal Air Force Kart Team to compete at all major kart race meetings. We hope to have this in operation by the New Year, and to be in a position to organise meetings a little later.

“Just to round off, I must take a small ‘dig’ at Bill Lane. I consider the track at Digby to be downright dangerous, and one that would make any self-respecting R.A.C. Steward tear out his hair in dismay. Not only is it very bumpy, but the two opposing straights are separated only by one straw bale's width. This is very tricky if you overcook it a bit coming out of a ninety-degree left-hand turn into the back straight. Safety precautions are not within the prescribed limits, as there are very large obstructions (a

Notts Not All O.K.

MY REMARKS last month on the happy relations between the Notts. Kart Racing Club and the nine-man syndicate owning the Nottingham track have brought a lot of contradiction.

Club officials say the track is not being run properly, and that the track owners are not doing anything to help them. It looks as if trouble is brewing, but it seems unnecessary.

The leader of the track group, Stan Merrill, says that none of the complaints the club have made to *KNR*'s reporter have ever been mentioned to him.

The club says he charges too much for entrance, doesn't publicise meetings properly, doesn't give the club any of the takings, and charges so much for hiring karts (1s. per lap) that he is discouraging youngsters.

Stan replies that since the syndicate put £2,000 into the track, they have got to get some of their money back. There is none left over to give to the club.

He points out that his two karts are always booked a long way in advance by young enthusiasts, who are quite willing to pay £2 for an afternoon's racing or practice, without any maintenance, garaging and carriage worries.

Whatever the pros and cons of the argument, it would be disastrous if there was a rift between club and track. *For goodness sake, gentlemen, patch it up!*

I have heard that the club is looking round for a track for themselves, and they have their own ideas of how to run it.

Stan Merrill has already intimated that to make some money he may have to make the sport semi-professional. This would certainly result in spectators coming to see his meetings — where he says he would throw out the slower 98 c.c. machines — and there would be nobody left to go to watch the amateurs if they were racing on an out-of-town track.

I wrote last month that the syndicate members had invested their money for the love of karting. This is bringing guffaws of laughter from club members. But I believe that if Stan Merrill and his merry men were out to make money, they would have found a better investment than a sport with a precarious future as regards spectator attraction.

— Lyn Lewis

hangar no less) within about five feet from the track, on the outside of bends.

“However, despite this small dig, Bill Lane and his merry men have given us some very fine racing, both on their track (?) and ours, and we feel that it is a great shame that they should be forced to give up as a club. They have been a great help to this club in the organisation of our recent meeting, which will probably be the last in view of the Air Ministry Directive, and we only hope that they keep on racing as individuals.”

The Services have been a very great help indeed in putting kart racing on the map. R.A.F. Jurby was a considerable help to the Isle of Man; that superb track at Blandford Camp has benefited more than just the Army; and the Navy were not slow in challenging the Windmill Girls!

Whilst one can readily appreciate how essential it is that Service property and personnel must be protected, and that SECURITY be not endangered, at the same time one can demand — as a shareholder in the Services — that an enlightened view be taken. Blimps abound still, but we hope they will prove unsuccessful in their fight against karting.

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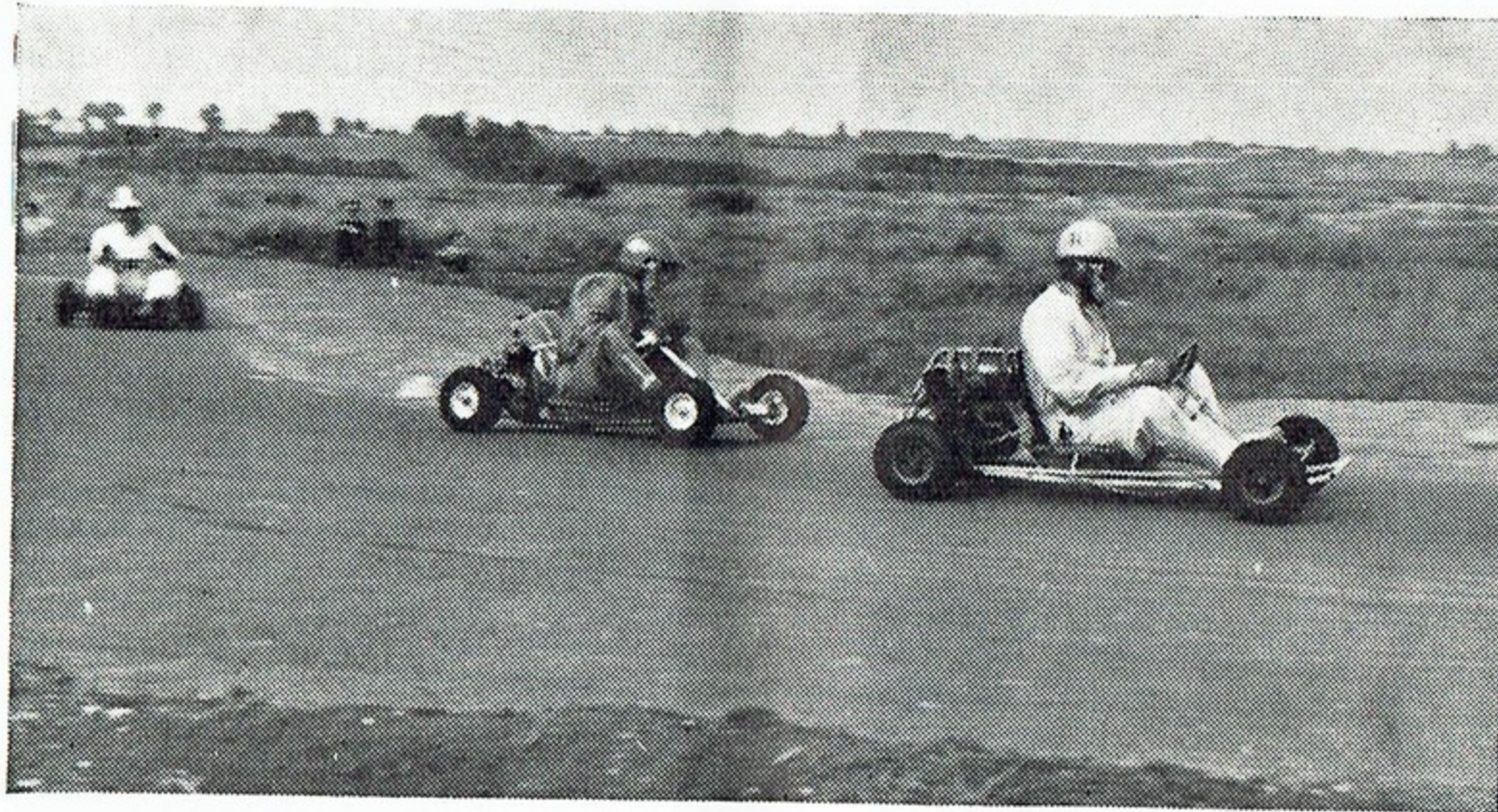
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Ferrari-Kart? No. In this photograph received by Trokart's Dave McMullan, Teddy Pilette wears the crash helmet of his father, Andre Pilette, which is decorated with the prancing horse emblem of the Scuderia Ferrari. Teddy is just 18, and in Belgium this means just old enough for kart racing. The Trokart has been modified to allow the JLO to be mounted behind the seat. The JLO has got an 11:1 compression ratio and peaks at 9,800 — and can maintain a steady 60 m.p.h. Teddy's racing background is in keeping with his own racing successes — grandad was with the Mercedes team 1908-21; dad has been racing cars for sixteen years and last year came second in the Le Mans in a Ferrari, and third at Aintree in a Formula II Cooper. Latest news is that Andre Pilette is forming a three-man team of JLO/Trokarts, as Teddy on his own has been finding the opposition tough.



Winning the Manufacturers Trophy was not that easy. Here McMullan (Trokart) chases Roy Prater (Bowkart). Roy, partnered by George Bowley, took the Class I Special section award in the same race.

Karting Demonstration at Exeter

The Old Speedway King v. Young Pat Richards

It was well over twenty years ago that "Broncho" Slade first hit the headlines on the dirt track. According to the record, he first rode for Hackney Wick in 1938. Crystal Palace came next and after the war he captained the successful Exeter team of the late 40's.



"Broncho" Slade, noted speedway man, essays a first attempt at kart racing — at a recent demonstration in the South-West.

Now retired to a repair business — adjoining the old speedway stadium at Exeter's County Ground — it became something of a challenge to "Broncho" when he was invited to take part in a go-kart demonstration race at a recent Gerry Dommatt promotion.

This was to be his first experience in kart competition, and he did well to hold off experienced clubmen from Blandford and West Ham, winning his first heat with ease.

A battle in the first laps between Broncho and 16-year-old Pat Richards of London on a Get-Kart ended with young

Pat (sister of the famous Toddy) having to retire from the race through engine trouble.

The performance of this girl drew the large crowd to their toes.

These promotions of Gerry Dommatt have been a tonic to this kart-starved area of the West Country.

