

FIRST WIN FOR GOOCH

Pembrey on the 19th May dawned rather like the February meeting, cold, wet and windy, but by the time practice started the track was dry and all drivers ran on slicks.

Cadet. Heat 1: Daniel Gooch, Lee Maund, Leon Pesticcio. Heat 2: Daniel Garcia, Maund, Gooch. Heat 3: Maund, Gooch, Garcia.

Final. The two yellow plates, Lee Maund and Daniel Gooch, started on the front row with novices Daniel Garcia and Leon Pesticcio on row 2. Maund took the initial lead from Gooch, Garcia, Pesticcio, Bryn Alban and Mark Henderson. Lap 2 and Gooch took the lead, the following laps saw Gooch and Maund swap places at least four times. Lap 3 Pesticcio passed Garcia for 3rd, but on lap 8 of the 10 lap final, Garcia and Alban got ahead of Pesticcio to make the final order past the flag — Gooch, Maund, Garcia, Alban, Pesticcio and Henderson.

Congratulations to Daniel Gooch on his first win, and well done to Daniel Garcia and Mark Henderson racing for the first time.

Junior Britain/UK. Heats 1, 2 & 3: Jonathan Nicholson, Steve White, Paul Clancy.

Final. Nicholson took the lead with his reed valve Parilla from White, Clancy, Kinsey, Geartrex and Owens. It stayed that way for the whole 15 laps, with everybody pulling away from the driver behind. Not one overtaking manoeuvre in the whole race. A truly professional final!

Combined Gearbox. Heat 1: Michael Cond (125 Nat), Richard Rozhon (P&R), Eryl Thomas (210). Heat 2: Cond, Thomas, Rozhon. Heat 3: Thomas, Rozhon, Roy John (P&R).

Final. Richard Rozhon took the lead from Michael Cond, Roy John and Eryl Thomas. Lap 2 saw Thomas make his move when he passed Roy John, and then 2 laps later he passed Cond to take 2nd. This moment of glory was short-lived as he dropped to 4th behind John, with Ernie White and Adam Fish finishing 5th and 6th.

Senior Britain/UK. Heat 1: Jaime Garcia, Shaun Fulford, Gareth Nicolai. Heat 2: Garcia, Nicolai, Fulford. Heat 3: Garcia, Fulford, Richard Phelps.

Final. Garcia took the lead from Fulford, Nicolai and Phelps. Up to the esses for the first time and Garcia did a complete about turn letting half the field through. Unfortunately, this left Fulford, Robin Davis and Bry Lewis nowhere to go and they also spun. They all managed to restart but now the two favourites were out of the hunt. At the end of the first lap Phelps led from Nicolai, Carl Bryers and Andrew Price with Garcia and Fulford rejoining in 11th and 12th respectively.

Lap 2 and Nicolai took the lead from Phelps, and Price inherited 3rd when Bryers dropped out. Garcia was up to 9th and passed two more to become 7th on lap 4. He certainly had determination

on his side as he proceeded up to 3rd place on the last lap, proving that the race isn't over until the chequered flag drops!

Nicolai took the flag from Phelps, Garcia, Leslie Francombe and 100 National driver Paul Dickinson, who drove from the back to take the National win and 5th overall.

Chris Garcia

Cadet

1 Daniel Gooch — Zip/Comer
2 Lee Maund — ARC/Comer
3 Daniel Garcia (N) — S. Hutless/Comer

Junior Britain

1 Jonathan Nicholson — S. Hutless/Parilla
2 Steve White — Gillard/Solo
3 Paul Clancy — Spectra/TKM

Combined Gearbox

1 Richard Rozhon — Zip/Honda (125 P&R)
2 Michael Cond — Zip/Rotax (125 Nat)
3 Roy John — Zip/Honda (125 P&R)

100 National

1 Paul Dickinson — Gillard/Solo/Rotax

Senior Britain

1 Gareth Nicolai — S. Hutless/Parilla
2 Richard Phelps — Wright/Parilla/Arrow
3 Jaime Garcia — PCR/Rotax
Restricted: Leslie Francombe

H.E.A.T. AT COLD ELLOUGH

Whilst other parts of the country may well have enjoyed traditional Spring Bank Holiday warm weather, Ellough was cold and showery for the 80 plus competitors who had entered for BDKC's third event of 1991 on the 27th May. Spectator attendance has progressively increased since the beginning of the year and this meeting saw a major presence from the Club's 1991 sponsors 'H.E.A.T.'.

Practice and the afternoon's early heats were sufficiently disrupted by the changing weather and track conditions as to cause the programme to be revised and the normal three heats per class reduced to two.

Cadet. Braintree's Thomas Walsh (Allkart) won both heats — the first by taking the lead from Max Stanbury (ARC) on the last corner of the last lap, and the second from flag to flag. Alongside Thomas for the start of the final was brother Jamie (Allkart) and these two, closely pursued by Stanbury, scrapped for the lead for the entire race. Thomas held the lead throughout for a well deserved first Ellough victory of 1991.

1st Thomas Walsh, 2nd Jamie Walsh, 3rd Max Stanbury.

