

the race just about sewn up, lost two teeth on his engine sprocket, leaving Ferrari to collect one of three British titles on that balmy Sunday afternoon in August. Bruno claimed his 4th Championship success at Debden the following year in yet another memorable race as he passed Bobby Day and then overhauled a seemingly untouchable Mickey Allen. All hell broke loose when it was said that Bruno had been 10lb underweight but for some reason the result stood despite protests from Day and Allen. We all thought that Mickey's phenomenal success in those days was due to a carefully prepared motor. Imagine my surprise then to find him "running in" his piston at Fullbeck using a "dirty big" file and lots of elbow grease.

An outstanding feature of the 1967 British Championships for myself and possibly every other northerner was young David Leslie's incredible performance. The Junior class that year included many really big names such as Tim and Anthony Brise, Alan Turney, Nigel Mansell plus another driver of some note called Terry Fullerton. With no real reputation to defend, Dave amazed everyone by snatching pole position and building up an unbeatable lead before a burst rear tyre robbed him of the title which Fullerton gratefully seized. Dave took it all in his stride, however, and showed similar sportsman-like qualities during the BP International meeting at Morecambe some years later. Qualifying for the main event via D, C and B finals, he fought his way through magnificently and captured 1st place only two or three yards from the finishing line. When told during prize giving, that this race had lasted an extra lap by mistake, he accepted the downgrading to 3rd place without question and that made him something rather special in my book.

Shock results, sizzling sausages and broken legs are amongst my memories from the Sherington Championships of 1968. The sausages were being fried on an open campfire by Chris Chirnside whilst the broken legs belonged to Robert Townsley and Buzz Ware, sustained in accidents which produced several criticisms of Sherington's safety features. Shock results? Well, how about a 16 year old unknown from Newcastle beating the likes of Fletcher, Mortara, Ferris and South to win his heat. That driver was Roy Dickson and it gave me no small degree of pleasure to hear the "big boys" asking "who is he?". This, the last British Championship event to include all classes, was also memorable for a breath-taking battle between Mickey Allen and Stephen South which Allen finally won. Terry Fullerton claimed his 3rd Junior Crown whilst John Morrell also landed a hat trick of titles in class IV Super (250cc) with Rob Cooper joining the ranks by winning class IV Standard (210). "He drives just like a class I driver," one spectator remarked, which must have been meant as a compliment, musn't it?

Later that year Mickey again kept us entertained with a nose-to-tail battle between himself and Dave Ferris during the World Championships at Rye House. 1968 also marked the very first World Cup at Morecambe with Graham Little emerging victorious. He won £100 for his efforts and everyone thought it was a fortune. In an experimental class for 250cc karts at this meeting, Ron Simmons upset the form-books by leading a field of Bultacos and Montesas, with his bored out Villiers motor. He eventually finished 2nd, but disgruntled spectators argued that there was obviously no future in 250cc racing. I was determined to attend the 1969 British Team Selection meeting at Fulbeck and cadged a lift from another Club

NEW KART SHOP

Good news for Scotland. Former Scottish Kart Champion, Tom Brown, (210cc Champion before George Bett and thereafter 250cc International Champion before Sandy Taylor) has always remained a karter at heart although he moved on to win the Scottish Formula Ford Championship. He has now announced his intention to open a shop for karters beside his place of business at 31 Greenless Road, Cambuslang.

Member, Robert Harkness. Driving over Bowes Moor, we ran over two or three large rocks, smashed the oil sump and that was my goose cooked. Instead of watching Paul Fletcher destroy the opposition I ended up walking several miles in pouring rain looking for a phone. Another motoring mishap put me in hospital just before the World Championships at Rye House. Goldstein ended up as World Champion with Allen 2nd and the incredible Fletcher (using his home made Bitsatube) 3rd.