Apart from Blandford in the east and Plymouth in the west, there are no organised clubs.

The Plymouth Club — who sent three machines to this meeting — has a membership of nearly fifty.

Club meetings are held every Monday, and the airfield at Collaton Cross near Yealmpton is used for racing once a month.

Secretary is Mrs. Shirley Duke, 48 Durham Avenue, St. Judes, Plymouth.

—W. Shepherd



Patty Richards — another glamorous karting acquisition — put in an appearance in the South-West.

South Coast Invitation

THE Solent Kart Club, in Hampshire, has extended an invitation to all kart clubs to visit its private 660-yard track. Intention is to hold a private meeting with the visitors as guests.

The Solent Club hopes to hold friendly events between clubs more on the lines of social and sporting occasions than commercial ventures.

The Solent Kart Club karts every Sunday.

Interested Club Secretaries should contact the secretary of the Solent Kart Club at 96 High Street, Lee-on-Solent, Hants.

Other track-owning clubs interested in promoting similar friendly meetings — not for profit — can circulate the information through the **KNR** Weekly Newsletter, which goes to all kart club secretaries every Friday.

Aberdeen's Third at Fordoun

THERE was a record crowd of more than 3,000 at the Aberdeen and District Motor Club's third kart meeting at Fordoun Aerodrome on Sunday, September 18. And it was third time lucky for the organisers, for in direct contrast to the rainy and uncomfortable conditions that put something of a damper on their previous two fixtures, the weather was sunny and warm. And the 40 karters — a record entry for north of the border — responded well to the excellent conditions to produce some of the most exciting four-wheeled sport seen in the north-east part of the country since the big 'uns at Crimond and Edzell in previous years.

Average speeds for the Fordoun circuit soared by another five to six m.p.h., which just shows to what extent good conditions can effect speeds.

There was plenty of excitement for the big crowd. In one of the heats three karts swept into the first corner travelling at around 40 m.p.h. when they touched, and leaped about two feet into the air. Their landing was as spectacular as their take-off, but, despite the demolition of a number of cardboard carton markers, the drivers showed a high degree of skill in regaining the track and continuing the race, apparently unperturbed but leaving hearts in the mouths of more than a few spectators.

The big surprise of the meeting came in the last lap of the Invited Clubs' Final. Two Falkirk karters — I. Hay and R. Crawford — were out in front and appeared to have everything well under control. Then their two machines came into contact, and they went into a spectacular spin at the chicane. They had lost their chance, for R. Alexander, of Stranraer, and D. Fraser, Ayrshire, were quick to snatch the opportunity to break through to take over the leading positions and Hay and Crawford had to be content with third and fourth placings.

RESULTS:

Aberdeen Members' Final — 1st, W. Forbes (Aberdeen); 2nd, R. Middleton (Montrose); 3rd, J. Hird (Aberdeen).

Invited Clubs — 1st, R. Alexander (Stranraer); 2nd, D. Fraser (Ayrshire); 3rd, I. Hay (Falkirk).

Open — 1st, R. Middleton; 2nd, P. Biagi (Ayrshire); 3rd, W. Forbes.

Invited Clubs' Handicap — 1st, P. McCaig (Stranraer); 2nd, R. Alexander (Stranraer); 3rd, P. Biagi.

Aberdeen Members' Handicap — 1st, J. Paterson; 2nd, W. Forbes; 3rd, J. Hird.

Invitation Scratch — 1st, P. Biagi; 2nd, P. McCaig; 3rd, J. Hird.

— Jas. Scott

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Wigston Hopes

GO-KART enthusiasts at Wigston, Leics., may soon have a practice circuit of their own. They have written to the urban council for assistance or advice in an effort to foster local interest in the sport.

The clerk to the Council told the *KNR* correspondent: "We have set up a committee to consider the matter. We have a piece of ground that might be quite suitable and we are arranging a demonstration so that a recommendation can be put to the full council."

The suggested site is between the local rugby club's pitch and the railway.

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**MAYKART, FASTAKART,
AEROKART, EMBEE-WASP
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Components & Accessories:—

**ENGINES, TUBING, AXLES,
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"KARTENT" Waterproof canvas Kart Covers £3 10 0 each, plus 2/6d. carriage.

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★ The New KRT 'Bronco' bike, the machine designed for miniature scrambling.

★ The KRT Symbol a free transfer for the helmet of every KRT driver sent on request.



KRT

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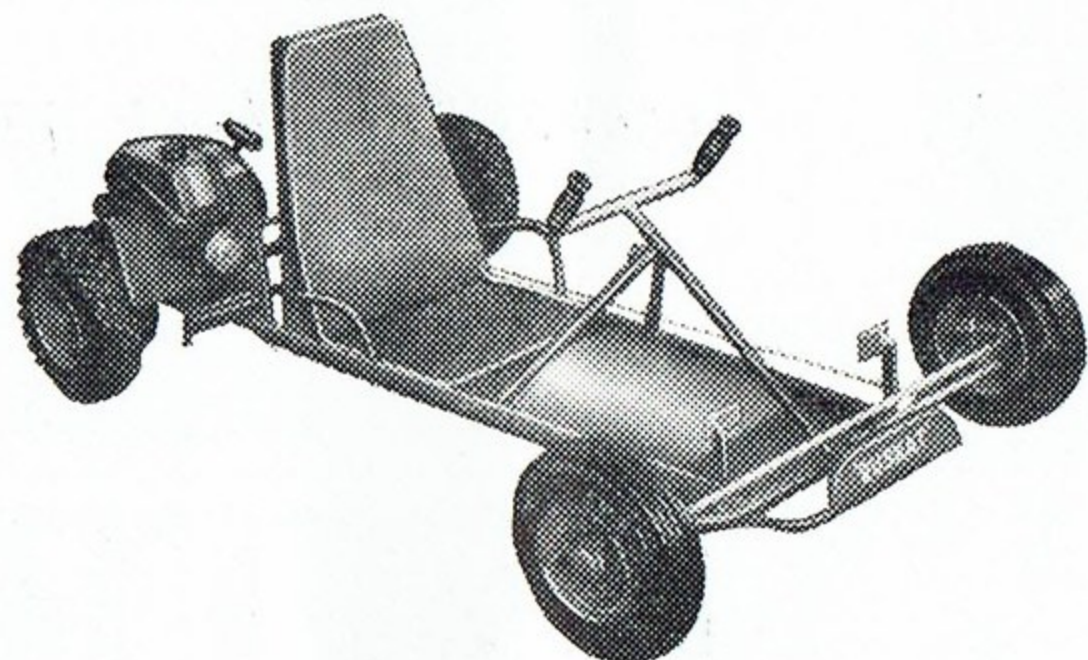
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EMLYN LANE, LEATHERHEAD, Surrey

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When you "overcook" it on Eelmoor Plain there's no doubt about it!

-----525 MILES IN 24 HOURS-----



in a Ruskat Junior

Kart Club puts standard RUSKAT to Endurance test

That is the fabulous story of the Downham Market & District Kart Club's 24-hour Endurance Test on the Snetterton Motor Racing circuit on August 26/27. For 24 hours 31 club members took it in turn to drive this "straight-from-the-factory" RUSKAT JUNIOR, with its "straight-from-the-box" Clinton A.490 engine. Without a fault, in very bad weather conditions, this kart completed 194 laps, totalling approximately 525 miles. This kart has been carefully examined, is still in perfect racing condition - and is still under guarantee.

★ RUSKATS are built to RAC Specification ★ BKMA Safety Standards
You can own and race a RUSKAT :

Ruskat Junior (A490 Engine)	£65 in kit form
Ruskat Challenger (E.65 Engine)	£85 in kit form
Ruskat Pacemaker (JLO Engine)	£90 in kit form

Jig welded, high tensile steel tubing. 5" Drum brakes for sure stops.
Drag link steering, Akerman type. 48½" wheel base, 61" overall length.
Twin engine conversion kits.

Illustrated leaflet from :

The Racing Division of Jim Russell
London Road, Downham Market, Norfolk.

Readers Write

Charles Gellis, Editor of an American karting magazine, just returned to New York after a visit to karting centres in the U.K., writes:

Now that I'm home I can collect myself a bit. I want to express my thanks for the wonderful talk we had when I visited your office.

I would like to say that meeting all those wonderful people in the karting sport in England such as Mr. Keele and Mel Bayliss and your Mr. Bond, have given me a truly wonderful and memorable experience.

"Doc" Evans, of Lincoln, writes:

I am deeply worried about the present trend of karting and at some of the suggestions of your readers. Mr. Daniels, in the September issue, suggests a 125 c.c. class and a price-tag to keep the sport the way it was meant to be, and in the same breath mentions a 250 c.c. class. Doesn't this beat the object of trying to keep karting costs down?

Anything over 200 c.c. will be a lethal weapon — to the sport as well as its driver.

And entry fees — at some tracks the charge is a £1 or 30s. just for an afternoon's practice, without pukka racing. To survive, karting must be kept cheap. And it is the job of the R.A.C. to protect the sport and its amateur supporters. Alternatively, I would like to see a Union or Association formed to protect the interests of kart owners . . .

