

GUERNSEY

GUERNSEY K&MC. Membership enquiries Mrs. J. Bynam, Santiago, Lower Rohais, St. Andrews, Guernsey, C.I. Tel: 0481 54226. Race entries to Mrs. H. Robilliard Bacchus, Close Des Sablons, Sandy Lane, L'Islet, St. Sampsons, Guernsey, C.I.

It was fine and sunny on 30th May for the visiting drivers from England and Jersey, all looking forward to two days of competitive racing, with a Hillclimb at Le Val Des Terres scheduled for the second day.

100 National. Colin de Moulpiéd and Dave Bynam each won a heat. Robbie Adam

HÉMSWELL Continued

250 National & International. There was no doubting Ron Ridley's determination as he took the first two heats in convincing style. Unfortunately, mechanical difficulties sidelined him in the third heat leaving his 'arch rival' Fran Roethorn to win that one. Steve Papworth had two 4ths and a 3rd in the heats, while the first National outfit across the line in the first two heats was piloted by David Hemmingbrough. The normally very consistent Alan Mugglestone had problems early on but came back with a 4th and a 3rd place in the remaining heats.

Fran Roethorn led the pack away on the first lap of the final, followed by Steve Papworth, Alan Mugglestone and Phil Ellis. Ron Ridley came through the field and, by lap 3, moved up to 2nd place and started to challenge Fran for the lead, that is until a combination of a gearbox with more neutrals than gears and a misfire dropped him back through the field. This left Mugglestone in 2nd place and Ellis in 3rd, both driving National outfits, and that's the way the order stayed to the end with Fran Roethorn winning the class, Mugglestone and Ellis filling the next two places and Ridley coming in 4th. The first novice in was Robert Rafferty who finished just behind Ron Ridley.

John Stocks

Results

Junior Britain

1 Richard Emiliani

Junior Britain

1 Scott Banks — Premier/WRE Arrow
2 Dominic Connelly — Premier/WRE Arrow
3 Robert Wilson — Premier/Arrow
Novice: Gerard Lumb — Zip/DAP

100 Britain

1 John Aldred
2 Eric Smith
Novice: Neil Anderson

100 National

1 Pat Teatum — Cobra/Arrow
2 Stuart Innes-Smith — Dino/TKM
3 Nick Hornsby — Premier/Parilla
4 Jim Thornsby — DAP/DAP
5 Alan Lee
Novice: Gordon White.

125 National

1 Ian Eastwood — Barlotti/Rotax
2 Graham Marris — Zip/Yamaha
3 John McCann — CTRP/Rotax

210 National

1 Kevin Routh — Barlotti/Villiers
2 Ken Spooner — Barlotti/Villiers
3 Rod Harpham — Sprint/Upton
4 Tom Angell — Zip/Upton
5 Peter O'Keefe — Blow/Villiers
6 Dud Martin — Sprint/Villiers
Novice: John Mark.

250 National

1 Alan Mugglestone — Zip/Yamaha
2 Phil Ellis — Barlotti/Yamaha
Novice: Robert Rafferty.

250 International

1 Fran Roethorn — Zip/Yamaha
2 Ron Ridley — Aero/Yamaha

(England) was unlucky when his visor came off whilst leading the second heat and he was black flagged, which didn't go down too well. Another visitor from England, Keith Summerhill, also showed some good form. In the final, local star, de Moulpiéd led Bynam round the track and Summerhill came in a good 3rd with all the other drivers spread out behind.

Junior National. Stephen Lowe won the final from Chris Torode, after some help from younger brother Matthew.

125 National. Malcolm Pike won both heats with Nigel Davis (Jersey) 2nd and Brendon le Moigne 3rd. Davis was away first in the final with Pike just behind him and Malcolm Crowe (Jersey) 3rd. Pike was just beginning to make a play for 1st place when Davis spun off so leaving Pike an easy win. Crowe came 2nd and Le Moigne was 3rd till his chain came off, which promoted Davis into this spot.

Bank Holiday Monday was another nice day and a few records were broken. Colin de Moulpiéd was again the quickest 100 National, being over 1 second faster than Dave Bynam. English Junior National, Piers Hunnisett, showed

the local lads the way up the hill in this class. Malcolm Pike was the one to beat in 125 National and N. Mahy (250 International) was another of the record breakers.