That was the way we were throughout what I myself would describe as karting's Golden Age. As I've said before, the equipment in use then was very similar to today's "ultra modern" machinery with Komets, Parillas and BMs (PCR) dominating class 1 racing. What did appear to be substantially different was the general attitude towards racing. We were involved in karting during the sixties because it was a sport to be enjoyed by all concerned. Seeing the aggravation generated by racing today, I sometimes wonder if we aren't taking ourselves just a wee bit too seriously. It is, perhaps, an exaggeration to suggest that the lawyers and pugilists are now taking over karting. Nevertheless; 25 years after those early pioneers gathered together and organised the world's first kart race, we should be asking ourselves a very fundamental question, "IS EVERYONE HAVING A GOOD TIME?"

Tom Brown, who, apart from racing in Formula Ford, still runs the Tom Brown Racing School at the Knockhill Circuit, Dunfermline on Wednesday afternoons (where people can hire a Formula Ford car and be taught how to drive), also keeps two Yamaha 250cc twins to give budding racing drivers an opportunity of testing these. Tom always advises anyone interested in motor racing to have at least a year in kart racing to get used to the basic principles and ideas of competing at speed, even though the handling characteristics are different.

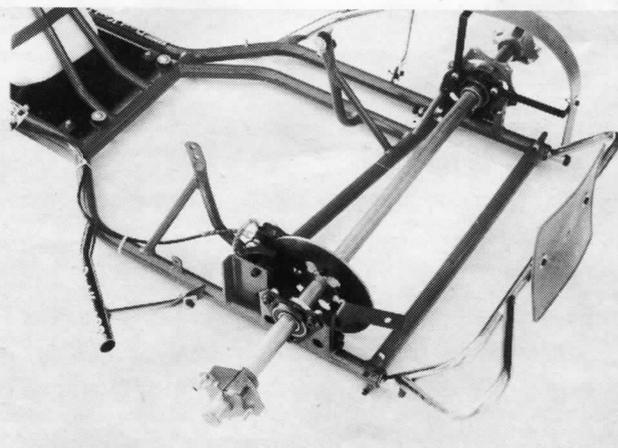
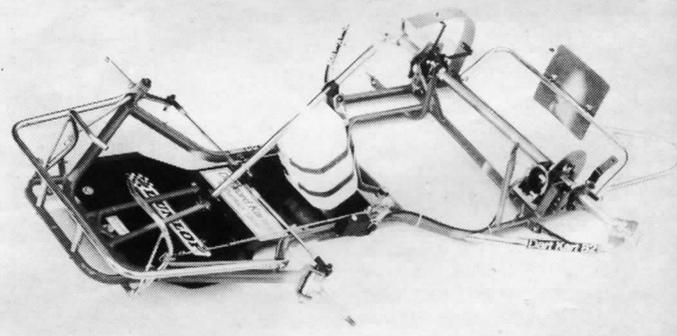
He still thinks karting is great and that the sport in Scotland has suffered through lack of suitable tracks, and a fixed contact point open during normal business hours. While in the north of Scotland Sandy Taylor has a shop, and in the past there was a shop in Edinburgh, now there is nothing in the centre of Scotland, apart from Ace Karts, despite it's vast population. Tom feels that his shop, in which he intends to retail karts and accessories, together with offering advice on racing, will be a boon to karting, particularly in Glasgow, and the West of Scotland where there must be many people interested in the sport who may now be able to take it up. Of course one of the difficulties is to find a suitable track and at present the circuit at Larkhill is not really adequate. What Tom would like to see is a circuit near Glasgow similar to that at Morecambe, easily accessible, with concession karts for normal use, and regularly closed for proper racing. So if anyone knows of a suitable venue do contact him on 041-641-3019 or 7829. The Knockhill Circuit in Fife is a possibility, being a long circuit, but is really too remote from the population centres in Glasgow.

Tom is an enthusiast who has been around karting and motor racing for 20 years, with at least 16 of them being spent in karting. Of course his project will need to be developed carefully, but at least he is interested, determined and able, as his past records show. Good news for Scottish karting.

A. D. Mathie

DART 982

The new version of the successful DART kart has an extended front end that enables the driver to sit further forward for an improved weight distribution.



KARTING