B. A. Webster, of Bulford Camp, writes:

May a new member of the karting fraternity make a few observations, which are intended to be constructive and to further the sport?

One frequently hears of tracks being closed, due to the demon noise. And whilst this must be an important factor where tracks are close to built-up areas, there are other reasons too.

The general public, whose paid support of meetings helps to provide all karting facilities, does not necessarily appreciate the sport. The G.P. must be encouraged — and a great step forward would be provided if drivers took the trouble to produce not only exciting racing but also a colourful spectacle. The dirty condition



of some karts and drivers is to be deplored. A pot of paint for the kart and a racing suit should not break anyone's bank.

Furthermore, it is not a good advertisement for a safe family sport to see a few misguided individuals racing around the paddock — wearing out their engines and tyres, (which explains why they are usually the tail-end Charlies). Competent commentating is another necessity — and I wonder if there is a budding Raymond Baxter for karting . . .

The Secretary of the Buxton and District Kart Club writes:

The *KNR* Weekly Newsletter is helping tremendously to keep all kart clubs in contact with each other. I wonder why no one has suggested doing this in a "Kart Conference." Such a meeting of all club secretaries, with the R.A.C. in attendance, should be an annual affair . . .

Editor's Note: Steps are being taken by the B.K.M.A. to enable all kart clubs to have more say in running the sport. More news later.

Charles Smith, of the Boyne Hill Garage, Maidenhead, President of the Maidenhead Club and himself a manufacturer, writes:

One must admit that whatever may be said against the four karting magazines one cannot call them dull!

Silencers should be made compulsory NOW. Indeed, it was obvious to many of us at the outset that they would be necessary. We boating enthusiasts of not so tender years have seen a similar thing happen to hydroplane racing in all the three waves of that sport's popularity — in the late twenties, the late thirties, and again, post-war. When hydroplaners discarded silencers they lost their racing venues! This sort of thing has now

brought karting into disrepute and on the wrong side of public opinion.

Number plates on the front of karts are a vital necessity. They are essential for our much maligned lap-scorers — and at Maidenhead we have the best-looking lap-scorers in the business, and we don't want to lose them!

Is karting dead? I don't think so — and the man who said it was doesn't think so either. At least, he has stirred up a lot of new effort . . .

J. Greasley, of Cullompton, Devon, writes:

Perhaps I may indulge in your columns to air my opinions on the future of karting and silencers.

The sport has two alternative routes open to it — to become a spectator sport, or a competitor sport. It is unlikely that it can follow both paths.

Money, of course, is at the back of it, because clubs need finance in order to function. Tracks cost a lot of money — and so do tyres, brake linings and spares. Furthermore, there must be an almost unlimited supply of "officials," who get little chance of racing themselves but do most of the essential jobs.

To keep going a club needs a regular venue where suitable racing can be staged for members. And regular meetings means SILENCERS.

If I may repeat that oft-heard call — "Karts must not go the way of the 500's" — I would suggest that the sport must follow pathway No. 2 — and become a strictly competitor sport, for everyman. And that means low cost racing. And when one reads of such costly devices as differentials for karts one suspects one hears the death knell. There must be a price restriction somewhere.

The over-riding factor regarding silencers, of course, is the urgent need to retain the tracks we already have, and not jeopardise chances of new sites. What does it matter if a silencer reduces the engine power as long as all engines suffer equally? Scrutineers must be firm on this point regarding effective silencing — they are the people in whose hands the solution to the problem is held . . .

CLEAN KART?

WE hear some weird and wonderful names for specials, but one that everybody is taking notice of belongs to the Notts. Club competition secretary, Jim Howard. He calls it the "Harpic



General Sales Manager Miller congratulates Dave McMullan who, with Tony Sutton, won this monumental Manufacturers Trophy at Tilbury (August 21) for Trokarts. No truth in the rumour that Trokarts have had to build a new showroom to house this three-tier award.

Telly Karts!

TROKARTS are being starred in TV programmes now. In "Lucky Dip" (for the kiddy-winkies) and "The Chequered Flag."

One result of the production filming was that the AR-TV Motor Club staged a meeting — which was filmed, also — at the track at Nazeing, Essex, and have now converted several more enthusiasts to our sport.

Special." The simple reason? It goes round the bends very fast.

Jim is recovering from breaking an ankle at Balderton, Lincolnshire, so meanwhile, Joy Rowbotham is driving his kart with a good deal of success.

— Lynn Lewis

DISHFORTH'S FIRST MEETING

"FLYING HIGH" was an apt way to describe R.A.F. Dishforth Kart Club's first venture into the promotion of an open meeting and while many sights set too high result in a programme less entertaining than that advertised, this was not one of them.

A really smooth perimeter track surface was fashioned into a very interesting 530 yard circuit which included a jaunt round a grassy island at one end, a long curve and short straight, and a tight hairpin followed by a long straight to the "island" again. This brought protests from only three out of 110 competitors, and, as protests go, one can thus take the track to have been OK.

The programme went something like this: three heats to whet the appetite of the 4,500 crowd for kart racing; a precision acrobatic display by Provost jet aircraft from the R.A.F.'s Central Flying School; more heats during which spectators could walk 100 yards across the grass and inspect a giant Blackburn Beverley transport plane which was open to the public; semi-finals — during which a Beverley circled the field and came in to land — and then three hotly-contested finals to round off a really entertaining afternoon.

Service personnel were very much in evidence amongst the drivers giving the Corporals, S.A.C.'s and Sergeants a sporting chance to get to grips with the Flight Lieutenants, Squadron Leaders, Wing Commanders and a Group Captain in a boring, neck-and-neck karting fashion that would have been worth 90-days under any other circumstances!

A team from the R.A.F. Station at Jurby, Isle of Man, was led by Group Captain W. E. Brooks, who finished second in his Class IV heat, but failed in the semi-final. He and his contingent had flown directly into Dishforth for the meeting and left to return to Jurby after the meeting.

Catterick Camp, the Army training centre further along the Great North Road, also supplied several entrants, and a goodly sprinkling of "civvies" made up a class field.

It was home-based Flight Lieutenant John Bennett, a pilot instructor at Dishforth, who dominated the day on his Em Bee Wasp.

His time of 6 mins. 44 1/5th secs. for the 12 laps was the fastest of the day, and he took the award for the best Dishforth entrant easily.

The final was Flt.-Lt. Bennett's from the flag. A gap of 40 yards was opened almost immediately between his rear

wheels and the front wheels of W. Elliot (Fastakart), of Bishop Auckland. Young Max Sunderland, of Hebden Bridge, made up a leading trio with the pack fairly well down and the experienced style and well-tuned engine of Bennett's kart allowed him to give the spectators a display of karting as it is meant to be conducted. One variation was that of M. Horner, of Northallerton, who contrived to part company with his kart on the hairpin. He rolled off and the kart carried on, scattering the crowd. He chased, re-seated himself and shot off again in hot pursuit.

RESULTS:

Class I Final — 1st H. Smith (Trokart), 7 mins. 16 3/5ths secs. for 12 laps; 2nd, K. Lambert (Speedkart); 3rd, A. J. McKellar (EMI).

Class IV Final — 1st, Flt.-Lt. J. Bennett (M.B. Wasp), 6 mins. 44 1/5th secs.; 2nd, W. Elliot (Fastakart); 3rd, Max Sunderland (Maykart).

Class II Final — 1st, H. Parker (RWC), 6 mins. 58 3/5ths secs. for 12 laps; 2nd, F. Midgley (Donkart); 3rd, D. Harper (RWS).

— Ken Osborn



"There I was, going like a bomb — a stand-off one, of course . . ."

York City Kart Club

THERE are two ways to look at competition between clubs in one city: one is to take the view that the whole organisation would be much stronger if the clubs amalgamated, and the other is to adhere to the view that healthy competition is more likely to enhance rather than hinder the furtherance of the sport of karting.

One such city to take the latter view is York, where two strong clubs sprang up early this year and are still thriving separately, namely the York City Kart Club and the York Kart Club.

It is with the fortunes of the York City Club that I wish to deal in this issue.

They began with a newspaper advertisement asking all interested in karting and the formation of a club to meet at York's Spotted Cow Hotel for what, in motor sport circles, has come to be known as a "noggin an' natter night."

