



1965 British Kart Racing Championship

OFFICIAL PROGRAMME 2/-



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R.A.F. STATION

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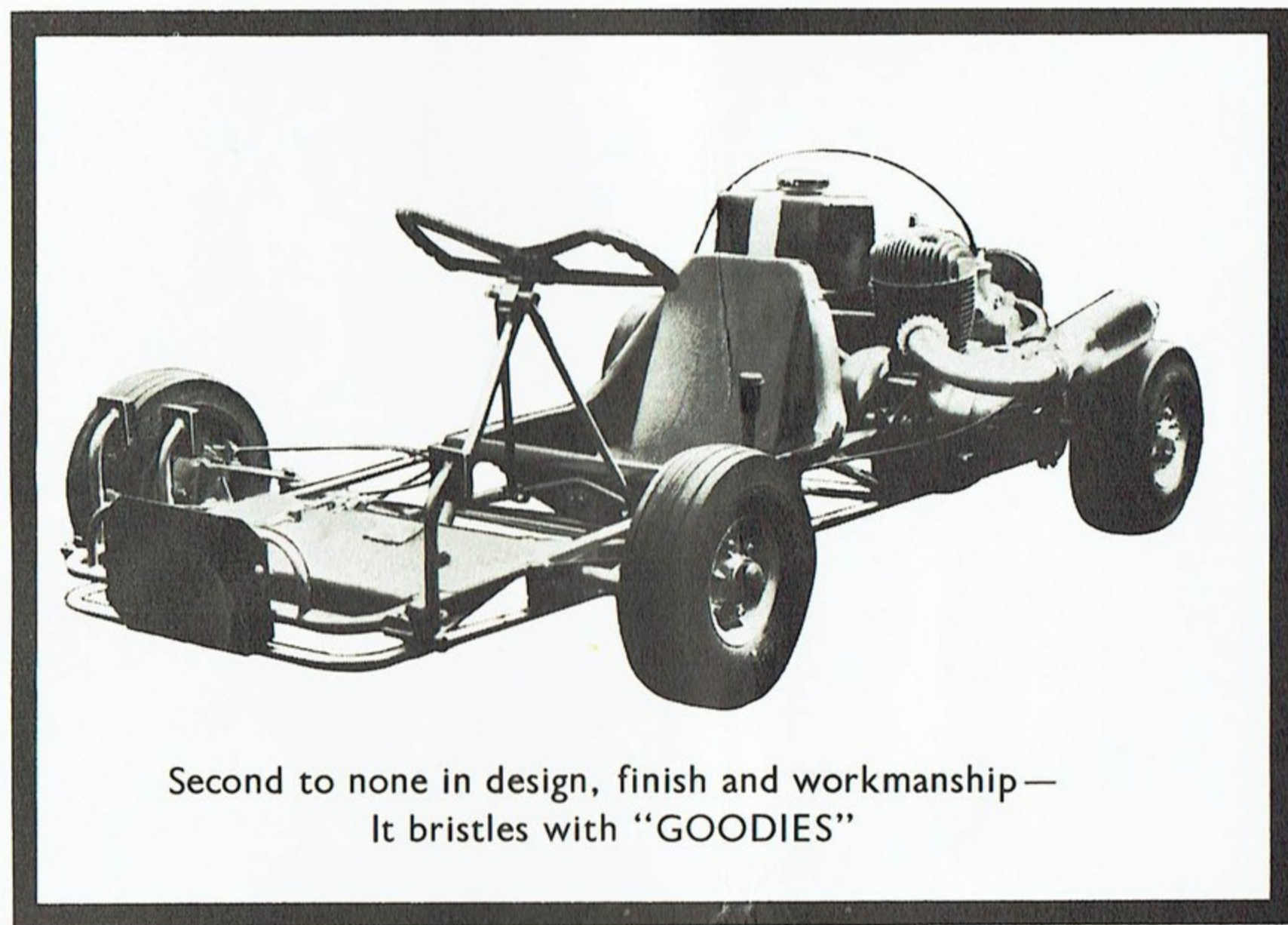
Sunday September 5th 1965

Start 11.00 am

Spitfire

THE 'LOTUS' OF RACING KARTS

Q What gives the Spitfire its famous "GRAND PRIX" stability both on the straight and in the corners?



