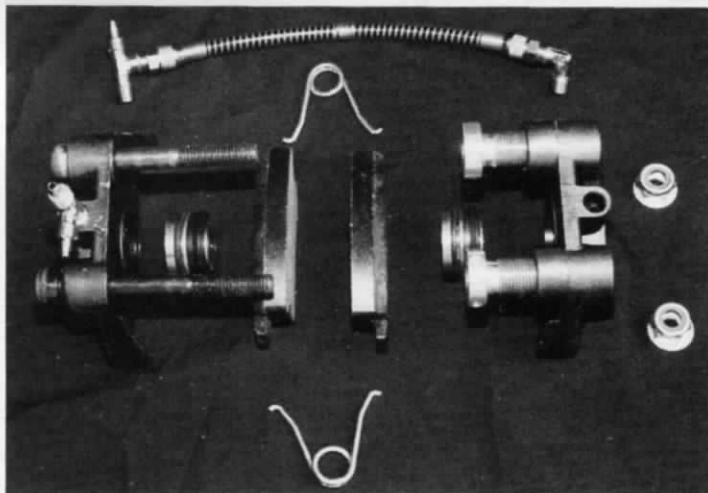
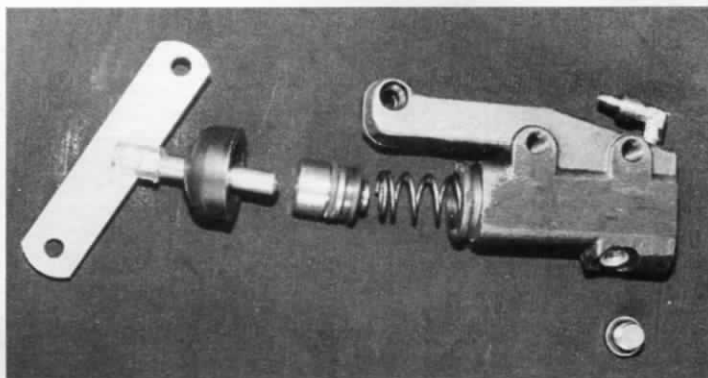


KART COMPONENTS RELEASE THE BRAKE

Kart Components, situated in a small unit in High Wycombe, Bucks, is yet another example of a flourishing company created due to the demand for quality specialist kart products. It was formed about 14 years ago by Brian Rogers (the one with the glasses in the illustration and he has been joined by lofty Brian Ing.

Best known for their extensive range of split-rim and mono wheels, they also manufacture axle equipment and recently started making their own hydraulic brake unit. It features a unique double seal on both the master cylinder and caliper pistons, and is proving extremely popular — especially abroad. The brakes are available with plastic or braided pipe, each having quite different braking characteristics. Demand has really taken off this year with one recent Australian order the equivalent to 75% of that supplied in the whole of last year! Their wall order planner board now reads like a 'Who's Who' of kart manufacturers and traders.



KIMBOLTON Continued

125/210 National Heat 1 — 1 G. Hodge, 2 S. Puddiphatt, 3 R. Adams. **Heat 2** — 1 G. Hodge, 2 N. Whitehead, 3 G. Stevens. **Heat 3** — 1 G. Hodge, 2 N. Whitehead, 3 G. Stevens.

Whitehead led after the first lap but Hodge had other ideas and out-ran him on the straight to take the lead with Stevens close behind and the rest dropping back into the distance. Hodge wasn't having it all his own way and so could not afford the mistake he made at Kim corner with three laps to go.

Whitehead and Stevens took full advantage and held on to the first two places with Hodge having to be content with 3rd after winning all the heats. 4th place, after some consistent driving all day, went to John Mobbs who took the first Villiers trophy with restricted driver Healey gaining 2nd place in this class.

250 National. **Heat 1** — 1 C. Beavers, 2 R. Widdowson, 3 S. Pell. **Heat 2** — 1 C. Beavers, 2 G. Clayton, 3 S. Pell. **Heat 3** — 1 S. Pell, 2 P. Vale (R), 3 R. Banthorpe.

Although we had 12 entries on the prog-

ramme, four machines did not make the heats and only four actually arrived on the grid for the final. Chris Beavers with his Rotax was the quickest on the circuit but as he fell asleep on the grid, left himself with an uphill task.

Pell took the lead from the off followed by Banthorpe and Vale. By lap 4 Beavers had accounted for Banthorpe and Vale but could not haul in Pell who handled his single cylinder machine very well to keep Beavers at bay and take the flag with 10 lengths to spare after twelve rapid laps.

Duncan Taylor

Junior Cadet

Charles Butler-Henderson — Sprint/Comer
Leon Lerego — S. Hutless/Comer
Matthew Davis — Gillard/Comer

Junior Britain

Paul Rees — Zip/Parilla
Oliver Gavin — TKM/TKM
Gareth Hession — Wright/Parilla
Daniel Stulp — Dart/TKM

100 Britain

1 Chris Dagless — TKM/TKM
2 Richard Walton — DAP/DAP
3 Ian Connell — Gillard/Parilla
4 Derek Watts — Gillard/Arrow

100 Britain (Restricted)

1 Dennis Barclay — Gillard/TKM
2 Vic Oliver — Sprint/Arrow

100 National (Restricted)

1 Cyril Barrett — Gillard/Parilla
2 Matthew Kelly — TKM/TKM

100 National

1 Ricky Flynn — Zip/EME
2 Clive Wheldon — TKM/TKM
3 Dave Banbury — Stratos/TKM
4 Gary Blick — TKM/TKM

125 National

1 Nick Whitehead — Zip/Rotax
2 Graham Stevens — Zip/Rotax
3 Geoff Hodge — Zip/Rotax

210 National

1 John Mobbs — Zip/Villiers
2 John Healey (R) — Zip/Villiers

250 National

1 Steve Pell — GPE/KTM
2 Chris Beavers — Zip/Rotax