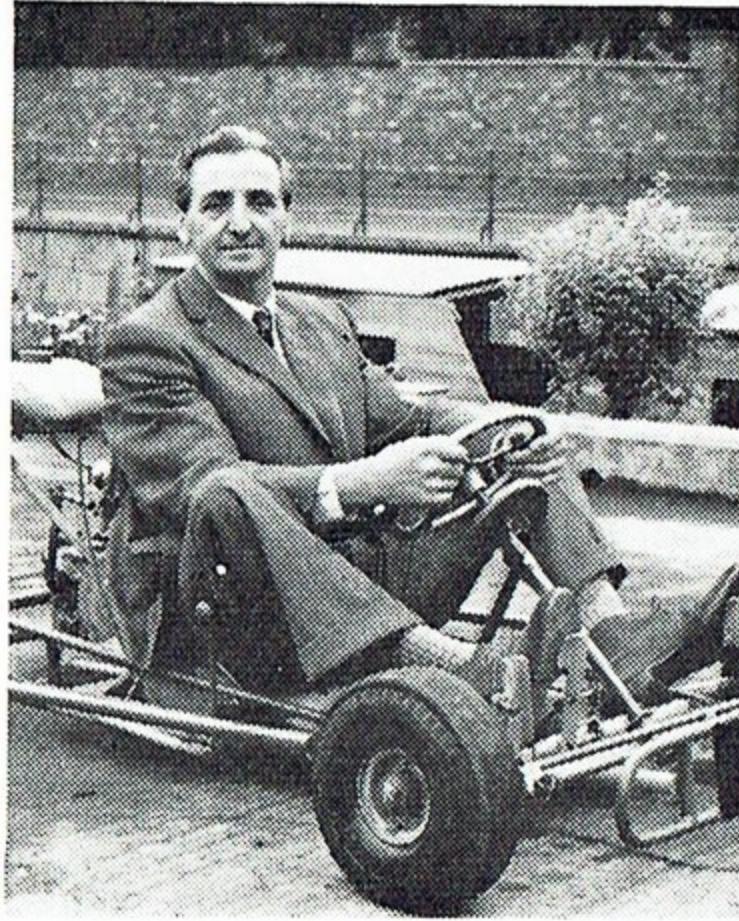
Before this, Mr. Leslie Weeks, proprietor of a sewing machine concern in the city, had been reading about karting, and seeing a kart riding atop of friend Phil Smith's van one evening, he stopped him and had a chat. An invitation to try the kart followed, and, within two meetings at the "Cow," Leslie Weeks found himself president of the club.

Membership now totals something like 120 although not all these are active members. The club can call upon nearly 30 karts to represent it in local meetings, and has one club kart which is maintained and largely used, but by no means exclusively used, by competitions secretary Stan Pickard.

This is a much-modified Aero-Kart which has seen a lot of service and been used in the five meetings, three of them restricted, that the city club has so far promoted.

Clifton Airfield, on the Easingwold road to the north-west of York, was taken over again by a farmer after the authorities had finished with it, and he wished originally to sell part of it. Here the businessmen of the newly-formed club stepped in, and Mr. Weeks and four others met the farmer, talked with him, and obtained a lease on track facilities which they managed until handing over to the club itself.

This means that they now have a permanent track for club and open meetings and a private practice circuit nearby which members can use almost at will during evenings and weekends. The permanent track is some 370 yards



Leslie Weeks, President of York City Kart Club.

to the lap and is only a couple of miles outside the city.

The club has a number of garage proprietors who "jumped on the wagon" as soon as karting took hold of the district and one of the leading club drivers at the moment is John Laverack who, assisted by Jim Parks, has just completed two Gladstone Specials, Gladstone Garage being John's business address. Jim, however, is usually to be found in the capacity of pit steward, so the other kart is piloted by Mrs. Winifred Laverack.

At Dishforth she found women's classes not catered for and in her heat finished fifth from a field of 10 men. In her losers' race she did very well to finish second from a 12-strong all-male field.

Aero-Karts seem to have been a popular choice for members — although earlier models have had to stand a lot of modification at the hands of two more garage proprietor members. Stan Hickson built a differential back axle into his which looked a really smart job. But he found he was sliding away a little too much on the corners, tried to further modify it and eventually removed the whole shoot to conserve weight.

George Brigham has another one which he has "doctored" quite a bit.

A Selby member — and yet another garage proprietor — is Bill Reader, of

Iron Curtain Karting

KARTING has hit Poland. This dramatic news reached the West when three ships of the Polish Navy arrived in Portsmouth recently.

The Poles sent a radio message on ahead of them to the headquarters of Portsmouth Command asking if they could kart against the British Navy.

The message was handed over to the Victory Kart Club at the Royal Naval Barracks, Portsmouth, and the club agreed to provide the opposition.

A meeting was arranged, but it never took place. For the Polish ships broke down in the English Channel, and there was not enough time for the meeting.

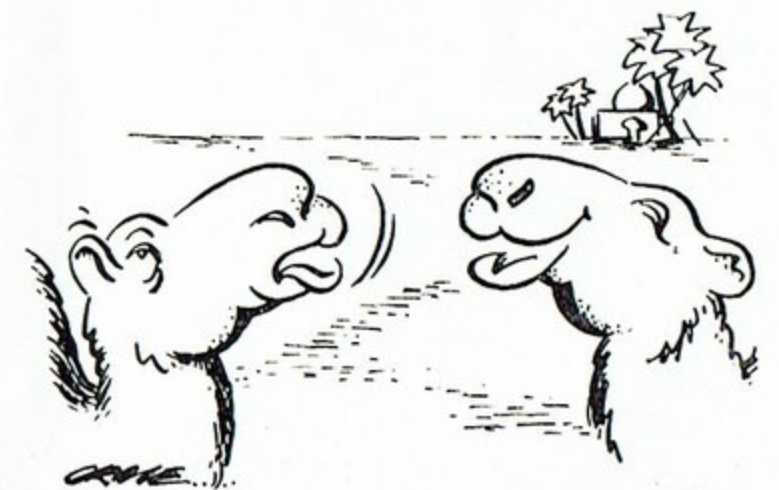
Said Victory secretary, Mr. Frederick Burkis: "We're all very disappointed at not being able to race against them. We were very surprised when the request for a meeting came through — I didn't know the Poles had even heard of karting."

But nobody in Portsmouth is quite sure whether the Poles had their own karts, or whether they were hoping to borrow some from the Barracks.

— Peter Marshall

Cadwell Kart Championships

THE Cadwell Kart Club is promoting a R.A.C. restricted meeting on October 16 on sections of the Cadwell Park Racing Circuit, at Louth, Lincs., for the Cadwell Kart Championships of 1960. All classes to be catered for — and details from Club Secretary, J. E. Starsmore, 62 Eastgate, Louth, Lincs.



"Oh! It's all the rage now — they call it karpeting!"

Millgate Motors, who has been building his own B.R.K. karts with some success.

Back to Mr. Weeks, and we find him rather troubled about the plight of the paying spectator. "I definitely feel that we ought to have something more than the ordinary routine of a meeting to add to their interest," he told me.

He went on: "Karting for the competitor is great fun and members of our club never fail to enjoy their activities, but for the spectator it must at times become boring watching heat after heat. I would like to suggest something in the form of a kart stunt — or comedy — angle to be added to a meeting with karts jumping water obstacles or being controlled on two wheels as in cornering, for instance."

Mr. Weeks has a point there which might be developed, but at the moment — without gimmicks — the York City Kart Club is a club with as firm a foundation as the historic city whose name it bears.

— Ken Osborn

Reading's Koreographer?

FROM Ballet Dancing to Go-Karting! That's the wide range of interests which 26-year-old Mrs. Pat Edwards, of Reading, Berkshire, has.

Pat, slightly built, but strong-minded, was once a professional dancer, and has performed the lead in the London production of "King's Rhapsody," but put her in a kart and there's no holding her!

Both Pat and her husband Tony are members of the International Kart Club, and class karting, in their £130 machine as their most enjoyable pastime.

Pat, who owns a ballet school in Wokingham, Berkshire, where she teaches 50 girls the art of dancing, says: "Karting? I love it! It's one of the best ways I know to let off steam with no danger involved. On practice runs my kart has reached 90 miles an hour — and sitting so low, that speed seems doubled!"

— B. Roach

Yorkshire Club Start New Track

YORKSHIRE KART CLUB have a meeting booked for October 2 at Wombledon Airfield, Helmsley, and this will be the first R.A.C. approved meeting on this track.

Leading Yorkshire drivers are expected to attend and give this new venue a great send-off.



Le Mans type start for a race at R.A.F. Bruggen, Germany, where Clinton engines seem to dominate racing.

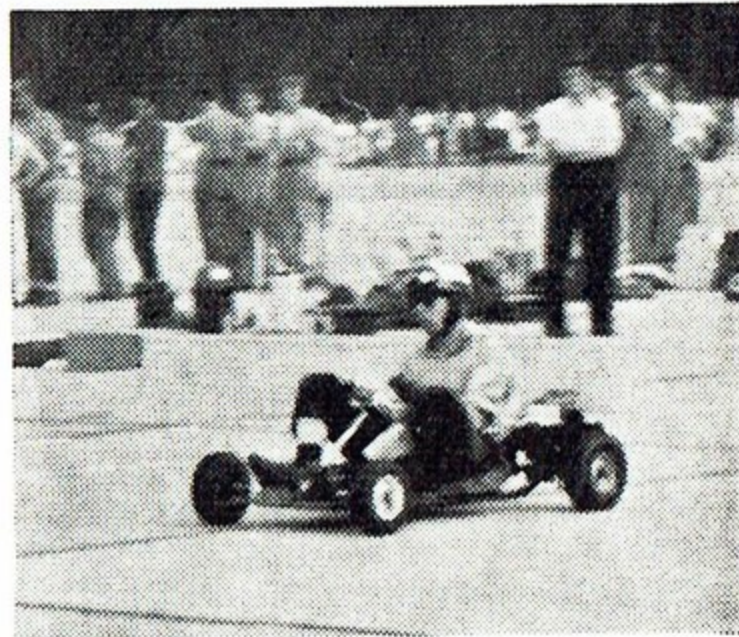
C.O. Leads the way

WINNER of the Grand Prix at R.A.F. Bruggen, near Krefeld, Germany, on August 6, was local Commanding Officer Group Captain Crew, piloting a twin-JLO powered Trokart.