Second to none in design, finish and workmanship—
It bristles with "GOODIES"

A The answer is the unique torque controlled flexibility of the chassis and the rigidity of the engine mounting.

BLOWKARTS - OLDFIELD WORKS - CHESTERFIELD

FOREWORD

by

DEAN DELAMONT

Director of the R.A.C. Motor Sport Division

Welcome to Debden for what promises to be the most numerous collection of four-wheeled machines yet assembled for a British motor racing event.

And motor racing it indeed is. Gone are the days when enthusiasts "lifted" engines from their lawn mowers, bolted them to crudely made frames, and thought they were doing well to coax 30 m.p.h. out of their 100 c.c. engines on a long straight.

None of that today. In the six years since karting first established itself in Britain, the sport has gone from strength to strength, although slowly at first, spurred on by a faithful band who foresaw that, given time to develop, there could be more to karting than pottering around the back lawn on a Sunday afternoon.

In 1959 the Royal Automobile Club, controlling body of motor sport for Great Britain and the Commonwealth, took karting "under its wing" to transform it into the nationally-organised sport it is today.

Our consistent faith in karting has now been endorsed by the "Daily Express", to whom we are indebted for sponsoring the 1965 British Championship here at Debden.

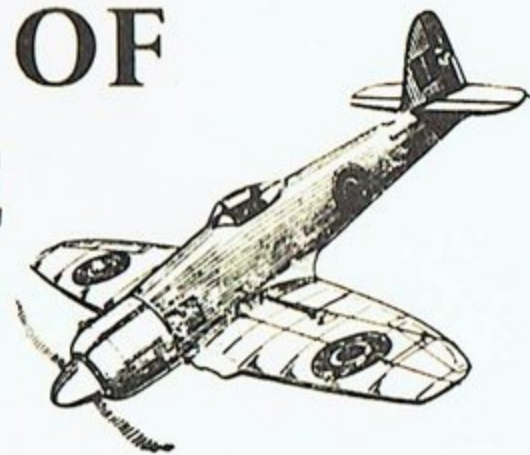
Today you can witness for yourself the progress karting has made. Weeks of preparation will have been lavished on each machine to pull every drop of performance out of the engines none of which, remember, is more than 200 c.c.

Not bad, is it, when one considers that lap times at circuits such as Oulton Park, Silverstone and Brands Hatch are coming within seconds of the Touring Car and Formula 3 records.

Today's Championship is as "open" as it could be. It may be a Class I driver who takes the honours, or history may repeat itself to give us a Class IV champion for a second year. Nobody knows.

We hope you enjoy the spectacle of today's meeting as much as the drivers will certainly enjoy competing.

A BRIEF HISTORY OF ROYAL AIR FORCE DEBDEN



The Station opened officially on 22nd April, 1937, and became an operational unit with Fighter Command. During the first year of its history, Debden was the home base of such famous aircraft as the Gloster Gladiator and the Hawker Demon. The first squadrons to operate from the Station were Numbers 87, 80, 73 and 29 which arrived in that order.

In July 1938, the first Hurricanes came, followed a few months later by Blenheims. When war was declared in September 1939, Debden housed two squadrons of Hurricanes. Later the Eagle Squadron, the American volunteers in the R.A.F., were posted into Debden and in May 1943, the Station became the first R.A.F. Fighter Base to be handed over to the Americans. Thus it became a unit within the United States 8th Army Air Force, and Thunderbolts and Mustangs were added to the list of aircraft which has operated from the Debden runways.

September 1945 saw the end of the American occupation and the Station became a Technical Training Command Unit—first as the Empire Radio School and then in 1949 as the “Signals Division”, later the “Debden Division”, of the R.A.F. Technical College.

The change over to the R.A.F. Police Depot began in May 1960, and the training of the R.A.F. Police is now the main operational task of Debden. The Training Squadron is divided into two flights. The Police Training Flight provides training at all levels of police work and in addition offers courses in security to all branches of service personnel. The Dog Training Flight trains the dog-handlers and also houses the famous R.A.F. Dog Demonstration Team.