S. Wright

Results		125 National
100 National	Junior National	
1 C. de Moulpiéd	1 S. Lowe	1 M. Pike
2 G. Chénery (England)	2 C. Torode	2 M. Crowe (Jersey)
3 D. Bynam	3 M. Lowe	3 N. Davis (Jersey)

Hillclimb Results

Junior National		
1 P. Hunnisett	Kestrel/Sisley	33.65 (new record)
2 C. Torode	Barlotti/Parilla	36.72
3 S. Lowe	BM/Komet	38.12

100 National		
1 C. de Moulpiéd	Barlotti/DAP	34.11 (new record)
2 K. Summerhill	Zip/Arrow	35.42
3 D. Bynam	Sprint/DAP	35.53

125 National		
1 M. Pike	Sprint/Kawasaki	35.45 (new record)
2 M. Crowe	Sprint/Honda	36.10
3 B. Le Moigne	Barlotti/Rotax	37.13

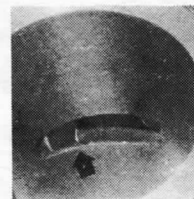
250 International		
1 N. Mahy	Sprint/Yamaha	32.94 (new record)
2 N. Davis	Zip/Rotax	33.46
3 A. Gallienne	Zip/Yamaha	34.22

The DART-WAYS

Magical porting systems abound but it is seldom possible to be certain whether a particular arrangement of holes and passages will in general improve a particular model of engine or will be a lucky fluke that happen to work with one motor. As a "grass roots" class, the rules for Britain racing are intended to limit the performance available, and the amount of money that can be spent on tuning, within reasonable limits. Once the news was out of transfer passage changes for some Hewland motors, with apparently beneficial effects, both the cylinder concerned and the relevant rules were closely scrutinised, hence the exclusion of Nigel Cleveley at a SAM round that is subject to an Appeal and the lodging of a protest at the RAC 100 Britain Championships.

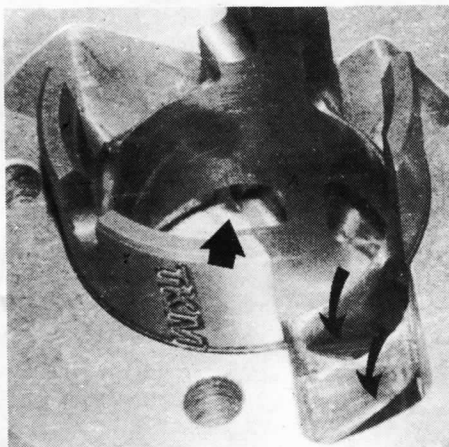
Although we must await the Tribunal findings as to the legality of the Cleveley modification, Dartford Karting have kindly let us examine examples of TKM, Hewland and Parilla liners fitted with their "Dart-Ways" transfer system, used with such devastating effect by Wayne Homer in the RAC National Championships and Tony Negal — winner of the RAC Britain Championships. They see this tuning mod as having ap-

Arrow indicates division behind transfer port.

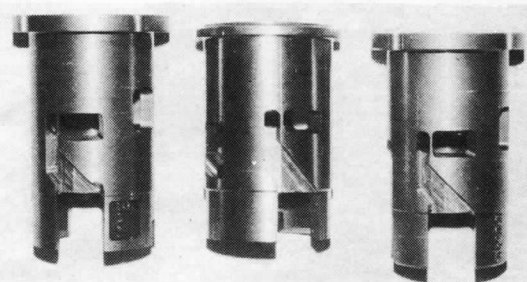


plication over a wide spectrum of classes and engine makes and have deliberately aimed the price low to try and put a stop to what they consider excessive charges by other tuners.

At the planes of the cylinder base face and the cylinder bore one finds the customary single opening/port. By milling a slot that fans outwards as it nears the crankcase, in the outer material thickness of the liner, an extra transfer passage is created that is separated from the original by a thin wall of cylinder aluminium. The



Arrows indicate the double transfer passage (Dart-Way) and the division behind the port.



Dart-Ways on Hewland, Parilla and TKM liners.

slot is about 6.5mm wide by 4mm deep as it passes into the cylinder with a narrow bridge separating it from the transfer port. This bridge does not, as mentioned before, extend to the bore surface and could be easily removed by the owner if he wished. Liners have to be removed to have the necessary work done and Dartford Karting are charging an extra £20 for a liner so modified and £25 for working on an existing liner, the latter including the cost of removal and replacement in the cylinder.