

# THE PARILLA LOOP-HOLE

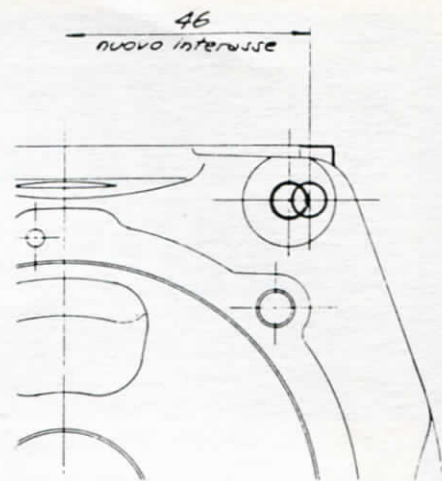
The argument over what constitutes an eligible Parilla for the Britain and Cadet classes has raged for over a year but, step by step, clarification has emerged. The latest disturbance revolved around a new mould in common for all Parilla crankcases, that featured one of the crankcase bolts moved laterally by 4mm so that it was 46mm from the crankcase centre-line. The modification was said to be to avoid micro-porosity leakage at that point. Rumour has it that the TT passage has been deepened and it is this that has created any sealing problems.

Whatever the reason for the mod, grave concern was felt by those at Belgrave Square that it was becoming virtually impossible for a scrutineer to identify any Parilla model out of a range between the extremes of SS20 to a Challenger version of the TT27. To overcome this it was proposed by the factory that

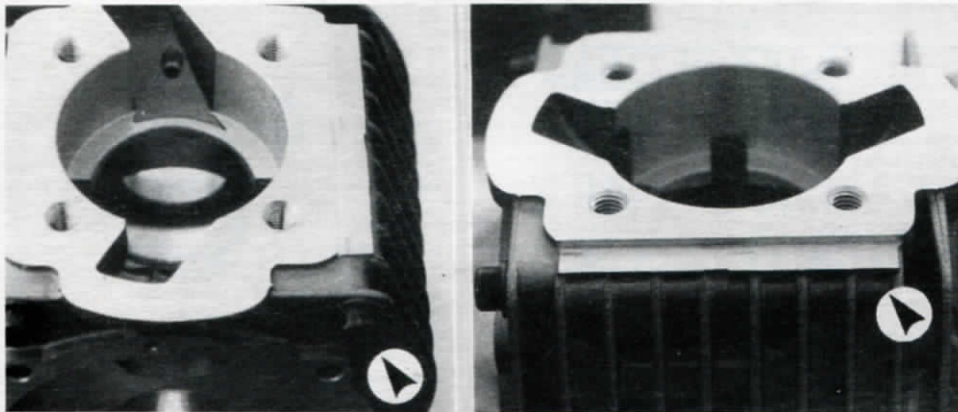
a special 'flat' would be machined on the 'SS20' version of the crankcase, but this was rejected.

The RACMSA insisted that the position of the bolt should be specified for the relevant engines and should remain in the original position for the SS20. Ever-wily competitors will devote enormous effort to finding a way around regulations. Potential opportunities included drilling holes in both positions to create a 'figure of 8' hole where they overlap, or drilling one very large hole — this would enable the claim that the engine still had only one hole. A big washer under the bolt head would hide this from casual inspection. Any break-through into the passage internally could then be blocked by the allowed "welding to repair" rule, or by epoxy resin.

You can expect the clarification, due to be announced shortly, as stipulating the hole maximum diameter, that it be circular in cross-section, and its location. This will not stop the use of a crankcase from the latest



The alternative bolt positions



The arrows indicate the problem bolt and the factory proposed "flat".

mould being used, but at least it should result in a similar internal handicap, from the protrusion of the bolt, as if you had modified an original SS20.

To use a new-style TT27 as the basis of creating a SS20 will entail welding up the new position hole for its full depth — and hoping that this will not be discovered. If it was found, then one would probably fail to succeed in convincing a Tribunal that the welding was to repair the crankcase.

Finally TT passages. The SS20 was a booster port engine so when raced in Britain it can be converted to TT form — but NOT by using a TT liner from another model. It must not show signs of added material which, in reality, boils down to the need for a lower booster port to be present of a minimum of 16.4mm in width and 13mm in height.



Membership enquiries and entries to L. G. Jackson, 61 Willow Crescent West, New Denham, Bucks. Tel: Uxbridge 35873.

For anyone arriving late on the 23rd March at Blackbushe the sight of an overflowing paddock must have been daunting. 130 drivers signed on for the Camberley KC meeting, including 23 NatSKA entrants. The weather fortunately stayed dry all day.

**Schools (50cc Gearbox).** 23 karts turned up in classes 3 and 4. Generally they were slower than the RAC classes but the performance differential was much closer. Thanks to all concerned. For those of you who feel this is the class for your youngster please write to the RAC and join the growing band of supporters pushing for a RAC class.