Two other organizations seem appropriately placed at the Depot. These are the Air Force Department Constabulary of the Ministry of Defence which is, of course, a civilian service, and the well known “D” Squadron which is the largest single unit in the R.A.F.—on paper at any rate—because 99% of its personnel are non-effective and their whereabouts unknown! The Station also acts as hosts to two important lodger units, a Bomb Disposal Unit and a Motor Transport Repair Unit. To complete the present family, Units of the Air Training Cadets—a Wing Headquarters and a Gliding School, have joined or are about to join Debden.

Thus, in keeping with its fine record, the Station remains an active component in the Royal Air Force today with a great variety of tasks being performed by its members.

R.M.H.

KARTING has grown up. In little more than five years it has become one of the most popular branches of motor sport and Kart Licences now account for nearly a quarter of all Competition Licences issued by the Royal Automobile Club each year. Here GRAHAM SNOWDON, Competitions Press Officer of the R.A.C., takes a look at . . .

KARTING—1965

Five years ago that much talked about Man-in-the-Street, even if he had ever heard of karting, would have laughed down his sleeve at any suggestions that a 200 c.c. machine let loose on a full-size motor racing circuit was capable of 100-plus miles an hour.

I *had* heard of karting five years ago, but, though I hate to admit it, I think I would have laughed down *my* sleeve. In the early days, soon after karting was introduced into this country from America in 1959, a cool 30 m.p.h. was the order of the day.

Such is progress . . .

Thirty miles an hour, sitting a couple of inches from the tarmac, seemed like 100 m.p.h. One hundred miles an hour, sitting equally close to the floor, seems . . . well, fast.

Earlier this year Chris Lambert, the 20-year-old current R.A.C. Champion, turned in a lap of the famous Silverstone circuit at an *average* speed of 83 m.p.h.

Turning back to the early days, karting was first accepted by the R.A.C. as a recognised branch of motor sport in 1959. It probably owes its introduction into this country to the American servicemen who had tasted the sport back home and who decided to dabble in it while serving over here.

It caught on, if you'll excuse the understatement, and today there are nearly 100 active kart clubs throughout the country affiliated to the R.A.C. On top of this there are about a third as many R.A.C. registered motor clubs with active kart sections.

Each year we issue something like 4,000 kart competition licences, and issue permits for some 600 meetings—an average of more than ten each weekend.

The entry for this year's Championship has broken all previous records—for any motor sport event. We received nearly 600 for the regional qualifying rounds that have been taking place throughout the summer, and today at Debden there are 300 drivers competing for the title.

If you have come along today to see what karting is all about, I will try to explain.

Basically, there are two classes: Up to 100 c.c. direct drive (without gearbox or clutch) and up to 200 c.c. with a four-speed gearbox. These are

Class I and Class IV machines, which are then sub-divided according to the price of the engine—Standard, Sport, Special, Super, etc.

The overall R.A.C. Kart Champion for 1965 could be drawn from any of the seven classes which make up the day's racing.

All 300 drivers taking part have previously gained points at their local qualifying round—the points you see against each competitor on the race programme.

Today each driver has three races in his particular class, and the points scored in these are added to the qualifying points to give his total tally for the Championship. There will be seven Class Champions, but the overall R.A.C. British Kart Champion for 1965 will be the driver who has amassed the greatest number of points.

And may the best man win!

Below you will see the system of scoring for today's racing.

Want to know more? The R.A.C. Kart Regulations and Fixture List, the official "book of words" for every driver and official, lists the secretary of *your* local club. It is available, price 5s. post free, from the Motor Sport Division, Royal Automobile Club, 31 Belgrave Square, London, S.W.1.

Position	Points Awarded for the Races		
	8 laps	10 laps	12 laps
1	40	50	60
2	30	35	40
3	25	30	32
4	22	25	29
5	18	21	26
6	16	18	23
7	14	16	20
8	13	14	17
9	12	12	14
10	11	11	12
11	10	10	10
12	9	9	9
13	8	8	8
14	7	7	7
15	6	6	6
16	5	5	5
17	4	4	4
18	3	3	3
19	2	2	2
20	1	1	1

AWARDS

- The Royal Automobile Club Trophy** To the Overall British Champion
A Trophy (Presented by the "Daily Express")
A Trophy To the first six places in each class
A Trophy To the Winner of Class I Special
(Presented by H. K. R. C. Kimbolton)

