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to the editor

Karting Magazine does not necessarily agree with the opinions expressed in these letters. The name and address of the writer must be given even if this information is not to be published.

Sir,

In the recent issue of "Karting" there are two points in connection with the Long Circuit Championships staged at Cadwell, that have greatly interested me; the first was the letter of adverse criticism sent by Mr. John Cullimore concerning the organising of the event. I cannot but support him in all his expressed views, but I was not urged to write this letter until I read the very inadequate report of the event in the current issue of the magazine; this was the catalyst. It is in startling contrast with the report on the World Cup event, a report full of interest and one that was in keeping with the status of the meeting.

The report of Cadwell did not fill one column. The account of the 250 final did give a few details of the course of the race. The 125 final was covered in four lines; the report of the final for the 210 class would, at first sight, appear to stretch to ten lines, but of these, eight are, in fact, an account of what could have been headed "The adventures of Patterson"; this driver certainly has a fine PRO.

There can be no finer venue for the Long Circuit Championship and so I would look forward to its being staged there next year, with the numerous faults in the running of it, all set right.

Yours faithfully, Ken Jones, Hereford.

Sir,

Our competition secretary Mrs Sue Gwillim and her husband Malcolm are in the process of moving to the South Coast. The Club wish them well in their new home, and would like to thank them for their help in the past. Would drivers please note that in future entries should either be phoned to Mrs. E. Maund at Cardiff 32439, or sent to Mrs. F. Edwards, 18 Awel Mor, Llanedeyrn, Cardiff.

Yours faithfully, M. Edwards, Cardiff KC

STOP PRESS!

Because we had already closed for press before the British Grand Prix at Silverstone had taken place, the full results and report will not appear until the next issue. There were 326 drivers which included the cream from Sweden, Switzerland, Denmark, Eire, Belgium, France and Britain. Class 125 National — first Steve Elmore. Class 210 National — first Owen Jones. Class 250 National — first David Griffiths. Class 250 International — first Paul Elmore. The fastest laps were an AVERAGE of a fraction under 108 mph (174 kph)!

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