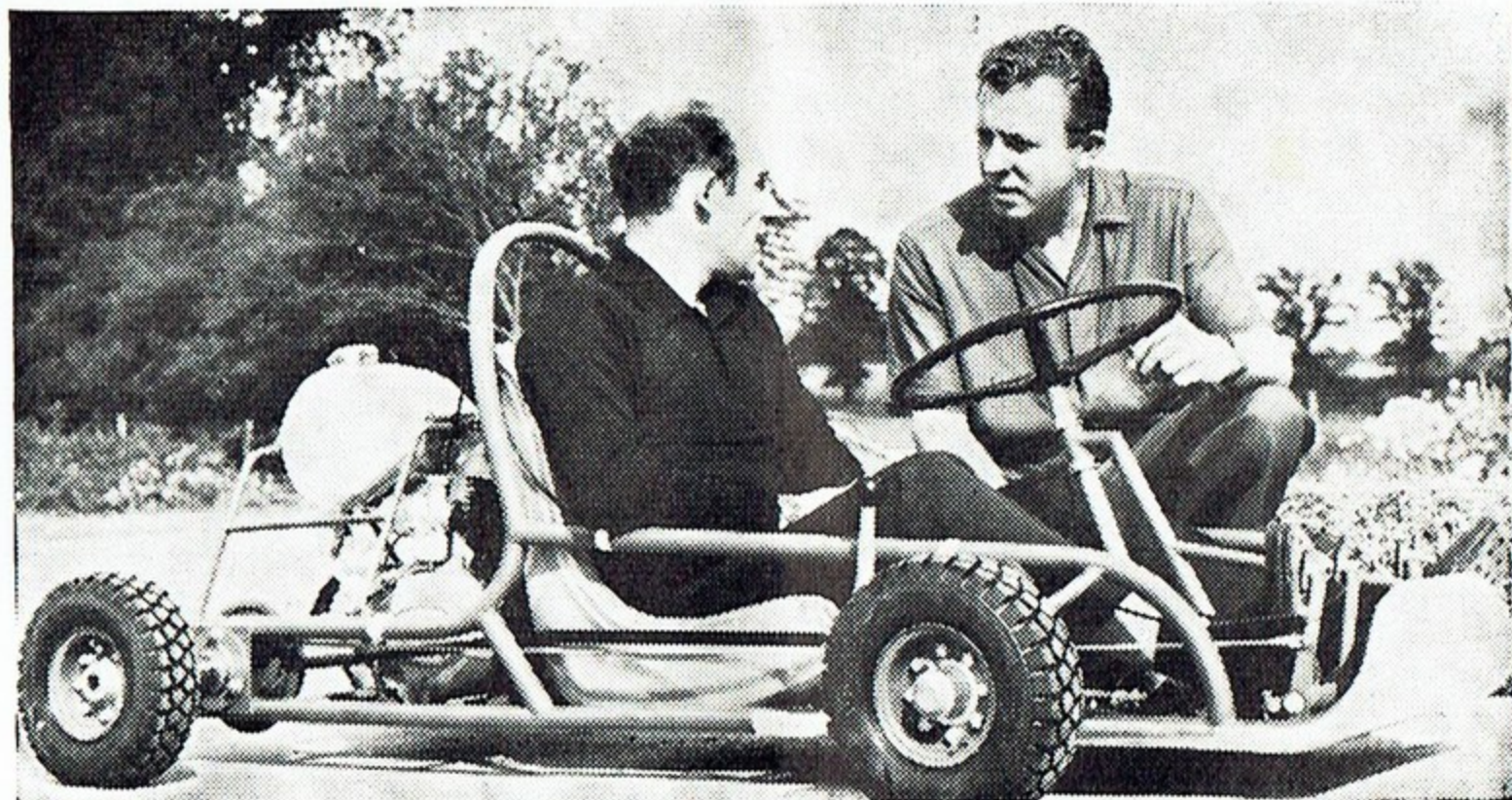
Meeting was organised by Flying Officer Pratt, Secretary of the R.A.F. Bruggen Kart Club.

Karting is gaining ground steadily in this part of Germany, where local R.A.F. stations stage regular events.

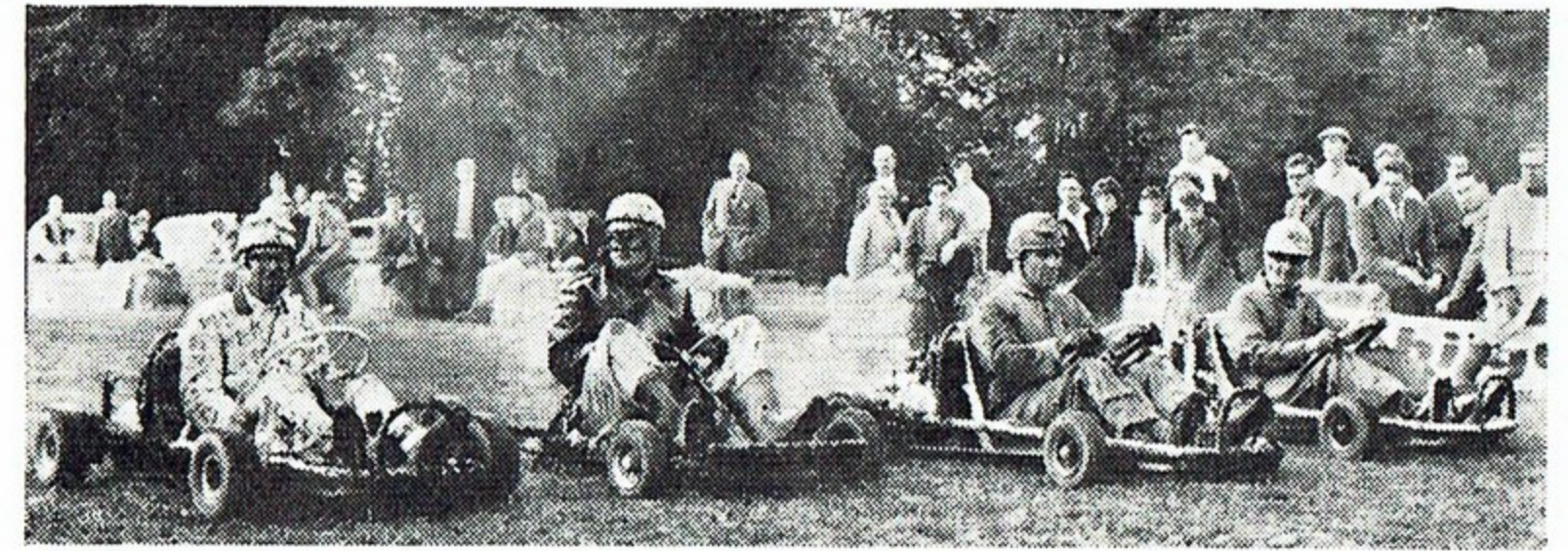
The Grand Prix was the highlight of the meeting, and amongst invited entrants were representatives of the Royal Scots Greys — including H.R.H. The Duke of Kent.



H.R.H. The Duke of Kent drove a Trokart — and impressed the spectators.



Stirling Moss and Andy Bennett confer as the Keele Kart intended for King Hussien's personal use is tested at Tring.



Line-up includes "Lol" Savage at left, at Ribble Kart Club's demonstration on grass.

N.W. NEWS

AT THE Altrincham Agricultural and Horse Show, September 9-10, a kart was demonstrated and certain privileged members of the public were allowed a "spin," including some of the local dignitaries.

The kart was an early Aero-Kart, and the crowd which gathered as the engine was started were certainly interested. Even the "horsey" type who seemed to like the new kind of horsepower.

The most widely-used saying at the demo' was: "I've seen these before on the telly when those pretty Windmill girls had a go." But I don't think that they liked it less without the Windmill girls!

With the large crowds attending this regular affair, it's a pity that a grass track meeting could not have been arranged by a kart club. I admit it might have disturbed animals present, but it could have been organised to fit in when the animals left.

— John Wilson

Keele speaks . . .

THERE have been rumours flying around that Keele Karts are no longer a production item at Keele Engineering.

When these rumours reached the ears of Mike Keele he at once telephoned **KNR** to refute them.

Another addition to the Tring company's activities is the acquisition of the British distribution rights for the Spanish Bultacco engine — the powerplant that has of late shot Norman Ward into the limelight, including his wresting of the Long Marston lap record from "Ole Mel."