ANNUAL CHALLENGE TROPHIES

- The Motor Karts Trophy** To the Winner of Class I Special
(Presented by Motor Karts Ltd.)
The Benoy Trophy To the Winner of Class I Sport
(Presented by F. Benoy Ltd.)
The Doug Jest Trophy To the Winner of Class I Super
(Presented by Doug Jest)
The Tal-Ko Trophy To the Winner of Class II
(Presented by B. Turney)
The Bath Trophy To the Winner of Class IV Standard
(Presented by the Bath Karting Club)
The Thompson's Garage Trophy ... To the Winner of Class IV Special
(Presented by S. Thompson)
A Trophy To the Winner of Class IV Super
(Presented by the Blackpool & Fylde Kart Club)
The Chris Lambert Trophy ... To the runner-up in Class IV Super
(Presented by John Lambert)
The A. K. Stevenson Trophy ... To the Highest Placed Scottish Competitor
(Presented by A. K. Stevenson, O.B.E.)

ACKNOWLEDGMENTS

The Royal Automobile Club thank the following for their valuable co-operation in the organisation of the British Kart Championship Final: **THE "DAILY EXPRESS"; GROUP CAPTAIN J. R. COULSON, OFFICER COMMANDING R.A.F. DEBDEN; ESSEX COUNTY CONSTABULARY; ST. JOHN AMBULANCE BRIGADE; W. & T. AVERY LIMITED; D.E.B. CHEMICALS LIMITED; SAFFRON WALDEN RURAL DISTRICT COUNCIL; THE R.A.F. POLICE DEPOT MOTOR CLUB AND ALL THE INDIVIDUAL OFFICIALS.**

OFFICIALS

Stewards: P. G. Cooper, J. Barr, S. Taylor
Clerk of the Course: R. A. Cove
Deputy Clerk of the Course: W. E. Rowley
Secretary of the Meeting: Mrs. S. A. Winwood
Chief Observer: W. Clarke
Observers: K. P. Guest, P. Ingram-Monk, J. Nutter, A. E. Pook
Chief Marshal: T. Hunt
Chief Flag Marshal: W. E. Brock
Flag Marshals: C. Browne, B. Clothier, J. Hartley, B. Hastings, D. Hackling,
 M. MacDonald, P. Osborne, R. Reynolds, Jnr., M. Salmons, T.
 Snowden, G. Williams
First Aid Services: St. John Ambulance Brigade
Start Line Judge: D. Kilminster
Starter: L. Grayling
Chief Timekeeper: J. Harvey
Assistant Timekeepers: J. L. Hicks, J. E. Trott
Chief Lap Scorer: J. Chidlow
Assistant Lap Scorers: Mrs. A. Kilminster D. Pettit, Mrs. A. Jones, Mr.
 Mabbott, Mrs. Mabbott, R. E. Hemmings, Miss C. Biddulph
Race Control: P. Kirkby, J. R. Winwood, Miss B. Grant, Miss C. Smith
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Assistant Paddock Marshals: Members of the R.A.F. Police Depot Motor
 Club
Chief Course Marshal: T. Moore
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 Mrs. P. Moss, R. Moss, B. Neary, R. Smith, D. Wilmore
Paddock Scoreboard: Mrs. S. Nutter, Mrs. D. Read
R.A.C. Press Officer: Graham Snowdon
Commentators: D. Davies, J. Kealy, J. Peacop

RACE PROGRAMME

<i>Race</i> 1	Class IV Standard	(8 laps)
<i>Race</i> 2	Class I Sport	(8 laps)
<i>Race</i> 3	Class IV Special	(8 laps)
<i>Race</i> 4	Class II	(8 laps)
<i>Race</i> 5	Class I Special	(8 laps)
<i>Race</i> 6	Class IV Super	(8 laps)
<i>Race</i> 7	Class I Super	(8 laps)

LUNCH INTERVAL

<i>Race</i> 8	Class IV Standard	(10 laps)
<i>Race</i> 9	Class I Sport	(10 laps)
<i>Race</i> 10	Class IV Special	(10 laps)
<i>Race</i> 11	Class II	(10 laps)
<i>Race</i> 12	Class I Special	(10 laps)
<i>Race</i> 13	Class IV Super	(10 laps)
<i>Race</i> 14	Class I Super	(10 laps)