**Junior Britain/Cadet.** Junior Britain: Heat 1 — 1 Bobby Game, 2 Damian Sleep, 3 James Ferryman. Heat 2 — 1 Ferryman, 2 Game, 3 Sleep. Cadet: Heat 1 — 1 Damon Cousins, 2 Carl Lemmer. Heat 2 — 1 Cousins, 2 Alex Abbey-Taylor.

Game from pole took the lead followed by Ferryman, Sleep, Fraser Wells and Mark Fay. By halfway the two front runners had increased the distance between themselves

and the rest and began to lap the Cadets and the order remained unchanged until the flag. The driving was fast and clean and it was encouraging to see as many as 15 Juniors competing.

**Senior Britain.** Heat 1 — Anthony Geraty, 2 William Hewland, 3 Craig Booth. Heat 2 — 1 Booth, 2 Robin Whittaker, 3 Hewland.

Booth took an early advantage and wasn't really challenged. Hewland took 2nd while Tim Murphy moved into 3rd. Whittaker was 4th early on but slipped down the order to join Patrick Smith and Jason Weller in a terrific struggle for 5th which was resolved when Smith had a seize. So Booth took the flag yet again followed by Hewland, Murphy, Geraty, Whittaker and Weller.

**250/210.** 250: Heat 1 — 1 John Coaker, 2 John Mooney. Heat 2 — 1 Coaker, 2 Manuel Vincent.

210: Heats 1 & 2 — 1 Gordon Ellinor.

Coaker was in a class of his own leading all the way, almost lapping the rest! Behind was a great tussle for 2nd which ended in Roy Blyther's favour; he was followed by Michael Court and John Mooney. The 210 class was taken by Ellinor.

**125 National.** Heat 1 — 1 Steve Bird, 2 Steven Rofe, 2 Dave Hopgood. Heat 2 — 1 Graham Cowdry, 2 Rofe, 3 Bird.

15 karts left the grid with Bird in the lead pursued by Rofe, Cowdry and Hopgood. Hopgood, however, had his sights on a place higher than 4th and over the next eight laps

worked to capture 2nd from Cowdry. Rofe left the fray on lap 3 and Bird ran out the winner followed by Hopgood, Clinch, Carpentiere and Mark Jones.

**100 National Restricted.** Heat 1 — 1 Michael Blake, 2 Ian Dunford, 3 Paul Tasker. Heat 2 — 1 Dunford, 2 Terence Beddis, 3 David Underhill.

This was a fight between Blake and Dunford; Blake left the front row beating poleman Dunford, chased by Collyer, Underhill and Tasker. The one to watch was Chris Stansbury, brother of 100 National driver Bob. He started from grid 7 and climbed to 3rd by lap 11. Meanwhile Dunsford had at last wrested 1st place from Blake; Stansbury, Collyer and Underhill following.

**100 National.** Heat 1 — 1 Derek Higgins, 2 Chris Dalton, 3 Stuart Green. Heat 2 — 1 Higgins, 2 Martin Collard, 3 James Weedon.

Who was to be 2nd? Higgins left pole and lapped everybody up to 5th. He was flat out all the way and despite his enormous lead never let up — the previous two weekends he'd been using his Lola FF 1600 and there must have been many at Blackbushe who wished he'd stayed in his Lola! 2nd was Dalton throughout, while behind Collard was working hard to get 3rd place by the flag beating Green and Steve Bicknell the only other unlapped runners.

David Lingham

**Junior Cadet**  
1 Damon Cousins — Dart/Arrow

**Junior Britain**  
1 Bobby Game — Lane/Parilla  
2 James Ferryman — Dart/Arrow  
3 Damion Sleep — Jeta/DAP

**Senior Britain**  
1 Craig Booth — Dart/TKM  
2 William Hewland — Super Dart/Arrow  
3 Tim Murphy — Dart/TKM

**250**  
1 John Coaker — Lynx/Yamaha  
2 Roy Blyther — Stratos/Yamaha

**Senior Britain Restricted**  
1 Simon Chadwick — Ferrari/Parilla

**210**  
1 Gordon Ellinor — Barlotti/Villiers

**125**  
1 Steve Bird — Zip/Rotax  
2 Dave Hopgood — Stratos/Rotax  
3 Graham Cowdry — Lynx/Rotax

**100 National Restricted**  
1 Ian Dunford — Lane/Parilla  
2 Michael Blake — JCM/Arrow  
3 Chris Stansbury — Dart/Arrow

**100 National**  
1 Derek Higgins — Allkart/Parilla  
2 Chris Dalton — Gillard/Parilla  
3 Martin Collard — Dart/Parilla

**Schools Class 3**  
1 Breezhill  
2 Bedford High  
3 Breezhill

**Class 4**  
1 Breezhill  
2 Breezhill  
3 Frank Hooker