Ribble Club's Demonstration

THE new, high-speed sport of karting was introduced into the Chorley area recently when 300-400 people visited a track laid out in the grounds of Liseaux Hall, the Roman Catholic Home for Boys, at Whittle-le-Woods, and watched a demonstration of kart racing by members of the Ribble Kart Club, from Preston.

Supervising the racing was the vice-chairman of the Ribble Club, Mr. Aloysius "Lol" Savage, of Deepdale Road, Preston.

Mr. Savage is an enthusiastic kart racer, and his wife, Lily, also races. Their daughter, 11-year-old Elizabeth, also drives a kart, but not on track.

The previous day, club members had rolled a fine, quarter-mile track, but constant rain and drizzle had turned it to mud by the time the four hours' racing was due to start at 2 p.m.

A track had to be laid out on ploughed land, and about half of the club's sixteen karts were smashed on the rough ground.

High speeds were not possible, but the sport attracted a lot of attention and comment.

The Ribble Kart Club, in conjunction with the Chorley and District Society for Mentally-Handicapped Children, put on the show for charity.

Mr. S. H. Ellis, chairman of the Mentally-Handicapped Society, said the funds were to be divided between them and their hosts at Liseaux Hall.

Profile:**Meet Bill Landels,
Senior and Junior**

BILL LANDELS, senior, who did so much to establish karting in Scotland, still competes regularly in the Scottish meetings, and, although older than most of his fellow-competitors, he still manages to keep in front or hold his own with the best of them.

Bill, manager of the motor-cycle, scooter, and karting division of Rossleigh Ltd., of Edinburgh, is a true blue enthusiast. Most of his week-ends are taken up at karting or motor-cycle meetings, although he no longer competes in the latter events, which he now leaves to his son Bill, junior, who is at the present time doing his National Service in the Army.

Bill Landels, snr., joined Rossleigh in 1953 as a salesman in their motor-cycle department. Before that, he worked south of the border, and during the war he was a pilot in the Royal Air Force.

He was promoted to assistant manager of the Edinburgh firm in 1954, and two years later got his present position.

In his younger days, Bill was an enthusiastic grass track rider, and actually thought of entering speedway racing. He had saved up enough money to purchase a speedway machine and then the war broke out to put paid to his ambitions in that direction.

Bill, jnr., is now under contract to the Edinburgh speedway team, although his appearances at the present time are few and far between in view of his Army commitments.

Bill, snr., is quite happy with the fair measure of success that he has had in karting, and in Scotland he holds the rather doubtful distinction of being the first karter to be involved in what he calls a "prang." It happened at an Aberdeen meeting earlier this season, and he came out of a spectacular pile-up with a series of cracked ribs.

One thing that Bill feels that his success on the karting track has proved — that it is not only a young man's game. He feels that karting offers tremendous scope for the older man who would like to occupy his time at week-ends with an invigorating and exciting sport.

Something that Bill is extremely disappointed about is that Edinburgh, the capital of Scotland, has been so slow to take up the karting craze. There are



plenty of drivers and machines in the area, but so far no one has taken the trouble to get things going in an organised fashion. Bill has hopes, however, that by next year there will be a big stepping up of interest in the east of Scotland area, and I have little doubt that during the coming winter months he will make a big effort to get some of the local motor-ing clubs to consider staging a few meetings.

— J. Scott

Kart Racing at AINTREE

FUTURE FIXTURES

Saturday, 15th October
Saturday, 12th November
Saturday, 3rd December
Saturday, 31st December

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Snacks · Bar · Luncheons
Admission 2/6d. (Children Half-price)

Racing organised by the B.A.R.C.
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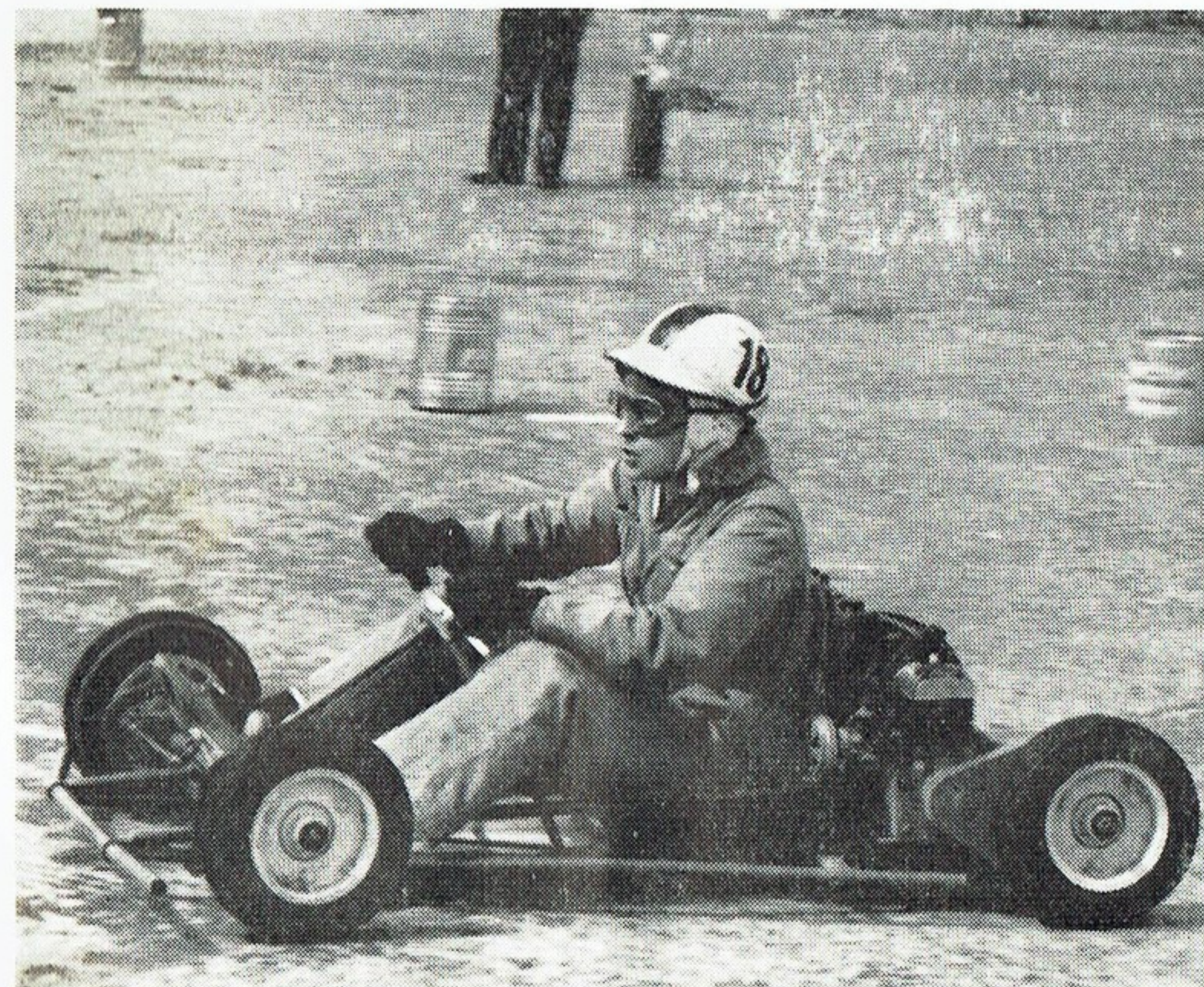
Bitsatube's continuing success

"**M**ONKEYING ABOUT" cost Fenton and District Kart Club member G. W. Reader his place in the final at his club's fourth meeting to be held at Sherburn-in-Elmet airfield, near Leeds.

An interval addition to the programme was four club members driving round the track in lifelike tiger, lion, bear and monkey outfits. Mr. Reader was the monkey — with respect — and in trying to adjust his carburettor while on the move he took off a finger end and had to be removed to Selby for hospital treatment.