INTERVAL

<i>Race</i> 15	Class IV Standard	(12 laps)
<i>Race</i> 16	Class I Sport	(12 laps)
<i>Race</i> 17	Class IV Special	(12 laps)
<i>Race</i> 18	Class II	(12 laps)
<i>Race</i> 19	Class I Special	(12 laps)
<i>Race</i> 20	Class IV Super	(12 laps)
<i>Race</i> 21	Class I Super	(12 laps)

WARNING TO THE PUBLIC MOTOR RACING IS DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) howsoever caused to spectators or ticket holders.

CLASS I SPORT

Race No's. 2, 9, 16.

NO.	DRIVER	COUNTY	KART	ENGINE	POINTS GAINED	1st. RACE POINTS	2nd. RACE POINTS	3rd. RACE POINTS	TOTAL POINTS	PLACE
					QUALIFYING ROUND					
2	David Salamone	London	Tecno	Parilla BA 13	48	.....	.....	.....	.....	.....
3	Mickey Allen	Essex	Tecno	Komet K77	57	.....	.....	.....	.....	.....
4	Bill Gillham	Co. Durham	Birel	Guazzoni VR4	25	.....	.....	.....	.....	.....
5						.....	.....	.....	.....	.....
6	Colin Vandervell	Buckingham	Zip II	Komet K77	36	.....	.....	.....	.....	.....
7	John-John Ermelli	London	Tecno	Komet K77	60	.....	.....	.....	.....	.....
8	Malcolm Naylor	Lancashire	Comet	Saetta V17	20	.....	.....	.....	.....	.....
9						.....	.....	.....	.....	.....
10	David Fenton	Norfolk	Fox	Parilla S13	32	.....	.....	.....	.....	.....
11	Victor Magee	Co. Antrim	Tecno	Komet K77	60	.....	.....	.....	.....	.....
12	Bill Elliot	Co. Durham	Comet	Parilla S13 AC	32	.....	.....	.....	.....	.....
13	Bruno Ferrari	London	Tecno	Parilla BA 13	22	.....	.....	.....	.....	.....
14						.....	.....	.....	.....	.....
15	Matt Wright	Oxford	Kip Mk. 2	Parilla BA 13	29	.....	.....	.....	.....	.....
16	Dave Brock	Hertfordshire	Tecno	Komet K77	20	.....	.....	.....	.....	.....
17	Joe Howells	Worcestershire	Zip	Parilla S13	57	.....	.....	.....	.....	.....
18	Mrs. Janet Dermott	Scotland	Zip	Parilla BA 13	30	.....	.....	.....	.....	.....
19	Richard Newton	Worcestershire	Tecno	Komet K77	18	.....	.....	.....	.....	.....
20	Colin Caisley	Northumberland	Zip	Komet K77	17	.....	.....	.....	.....	.....
21	Steve Sully	Nottinghamshire	Comet	Komet K77	51	.....	.....	.....	.....	.....
22	Peter Taylor	Hamptonshire	Taykart	Parilla BA 13	48	.....	.....	.....	.....	.....
23	Bob Grant	Hertfordshire	Zip	Parilla BA 13	31	.....	.....	.....	.....	.....
24	Graham Tuddenham	Norfolk	Brise	Komet K33	32	.....	.....	.....	.....	.....
25	D. H. Gallienne	Guernsey	Zip	Parilla BA 13	60	.....	.....	.....	.....	.....
26						.....	.....	.....	.....	.....
27	John Stokes	Warwickshire	Zip	Komet K77	22	.....	.....	.....	.....	.....
28	Donald Heuchan	Kirkcudbrightshire	Zip	Komet K77	38	.....	.....	.....	.....	.....
29	Robin Smythe	Middlesex	Tecno	Komet K77	30	.....	.....	.....	.....	.....
30	Derek Ozanne	Guernsey	Tecno	Parilla BA 13	12	.....	.....	.....	.....	.....
31	Paul Fletcher	Yorkshire	Bitsatube	Parilla BA 13	30	.....	.....	.....	.....	.....
32	Bobby Day	Essex	Tecno	Komet K77	54	.....	.....	.....	.....	.....
33	Jack Nathie	Scotland	Tecno	Komet K77	26	.....	.....	.....	.....	.....
34	Jim Benoy	Cheshire	Zip	Saetta V17 GP	34	.....	.....	.....	.....	.....
35	Jim Hegan	Bedfordshire	Buckler	Parilla BA 13	25	.....	.....	.....	.....	.....
36						.....	.....	.....	.....	.....
37	Martin Poole	Somerset	Birel	Parilla BA 13	28	.....	.....	.....	.....	.....
38	Nigel de Ferranti	Bangor	Zip	Saetta	28	.....	.....	.....	.....	.....
39	Alan Bell	Somerset	Comet	Parilla BA 13	54	.....	.....	.....	.....	.....
40	K. G. Knox	Lancashire	Lancer	Komet K77 S	22	.....	.....	.....	.....	.....
41	John Waterhouse	Yorkshire	Comet	Saetta V17 GP	29	.....	.....	.....	.....	.....
42	Roger Mills	Nottinghamshire	Comet	Saetta V17 GP	42	.....	.....	.....	.....	.....
43	Martin Hines	London	Zip	Komet K77	17	.....	.....	.....	.....	.....
44	Tom MacLaren	Scotland	Zip	Komet K77	40	.....	.....	.....	.....	.....
45	D. Thompson	Lancashire	Bug Wasp	Parilla S13	26	.....	.....	.....	.....	.....
46						.....	.....	.....	.....	.....
47	Terry Edgar	Cumberland	Comet	Parilla BA 13	24	.....	.....	.....	.....	.....
48	Hampton Creer	Isle of Man	Zip	Komet K77	30	.....	.....	.....	.....	.....
49	Jim Bell	Northern Ireland	Zip	Saetta V12	51	.....	.....	.....	.....	.....
50						.....	.....	.....	.....	.....

