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Running a meeting in November in this part of the world is always a risky business as the rain the day before demonstrated. But in the event, the weather was kind for the final race day of the year for the Cardiff KC. Despite the surface water being 'squeezed' away, competitors chose 'wets' as race rubber, the racing line never really looking like drying out. Ray Dickson made a welcome return as Starter, and for the first time to the writer's knowledge, volunteer Marshals had to be turned away. Sorry about that Roy, but thanks just the same.

250 International. With only three karts competing, much of the spectacle is lost with the 'Super-Karts'. Engine problems accounted for Simon Joseph in the first heat and Paul Williams in the second. Only Hugh John managed to finish all three. Heat 1 — 1 P. Williams, 2 H. John. Heat 2 — 1 John, 2 S. Joseph. Heat 3 — 1 John.

Williams got off to a good start in the final, opening a gap from Joseph immediately. John took three laps to get on terms with and pass Joseph, but once accomplished, he began pulling Williams back in. On lap 6 John snatched the lead by grabbing the inside and drier line at the chicane, and that was that.

Junior 'A'/'B'. Following a season of changing fortunes, it was left to Camberley's Martin Fox to finally break the dominance of Lee Middleton, in the absence of Steve Warbur-

ton. But in heat 1 Fox misjudged the slipperiness of the track surface and collided with the tyres at the first chicane. He lost two laps restarting, only to spin at the same point later. Middleton quickly restarted after a spin, permitting Andrew Price to assume the lead, but could do no better than 3rd behind sole 'A'. Marlyn Dickson before retiring.

Heat 2 was a procession without Price, who wasn't able to get going, with Fox leading from Middleton and Dickson. Price was out of the third heat too, which was another good win by Fox.

Middleton fared no better in the final, managing to barely stay on terms with Fox, his progress not assisted by an excursion into the tyre wall. Dickson drove to a steady 3rd place and 1st in class.

250 National. Heat 1 — 1 P. Griffiths. Heat 2 — 1 D. Griffiths, 2 P. Griffiths. Heat 3 — 1 P. Griffiths, 2 D. Griffiths.

In the final, D. Griffiths took the lead which he was never to lose, followed by Kooiker and P. Griffiths. Kooiker became relegated to 3rd place when his Yamaha conceded to the more powerful KTM on the main straight. The Griffiths' closed ranks again and circulated nose-to-tail until lap 7, when Paul spun, exiting the chicane, and retired to his pit.

100 National. If the previous races had been rather poorly supported, the 'Nationals' compensated for that, providing excitement for the small patient crowd of spectators. Mike Marner led the first lap of heat 1 from Robert Tout with Huw Williams 3rd. Meanwhile, brother Tony Marner had made tremendous progress from the back of the grid, being 8th after the first lap, 7th on lap 2 and 2nd on lap 3 following a four kart incident involving M. Marner, Williams, Thomas and Narbeth. At the beginning of the second half of the heat T. Marner was in the lead, but it was regained on lap 7 by Tout who continued to the chequered flag. In 3rd place was Restricted driver M. Baker.

Mike Mitchell opened his account in the second heat by leading for the first half

before giving way to the RAFMSA's M. Marner. L. Wells swapped the next three places with M. Dowrick and Thomas until he dropped from contention, after spinning.

It was Huw Williams all the way in the third heat with M. Marner 'glued' to his rear nerf bar. These two, with Chris Evans and Mitchell, opened an immediate space between themselves and M. Dowrick, who was leading the rest. The race then settled down to a high speed procession, Williams and Marner establishing a healthy buffer from a lonely Mitchell.

Once under way, the drivers quickly reeled off the opening laps of the final with M. Marner 1st, followed by Williams, M. Dowrick, T. Marner, Mitchell and Evans. T. Marner gradually lost places, then laps and finally retired. Meanwhile, brother Mike's demise was far more dramatic, stopping abruptly on the startline whilst leading on lap 6. Williams happily inherited the number one spot and it's useful cushion between himself and Dowrick, and held it to the line.

Towards the end of the race, it became apparent that an eleventh hour rush was taking place as Mitchell pulled out the stops and closed on Dowrick. The deciding factor in this chase was to be R. Parkhouse, who was circulating in 14th place. As Dowrick followed Parkhouse, Mitchell 'boxed' the former in and romped home 2nd. Minor placings went to Evans 4th, and Narbeth, who finally got the better of Tout on the last lap.

125 National/P&R. Heat 1 — 1 M. Morris, 2 R. Thomas (P&R), 3 D. Harvey. Heat 2 — 1 M. Morris, 2 C. Hawkins, 3 R. Thomas (P&R). Heat 3 — 1 M. Morris, 2 R. Thomas (P&R), 3 D. Harvey.

The final was much the same in pattern as the heats; Morris struck an early lead and never looked like not winning. Thomas passed Harvey on lap 3, the latter having spun exiting the chicane, and the misfiring Hawkins limped by Morgan and Reynolds into an otherwise secure 4th.

Keith Rann

Junior 'A'
1 M. Dickson — Zip/Arrow

100 National
1 H. Williams — Gillard/Arrow/Parilla
2 M. Mitchell — Wright/Komet
3 M. Dowrick — Hutless/TKM
4 C. Evans — Kali/TKM x 2

125 National
1 M. Morris — Zip/Rotax
2 D. Harvey — Zip/Yamaha

250 National
1 D. Griffiths — Zip/KTM
2 E. Kooiker — Zip/Yamaha

Junior 'B'
1 M. Fox — Wright/TKM
2 L. Middleton — DAP/PCR/DAP

125 P&R
1 R. Thomas — Aero/Honda
2 A. Reynolds — Zip/Honda

250 International
1 H. John — Barlotti/Yamaha
2 P. Williams — Dino/Yamaha

SUPERDART A890 HOMOLOGATION

The latest model from Dartford Karting is made of 30mm tubing and features a 3-bearing rear axle. It has adjustable castor and camber geometry. The batch of 50 for the homologation have nearly all been sold at a special price of £300 plus VAT.