The kart driven by Mrs. Shirley Fletcher, of Doncaster, and flippantly named a "Bitsatube," showed that the bits had all been put together in the right order by bringing her home to two great final victories. The first was in the ladies' handicap event where the 197 c.c. kart came in ahead of Ann Starr (98 c.c. Aero-Kart), of York, and Mrs. C. E. Holt (98 Comet), of the promoting club. But it was in the final of the Class II

section that she scored her best win. "Worrying" the leaders until she got through, Shirley drove a fast and furious race to push W. E. Price (E.M.C.), of Doncaster, and his fellow clubman J. W. White (E.M.C.) into the placings. Altogether, the Doncaster Kart Club had a really successful afternoon before a crowd of some 2,000. — Ken Osborn

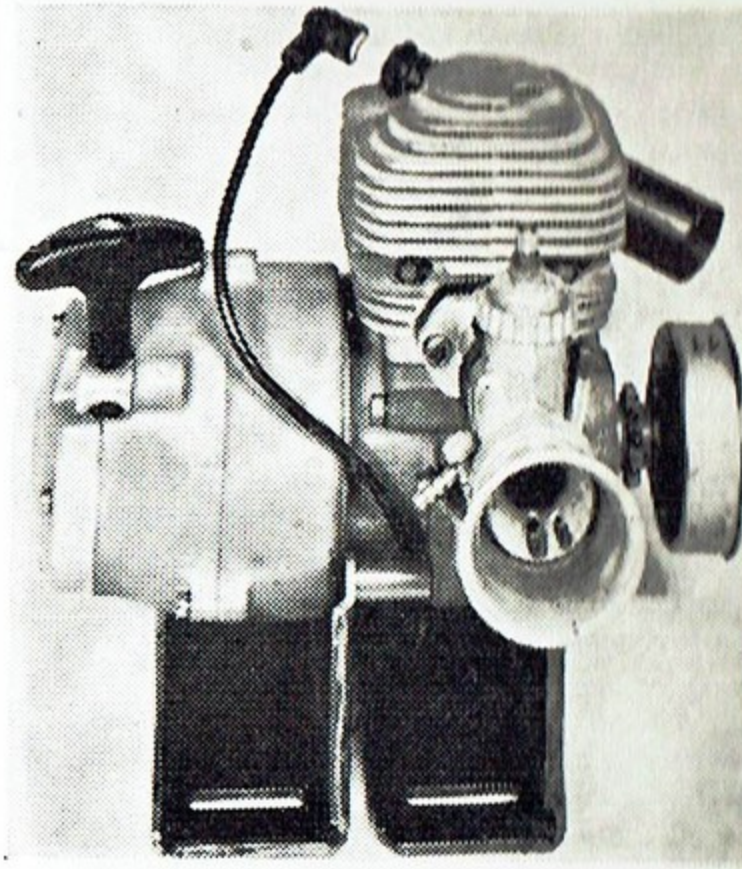


Mrs. Shirley Fletcher in her "Bitsatube II." Shirley is Kart Secretary of the Sheffield and Hallamshire Club.

ENGINE

Dr. Sloniger, introduces a Engine.

er firm 30 years ago, he had little intention on one day — yet it happened. The first Stihl's decision in the very early days to present kart engine is a direct descendant



compression of 12:1. In Germany it costs DM 355 (roughly £30 10s. 0d.) with rewind starter and centrifugal clutch included. The only accessories needed are motor mounts that run a little over £1 a pair and a primary sprocket.

The engine was adapted from the Stihl 105 c.c. saw unit, which produces 6 h.p., but the smaller kart version is actually hotter. Havenstein, the young designer who produced both the original motor and the kart version, attributes this to a better bore/stroke and chamber relationship, and, above all, to the use of a Bing motor-cycle type carburettor. This is mounted on a stub intake that connects directly to the cylinder. There is no reed mechanism. No kart engine has been dynamometer tested as yet, but we could predict close to 7 SAE h.p. in a unit that weighs only fractions over 14 pounds.

The Stihl is a short-stroke unit with a 55 mm. bore and stroke of 40 mm. The housings, cylinder barrel and piston are all cast in light alloy. The barrels, which come from Mahle (the firm supplying Porsche, among others) are hard-chrome plated on the inside.

This luxury touch is important with the alloy, to reduce wear and friction. It is the factor that allows an all-alloy engine, which leads in turn to Havenstein designing without a fan for cooling. By using the same alloy for piston and cylinder, he equalizes heat expansion. Piston seizures are relatively rare in a Stihl. Eliminating the fan saves both weight and power-absorbing drag. On the debit side, the engine can only be mounted upright since the normally arranged cooling fins must sit properly in the air stream.

The piston is only slightly domed and fitted with two rings, in very normal manner. Less usual is the use of needle

bearings at all points. Furthermore, they are caged needles to promote better bearing cooling and greater precision. Factors like these lead Havenstein to comment that his is already a relatively high performance engine. Although he is toying with modifications, he doesn't seem to expect world-shaking increases.

The young designer who took his schooling in Dresden, joined Stihl in 1957 and designed the saw motor, his first such effort, in the following year. Incidentally, his wife, a student engineer, did a great deal of the calculation work.

Two features of this engine merit special attention. For one thing, the motor is amazingly simple to reverse, when left and right, doubled-engined karts are under construction. The only extra part required is a breaker rotor for the magneto. The crankshaft, which is symmetrical, is merely reversed and the two bell housings — magneto on one side and clutch on the other — are traded. A simple timing alteration and things go backwards.

The second item that makes life far easier for home builders is a German-patent bushing in the clutch assembly

that makes it possible to remove the three-shoe centrifugal clutch without special tools by simply loosening one locking nut. This bushing is found between the motor output shaft and the clutch proper. It is somewhat similar to an accordion, and when the lock-nut is tightened it compresses relative to the shaft axis. This means that it expands outwards, gripping the clutch, and simultaneously grips inwards on the shaft. The feature makes it unnecessary for the shaft to be tapered or the clutch keyed.

In composite, the Stihl is a powerplant to watch in the industrial classes. Havenstein regards its theoretical r.p.m. peak of over 10,000 as academic, since power falls off rapidly above 7,000, but the torque, a vital factor in karting, follows a flat curve that reaches maximum values between 4,800 and 5,000 r.p.m.

The engine has built a loyal following in Germany, though the firm is entering the sport with some caution. Their record of early successes indicates a winner.



Designer of the STIHL kart engine, Havenstein, couldn't take his mind off work long enough for our photographer.

Camberley Club Roasts a Pig

THERE was a mouth-watering aroma of roasting pork to greet the 200 guests as they entered the Camberley British Legion Hall on Wednesday night, September 14, for the Camberley Kart Club's Barbecue and Dance.

Ted Addison, South of England circulation manager, represented **KNR**, and took great pleasure in presenting Miss Delatour Hall — the unanimous choice of seven judges — with the sash of Camberley Kart Queen, along with a bouquet and other prizes which included a year's subscription to the club.

Ted Addison's hazy memories of an evening of over-indulgence in food and drink suggest that a very, very good time was had by all.

— Tim Hurst

Workshop, Aug. 27

THE track used by the Workshop and District Motor Club for kart racing is, in fact, part of the Road Safety School of Motoring ground, and provides some very exciting situations.

The meeting on August 27, the fourth the club has run, saw some even more exciting racing when part of the course was flooded by heavy rain and had to be re-routed.

On the slippery surface, club member Mrs. Baigent found 200 c.c. of JLO just a little too much and spun seven times in ten laps.

Further excitement was provided by G. P. Fletcher's special when it shed a rear wheel amidst a shower of sparks.

For the third time in succession, the Class I tuned sector was won by 16-year-old Roger Mills with his Comet/JLO.

RESULTS:

Class I — 1st, R. Kitson (Kittykart/Clinton); 2nd, P. A. Green (Special/Clinton).

Class I Tuned — R. J. Mills (Comet/JLO); 2nd, G. H. Price (Progress/JLO); 3rd, G. Wood (Trokart/JLO).

Class II — 1st, S. V. Midgeley (Donkart/JLO); 2nd, G. S. Baigent (Comet/JLO); 3rd, G. Fletcher (Special/JLO).

Class IV — 1st, T. E. Gilpin (Fastakart/Villiers); 2nd, K. Stansfield (Aero/Villiers); 3rd, G. Hayes (Progress/Villiers).

Grand Final, fastest four from each of Classes II and IV — 1st, L. J. Mills (Comet/Vincent); 2nd, T. E. Gilpin; 3rd, G. S. Baigent.

— Jon Stone

Good action pictures are always in demand — **KNR** pays for all pictures used whether from professionals or amateurs

Scottish Newsletter

ABERDEEN AND AYR are rapidly becoming the hotbeds of karting in Scotland. The Aberdeen and District Motor Club, whose plans to stage race meetings at Linkfield Stadium fell through, now feel that they have secured the use of an even better circuit at Fordoun. Their first meeting on August 7 went all against them so far as weather was concerned, but most of the 1,000 spectators defied the steady downpour to stay on to the end, which gives some idea of how just exciting the racing was.

The 600 yards Fordoun Aerodrome course is undoubtedly the best and fastest in Scotland, with a 400 yards straight, which incorporates a slight chicane, followed by a hairpin corner, two more chicanes and another hairpin.

Despite the atrocious conditions, average speeds were between 36 and 38 m.p.h., and Paul Biagi, stalwart of the Ayrshire Club, reckoned he was touching 50 m.p.h. on the straights.

One of the most pleasing factors of the Aberdeen Club meetings is that they are so well organised. This is probably due to the fact that all the club's members, with many years of experience behind them, rally round to ensure the successful running of the karting fixtures.

□ □ □

The Ayrshire Kart Club are undoubtedly the most formidable outfit north of the border. Top driver is Paul Biagi, and he is most ably supported by G. Bannell. The Biagi-Rae Special, which is powered by a 175 c.c. Puch engine, must be one of the fastest in Scotland, and when Biagi gets in front he takes some holding. Biagi has rapidly

become a master at the craft of karting, and he handles his potent machine with a very high degree of skill which has made him a dominant figure on the Scottish karting circuits, few though they may be.

The Ayrshire Club are now staging regular meetings, and each one is proving more successful than the others.