CLASS I SUPER

Race No's. 7, 14, 21.

NO.	DRIVER	COUNTY	KART	ENGINE	POINTS GAINED	1st. RACE POINTS	2nd. RACE POINTS	3rd. RACE POINTS	TOTAL POINTS	PLACE
					QUALIFYING ROUND					
2	David Salamone	London	Tecno	B. M.	24	.....	.....	.....	.....	.....
3	Mickey Allen	Essex	Tecno	Komet K77	22	.....	.....	.....	.....	.....
4	John Pryde	Midlothian	Zip	Parilla or Saetta	31	.....	.....	.....	.....	.....
5	Glenn Beer	London	Tecno	Parilla	48	.....	.....	.....	.....	.....
6	Colin Vandervell	Buckinghamshire	Zip III	Parilla GPL 15	20	.....	.....	.....	.....	.....
7	John-John Ermelli	London	Zip	Saetta	36	.....	.....	.....	.....	.....
8	Malcolm Naylor	Lancashire	Comet	Saetta V17	17	.....	.....	.....	.....	.....
9	Peter Howells	Warwickshire	Zip	Parilla	17	.....	.....	.....	.....	.....
10						.....	.....	.....	.....	.....
11	Victor Magee	Co. Antrim	Tecno	Komet K77	51	.....	.....	.....	.....	.....
12						.....	.....	.....	.....	.....
13	Bruno Ferrari	London	Tecno	Parilla GPL 15	57	.....	.....	.....	.....	.....
14						.....	.....	.....	.....	.....
15	Peter Parkinson	Cumberland	Comet	Komet	24	.....	.....	.....	.....	.....
16						.....	.....	.....	.....	.....
17	Joe. Howells	Worcestershire	Zip	Parilla S13	60	.....	.....	.....	.....	.....
18						.....	.....	.....	.....	.....
19	Richard Newton	Worcestershire	Tecno	Komet K77	22	.....	.....	.....	.....	.....
20						.....	.....	.....	.....	.....
21	Dave Hockey	Somerset	Comet	To be decided	28	.....	.....	.....	.....	.....
22						.....	.....	.....	.....	.....
23	William Rogers	Berkshire	Birel	Parilla GPL 15	16	.....	.....	.....	.....	.....
24	Mick Stone	Somerset	Tecno	Parilla S13	14	.....	.....	.....	.....	.....
25						.....	.....	.....	.....	.....
26						.....	.....	.....	.....	.....
27	John Stokes	Warwickshire	Zip	Komet K77	27	.....	.....	.....	.....	.....
28						.....	.....	.....	.....	.....
29						.....	.....	.....	.....	.....
30	Jim Maxfield	Derbyshire	Zip	Saetta V18 GP	38	.....	.....	.....	.....	.....
31	Paul Fletcher	Yorkshire	Bitsatube	Parilla GP 15	28	.....	.....	.....	.....	.....
32	Bobby Day	Essex	Tecno	Komet K77	30	.....	.....	.....	.....	.....
33						.....	.....	.....	.....	.....
34	Jim Benoy	Cheshire	Zip	Parilla GP 15 or Saetta V17GP	18	.....	.....	.....	.....	.....
35						.....	.....	.....	.....	.....
36	Brian Ware	London	Zip	B. M.	35	.....	.....	.....	.....	.....
37						.....	.....	.....	.....	.....
38						.....	.....	.....	.....	.....
39	Miss Barbara Carr	Cheshire	Fasta	Parilla S13	36	.....	.....	.....	.....	.....
40						.....	.....	.....	.....	.....
41	John Waterhouse	Yorkshire	Comet	Saetta V17GP	32	.....	.....	.....	.....	.....
42	Roger Mills	Nottinghamshire	Comet	Mills HK99	38	.....	.....	.....	.....	.....
43	Ron Steele	Midlothian	Zip	Komet Magnum	47	.....	.....	.....	.....	.....
44	Tom MacLaren	Scotland	Zip	Saetta V18 GP	28	.....	.....	.....	.....	.....
45						.....	.....	.....	.....	.....
46	Ken Glendinning	Co. Durham	Tecno	Komet K77	22	.....	.....	.....	.....	.....
47						.....	.....	.....	.....	.....
48						.....	.....	.....	.....	.....
49	Jim Bell	Northern Ireland	Zip	Saetta V12	40	.....	.....	.....	.....	.....
50						.....	.....	.....	.....	.....

