

field until it became apparent that all was not well. A tightening engine took the edge off his speed allowing Graham Waldron, who had also broken away, to catch up. On lap six Kevin's motor had had enough and gave out completely, so now we had the familiar situation of the leader well clear, and all the action in the pursuing bunch. At this stage the pursuit was led by Mark Wilson, Norman Box, Gary Foster-Jones and Ashley Sparks. Mark Tredwell, who had come off in one of his heats and was therefore further back on the grid than usual, was pressing hard to join them when he too suffered engine failure.

For a few more laps the four heroes circled together with Gary Foster-Jones now leading them. Norman Box fell back and was overtaken by Ken Churchill who made a lively replacement for Norman until he too lost contact. Meanwhile, a further adjustment to the running order was made when Ashley Sparks took a spell at the front, but with only two laps to go his motor joined the casualties and Gary was back in 2nd place. Under the cover of all this activity Simon Sutton had been picking off the opposition and from a lowly grid position had moved up into 4th place.

With the sun still shining brightly the flag fell for Graham Waldron, to give Terry Fullerton his first big result of the season, and as the 16 sur-

vivors followed him across the line, who should be there in 14th place but Peter Christo who fifty laps later had made it from the back end of the 'C' final.

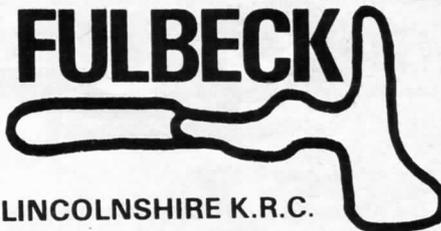
#### Results

- 1 Graham Waldron — Fullerton/DAP
- 2 Gary Foster-Jones — Lane/Parilla
- 3 Mark Wilson — Birel/Parilla
- 4 Simon Sutton — Gillard/Parilla
- 5 Nigel Edwards — Zip/DAP JM
- 6 Gary Mathews — Zip/TKM
- 7 Richard Dean — UFO/Arrow
- 8 Gary Till — Zip/Zip
- 9 Ray Wright — Cobra/DAP
- 10 Norman Box — Birel/Parilla

Unless there is any other change of dates, the three rounds of the RAC 100 National Championship will have taken place before the next round at Little Rissington, so the Nationals are in for a busy time, but at least by then it might have stopped snowing.

I think all the drivers would like me to thank the Lincs KRC officials, RAC Steward, marshals, scrutineers, lap scorers, etc., and of course the St. John's for all their efforts in appalling conditions to keep us racing when no-one would have blamed them for cancelling. It was devotion above and beyond the call of duty, and much appreciated. I would also like to add my own thanks to those lovely ladies in the green hut for their assistance to me in compiling this report.

Dennis Callingham



LINCOLNSHIRE K.R.C.



FROM TOP TO BOTTOM. All 100 National.  
 1. Kevin Warner.  
 2. Ken Churchill (3) and Stephen Wright (106).  
 3. Simon Sutton.  
 4. Gary Mathews (25) and Chas Royston (35).  
 5. Graham Waldron.

Photos. D. Callingham

## THE JETA

The John Mills (Kart Specialist) firm have now joined the growing number of British kart chassis manufacturer's with their JETA 100. Whilst the Mills brothers will continue to market the DAP 'GP' chassis which, with its superb finish and magnesium accessories, plus proven race winning record to World Championship level, is for the person who really wants the best of everything. When planning the JETA the aim was to market a cheaper kart for National and Britain classes but quality was not to be sacrificed.

To cut cost the standard karts are fitted with British cast alloy components with the brake being the well proven twin caliper hydraulic KP unit but working on an 8 1/4" diameter DAP cast iron ventilated disc. However the customers will be able to have the choice of the DAP brake in alloy as opposed to magnesium on the DAP kart or at extra cost the Kelgate 4 wheel system can be fitted. The front stub axles of 17mm x 15mm are chrome plated and supported by small ball races in the chassis king pin posts with thrust washers top and bottom. To standardise on spare parts the steering column, plus front and rear bumpers which incorporates an adjustable rubber mounted exhaust bracket, are taken from DAP.

The floor tray is plastic-coated aluminium with the normal fibreglass wrap-around seat. To eliminate the problems of fuel surge, leaks and fibreglass particles in the carburettor, the durable 5 litre DAP heavy duty bottle tank is used. The chassis frame itself is made by a new company to karting, Custom Fabrications, and is made to 'JM' design based on their long experience and the winning of last year's British Championship. Fabricated from

CDS tube CO<sub>2</sub> welded with fixed nerf bars it has a three bearing 25mm dia. ground HT steel rear axle supported in INA self aligning bearings. Finish is red or green plastic powder coating for a durable and attractive finish. Fully assembled, less tyres, the National chassis sells at a competitive £350, whilst the Britain model comes in kit form complete with Carlisle tyres at £305, both with VAT extra.



## SCOTTISH SCENE

By David Finlay

Concerning the Scottish Team Racing Committee mentioned in last month's column, Mr. Dick Murray has been appointed Chairman of the Committee by the Association of Scottish Kart Clubs. Mr Tom Brown and Mr. John Corrieri, each being joined by a female member of the species. Quite understandably, the ASKC do not want to give away too much just now, as they do not have the information to divulge, but hopefully the business will be settled shortly and plans should go ahead for entering a Scottish team in British events.

Kingdom Kart Club will be using their Crail circuit in Fife on April 26th, and then North of Scotland KC and West of Scotland KC will each kick off the new month at their respective Golspie and Summerlee tracks on May 3rd, and finally Banff and Moray KC will whizz round their Boyn-die track at great speed on May 17th, by which time 'Scottish Scene' will be able to catch up on the following month's racing in Caledonia.