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The Dundee and Angus Motor Club hit on a novel idea for their motor-cycle event at Errol Aerodrome on September 4. During the motor-cycle events, kart racing was staged on a different track, so that spectators had the choice of two different types of motor sport during the course of the afternoon. There was a field of about three dozen karts for the meeting, and although the course tended to be a bit on the narrow side it was a first-class meeting.

There was considerable excitement when, in one of the semi-finals, the 12 machines taking part all piled up on the first corner, with drivers and karts flying off the circuit in all directions.

Considering that this was their first effort in the karting field, the Dundee and Angus Club took full marks for their organisation.

Tom Hughson, the burly and genial man who introduced Trokarts to Scotland in his capacity as general manager of the Edinburgh firm of J. R. Alexander and Co. Ltd., has gone into business on his own. Tom, one of the best-known figures in the motor-cycle and scooter trade, resigned his position with the Edinburgh firm a few weeks following its take-over by the north of England's Cowie Group of Companies.

Tom has just got back into his stride following a rest in a nursing home, and he has opened a showroom in the eastern section of the capital, where he hopes to do well in the motor-cycle, scooter, and karting fields. — **Jas. Scott**

34th Schoolboys' Own Exhibition

THE EXHIBITION will be held at Olympia, London, commencing December 27 and ending January 9, 1961.

One of the features of the Exhibition will be the **KNR** sponsored kart track on the first floor. Adjoining the track will be the **KNR** Information Centre, which aims to give all kinds of karting information to an expected quarter of a million visitors.

KNR will make every effort to give support at this Exhibition to all clubs and manufacturers alike. Apart from the karts being used on the track, there will also be other makes of karts on display.

CLUB NOTES

NOTTs. Kart Racing Club have acquired pleasant headquarters. For one night each week — Wednesdays — they have the exclusive use of the Highfields Social Club, Nottingham. Their new social committee is very busy arranging a series of activities to improve club funds. On September 14 there was a social at the club when Chairman Mr. Lee Marinel showed a three-quarter-hour cine film taken at club meetings. — *Lynn Lewis.*

□ □ □

BUXTON and District Kart Club is now R.A.C. recognised and has decided to hold its first meeting at the Pavilion Gardens, Buxton, on October 2 — Buxton versus Sheffield and Hallamshire. Kick-off, 2 p.m.

Entries have been restricted to 30 to ensure that all drivers get their share of motoring.

Great advantage of the Pavilion Gardens venue is the proximity of sheltered accommodation for spectators, and refreshments. Admission charge of 1/- enables spectators to visit the other attractions, too.

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Coleraine and District Motor Club announces that a meeting is being staged on October 8 at Windsor Park, Belfast, to be run just prior to the England versus Ireland International — where a crowd of between 40-60,000 will be present. This must surely rate as the biggest-yet crowd to witness karting.

Club also boasts a team ready to travel anywhere in the British Isles to demonstrate Irish supremacy at kart racing!

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F.M.C. KART CLUB, Aden, had their first meeting booked for September 18 — on sand, of course! To date, results have not come through — but we do know that the Aden Sub-Area Kart Club and the R.A.F. Khormaksar Kart Club were participating.

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THE Northumbrian Kart Club provided about half the Class I entry at the National Meeting at Aintree on September 3, club secretary E. R. Peart winning the Class I Final in his McCulloch-engined Jo-Kart.

Although the club has temporarily lost its circuit at Tranwell, due to the old story of noise, it may regain it in the near future if silencers are fitted.

Again there was trouble with noise at

the Whitley Bay Flower Show, where the club was giving an excellent demonstration, attracting hundreds of spectators to the Show. Two local residents complained and the meeting was stopped.

As the most northern of kart clubs in England, the Northumbrian is thinking of approaching the Ecurie Ecosse Kart Section with the view to closer liaison and holding invitation meetings. The Scots are having trouble with even stricter local bodies than us. Doing *anything* on a Sunday seems verboten!

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THE Downham and District Go-Kart Club has announced many fund-raising schemes for the winter months, aimed at making the club a little more independent next Spring.

Although quite a youngster in the sport, this club is showing remarkable — and commendable — enterprise.

Entering as a club at several recent events, it has carried away quite a few trophies.

It suggests that other karting enthusiasts should try out a new karting thrill — racing on grass, after the dew has risen, by the light of car headlights.

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NEWCASTLE and District Motor Club has completed its 1960 season of fixtures. Now its Pelaw Grange track is available for training and tuning sessions every three weeks — commencing Sunday, October 2.

It is vital that there should be no less

[continued overleaf, second column]



"I understand the De Havilland Club has something hot..."

FIXTURES

- Oct. 1**—Training Brigade R.E.M.E. Kart Club, Blandford. (Inter - Service Meeting at Blandford Camp, Dorset).
- Oct. 2**—Maidenhead Kart and Motor Club, Maidenhead. (Eclmore Plain, Aldershot).
- Oct. 2**—Camberley Kart Club, Frimley. (Malta Barracks, near Rushmoor Arena, Aldershot).
- Oct. 2**—Yorkshire Kart Club, Bradford, 2. (Wombledon Airfield, Helmsley, Yorks.).
- Oct. 2**—Buxton and District Kart Club, Buxton. (Pavilion Gardens, Buxton).
- Oct. 6**—Jersey Kart Club, St. Helier. (The Speed Stadium, Quennevais, St. Brelade).
- Oct. 8**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).
- Oct. 8**—Coleraine and District Motor Club, Bellaghy, Co. Derry. (Windsor Park, Belfast).
- Oct. 9**—International Kart Club, Cholsey. (Shellingford Airfield, Stanford-in-the-Vale, Berks.).
- Oct. 9**—Banbury Go-Kart Racing Club, Bodicote, near Banbury. (Shenington Aerodrome, near Banbury).
- Oct. 9**—Darlington and District Motor Club, Darlington. (Croft Airfield, near Darlington).
- Oct. 15**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- Oct. 15**—Blandford Karting Club, Blandford Forum. (Blandford Camp Track, Dorset).
- Oct. 15**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).
- Oct. 16**—Northern Kart Club, Leeds. (Marston Moor Airfield, Wetherby, Yorks.).
- Oct. 16**—Nottinghamshire Kart Racing Club, Nottingham. (Nottingham).
- Oct. 16**—Cadwell Kart Club, Louth. (Cadwell Park Racing Circuit, near Louth, Lincs.).
- Oct. 30**—International Kart Club, Cholsey. (Shellingford Airfield, Stanford-in-the-Vale, Berks.).
- Oct. 30**—Camberley Kart Club, Frimley. (Malta Barracks, near Rushmoor Arena, Aldershot).
- Nov. 12**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).

- Nov. 12**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- 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. 27**—Four Counties Karting Club, London, N.3. (Occupation Road, Nazeing, Essex).
- Dec. 31**—B.A.R.C. (N.W. Centre), Liverpool. (Aintree Racecourse).

CLUB NOTES — continued

than 12 kart owners at each session — otherwise it is not worth preparing the track. Interested? Write — C. N. Fairburn, 34 Ripon Gardens, Newcastle-on-Tyne, 2.



THE Gazelle 15 Karting Club — Swindon's go-ahead set-up — secured a track at Long Newnton, a disused airfield. Pot-holes had to be filled. Five tons of tarmac were delivered one Saturday morning — and a heavy squad of members soon used it up. A further five tons were delivered the following Wednesday evening and by the light of car headlights the heavy squad set to work again. There's more to karting than driving!



LESLEY TAYLOR, of Havant, Hants, has been trying to resign the secretaryship of the Ossemsley Manor Kart Club — due to pressure of other work. But her letters have not been answered by the Committee — 50 miles away!

The club has suffered several set-backs, mainly due to shortage of funds, but nevertheless, hopes to get things going by the Spring of 1961 — with a properly laid track. Until then — no point in seeking R.A.C. recognition.



NORTH-WEST Racing Kart Club has been practising at Manchester's Belle Vue Speedway for a spot of racing as a sideline to a two-wheel event. Class IV times have been only a fraction slower than those of the Speedway boys — which has resulted in raised eyebrows from the chaps with steel toe-caps.

A meeting is planned, also, at Sealand, early in October.

The club is joining the N.W. Association of Kart Clubs, believing that close liaison between clubs can be invaluable.

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.

MOBILE TYRE SERVICE vans carrying full kart tyre stocks will attend meetings anywhere Southern Region. Contact **TYRES (DUTFIELDS) LTD.**, London Road, Portsmouth. 'phone 63351

"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.

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GT100 High Compression Cylinder Heads fit 197 c.c. Villiers units. Details from **GEORGE TODD**, 86 Kingsholme Road, Kingswood, Bristol.

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:

Classified Advertisement Department, Karting News & Record, 329 High Holborn, London, W.C.1.

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All you need to come first is a first-class kart. Contact one of our enthusiastic agents—listed below and opposite—he will tell you all about these fabulous EMC karts. All our Agents are enthusiastic karters, and they will give you any information you want about our karts or the sport. If there is no agent in your area contact your local garage or write direct to

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