CLASS IV SUPER

Race No's. 6, 13, 20.

NO.	DRIVER	COUNTY	KART	ENGINE	POINTS GAINED QUALIFYING ROUND	1st. RACE POINTS	2nd. RACE POINTS	3rd. RACE POINTS	TOTAL POINTS	PLACE
2	Drummond Pringle	Lanarkshire			40	.....	.....	.....	.....	.....
3	Terry Wilkinson	Northern Ireland	Spitfire	Bultaco K200	51	.....	.....	.....	.....	.....
4						.....	.....	.....	.....	.....
5	Steve Thompson	Staffordshire			40	.....	.....	.....	.....	.....
6	Roger Keele	Buckinghamshire	Matador	Bultaco	30	.....	.....	.....	.....	.....
7						.....	.....	.....	.....	.....
8	Leslie Sheppard	Hampshire	Erco	Bultaco K175	27	.....	.....	.....	.....	.....
9	Graham Liddle	Lancashire	Tecno	Montesa Impala	17	.....	.....	.....	.....	.....
10	Ivor Mackay	Buckinghamshire	Wackall	Bultaco K200	22	.....	.....	.....	.....	.....
11						.....	.....	.....	.....	.....
12						.....	.....	.....	.....	.....
13	John Smith	Lanarkshire	Blowkart	Bultaco K200	16	.....	.....	.....	.....	.....
14	Gerry Philpotts	Wiltshire	Matador	Bultaco K200	41	.....	.....	.....	.....	.....
15	Derek Morrell	Hertfordshire	Matador	Bultaco	27	.....	.....	.....	.....	.....
16	John Morrell	Hertfordshire	Matador	Bultaco	60	.....	.....	.....	.....	.....
17	Brian Morrell	London	Shrike	Bultaco	8	.....	.....	.....	.....	.....
18	Michael Ward	Hertfordshire	Matador	Bultaco	17	.....	.....	.....	.....	.....
19	Michael Goodwin	Lancashire	Fastakart	Bultaco K200	32	.....	.....	.....	.....	.....
20	Bev Bond	Hampshire	Tecno	Bultaco	45	.....	.....	.....	.....	.....
21						.....	.....	.....	.....	.....
22						.....	.....	.....	.....	.....
23	Kelvin Hesketh	Lancashire	Matador	Bultaco K200	48	.....	.....	.....	.....	.....
24	Brian Whalley	Lancashire	Matador	Bultaco K200	14	.....	.....	.....	.....	.....
25						.....	.....	.....	.....	.....
26	William Carney	Lancashire	Matador	Bultaco	16	.....	.....	.....	.....	.....
27	Colin Mahoney	Monmouthshire	Erco	Bultaco K200	34	.....	.....	.....	.....	.....
28						.....	.....	.....	.....	.....
29						.....	.....	.....	.....	.....
30	Tony Clayton	Warwickshire	Dale	Bultaco	46	.....	.....	.....	.....	.....
31	Mostyn Mahoney	Monmouthshire	Buckler	Bultaco K200	31	.....	.....	.....	.....	.....
32	John Littler	Yorkshire	Dale Shadow	Bultaco	30	.....	.....	.....	.....	.....
33	Ken Somers	Somerset	Tecno	Bultaco K200	40	.....	.....	.....	.....	.....
34						.....	.....	.....	.....	.....
35	Ray Badman	Somerset	Matador	Bultaco K200	18	.....	.....	.....	.....	.....
36						.....	.....	.....	.....	.....
37	R. Harverson	London			14	.....	.....	.....	.....	.....
38						.....	.....	.....	.....	.....
39						.....	.....	.....	.....	.....
40						.....	.....	.....	.....	.....
41						.....	.....	.....	.....	.....
42	John Bennett	Hampshire	Shrike	Bultaco K200	30	.....	.....	.....	.....	.....
43						.....	.....	.....	.....	.....
44	Raymond Troliac	Jersey	Fastakart	Bultaco	30	.....	.....	.....	.....	.....
45						.....	.....	.....	.....	.....
46						.....	.....	.....	.....	.....
47	Albert Griffin	Glamorgan	Barlotti	Bultaco K200	60	.....	.....	.....	.....	.....
48	Hampton Creer	Isle of Man	Buckler	Bultaco K200	30	.....	.....	.....	.....	.....
49	Richard Scott	Aberdeen	Shrike	Bultaco K200		.....	.....	.....	.....	.....
50						.....	.....	.....	.....	.....



FROM START TO FINISH—

Always in
the lead

DAILY
EXPRESS

R.A.C. BRITISH NATIONAL KART TEAM

All major European countries have their national kart teams, and Great Britain is no exception.

Each year there are three or four events at which the cream of the Class I karters compete as a team and so far this year our drivers have competed in Switzerland and come second and Holland to come third, having just been pipped by the Belgians and Italians. The last round, which is to be held in Paris on 3rd October, will see an all out effort to win and to bring the championship home.

The four drivers who make up the team are all here today —Bryan Ware, 28, Paul Fletcher, 31, Michael Allen, 21, and David Salamone, 17 —and all will be battling in the Class I Super races for individual honours.

The team which is not sponsored, has to meet all its own out of pocket expenses, apart from one or two small donations, and a raffle will take place today to raise funds to enable the team to compete on equal terms with the foreign works entries in Paris. The prize for the raffle will be a brand new kart valued at £100.



Bruno Ferrari. 31 year old Fruit and Vegetable Importer from London. Won 3 classes outright in last years Championship. Ex-member of British Team and has competed successfully in Karting since the outset, and came 5th in last years World Championship event in Rome.

Chris Merlin. Age 24. Married. Partner in Kart Manufacturing Co. in Kingston. Started Karting for a hobby in 1959, now develops and tunes Villiers engines full-time. Prefers long distance racing and full size motor racing circuits to the average Kart track. Enjoys the social life after Karting Meetings but wishes that the petty mindedness which sometimes crop up in Karting would cease.



Stephen Thompson. Last years Class IV Special Champion, not yet eighteen, height six feet. Left school in July and is working in one of his fathers garages. Has just acquired a Lotus-Cosworth Formula three racing car, and is having his first season in motor racing.

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£135, ZIPKART Parilla BA £135, KOBRA Villiers 8E/4
£36, AEROKART Villiers 9E/3 £59, FASTAKART
Villiers 9E/4 £92, DALE SHADOW Villiers 9E/4 £66,
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