125 National/Open. Both classes were amalgamated with the 250 National and International categories for the two heats. In the National class, Martyn Baker (Spyda/Rotax) from Ipswich won both heats, the first from Steve Carter (Spyda/Rotax) and the second from Andrew Moore (Zip/Rotax). There were no place changes throughout the final, Baker winning from Carter and Moore. In the Open class it was Peter Lazarri (Anderson/Rotax) who not only took both heats but the final as well from Messers Parbury and Gallant (both driving Lazer/Rotax).

125 National: 1st Martyn Baker, 2nd Steve Carter, 3rd Andrew Moore.

125 Open: 1st Peter Lazarri, 2nd R. Parbury, 3rd J. Gallant.

250 National/International. The King's Lynn duo of Neil Gidding (Anderson/Suzuki) and Andrew Hornigold (Aero/Suzuki) renewed their National class battle from the previous BDKC event. Hornigold won the first of the heats having trailed Gidding for the first six of eight laps. Gidding had his revenge in the second heat with a flag to flag victory. The 15 lap final looked set for another close duel but Gidding, leading for the first six laps, was forced to pull out and his neighbourly rival took

the win. Michael Barwick (Zip/Suzuki) took the runner-up spot and Peter Cleal (Zip/Suzuki) 3rd place. The International class saw staunch BDKC competitor Frank Mott (Zip/Yamaha) as the only survivor (and a very popular winner!).

250 National: 1st Andrew Hornigold, 2nd Michael Barwick, 3rd Peter Cleal.

250 International: 1st Frank Mott.

210 National. Lowestoft's Tim Ayers (Kobra) dominated the class throughout the day, leading every lap bar the first of heat one. Behind him John Lyne (Aero), Andrew Mears (Zip) and Tony Ayers (Bullitt) squabbled all afternoon. The final was close but professional, Mears (unable to emulate his more famous namesake's Indianapolis winning style) taking 2nd place from Tony Ayers.

1st Tim Ayers, 2nd Andrew Mears, 3rd Tony Ayers.

Junior Britain. Entries continue to grow with 17 drivers on the grid (in ten makes of chassis), for this increasingly competitive class. Simon Shatford (Zip/Comer) led all the way in heat one with Lewis Richards (Allkart/TKM), Jason Gardner (Ferarri/Parilla), and William Sheldrick (Wright/Parilla) in very close pursuit. Class Championship leader James Beales, having forsaken his TKM chassis for a new Wright, dropped out of the group after 4 laps with a puncture.

The second heat saw Sheldrick force past Beales on lap two for the lead and hold it to the end. Tony Parfett (Super-Dart/Solo) inched out Roddy Burgess (Wright/Parilla) for 3rd place after a storming drive from the middle of the grid. Sheldrick took pole for the final. He made no mistake at the start, was clean away and led for the entire distance but with the pack ready for the slightest error. Gardner held 2nd place from Richards, Burgess and Huffer (Wright/Parilla). Beales was 10th at the end of lap one but overtook Huffer and was into 5th place on lap four. Gardner retired on lap eleven and Beales, try as he might, couldn't quite get on terms with the Cadet graduates Burgess and Richards.

1st William Sheldrick, 2nd Lewis Richards, 3rd Roddy Burgess.

Senior Britain. Norwich's Jason 'Jake' Lane (Zip/TKM) is the man to beat at the moment. In both heats he was to the front by the end of the first lap and stayed there to secure pole for the final. Piers Stanbury (ARC/TKM) chased him hard for two 2nd places with Jason Potts (Wright/TKM) 3rd in both heats. Lane completed his domination of the class for the day by leading from start to finish with Stanbury 2nd. Potts retired on lap eight. Lowestoft's 'Mister 56 Taxis' — Bernie Adamson (Wright/Parilla) — duelled with James Whitlam

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two jets fully in, a pressure test can be carried out. Immersion of the whole thing in a jar full of petrol will point to any leak.

If you are considering stripping your carburettor, replacement of at least the diaphragm gasket and pump gasket has to be envisaged. They cost pennies anyway. These gaskets cannot be installed the wrong way round on a standard Tillotson. All you have to remember is that the gaskets go first, followed by the diaphragms when you put things back together. Diaphragms have a finite life too. Modern engines are fuel thirsty, these components must be working at their full potential when in perfect condition. Regular replacement here will again work in your favour.

With the pump stages out of the way, you can now remove the inlet needle to examine it carefully. Any ridge or mark on the tapered tip means that the efficiency of this component to seal off incoming fuel is impaired and this will seriously affect carburation. A telltale sign is a continuous dripping of fuel from the nozzle check valve after the engine has been stopped. Unfortunately for your wallet, the inlet needle is only available as part of a complete kit. There must be a reason, but don't ask me!

Needless to say, absolute cleanliness is a must when rebuilding carburettors. Racing fuel, carb cleaner (expensive!) or acetone are good medias to use for the purpose. Compressed air is preferable to paper or cloth wipes.

One last check before refitting the pump stages. The inlet paddle lever should be level with the floor of the metering chamber. If it isn't, tweak the lever at the fork end. There is a lot more to be said on the subject, but following these few items of advice should see you overcome the basic problems. A greater understanding will come with experience.

Here we are! This is the end (about time too!). I hope you have enjoyed reading these articles as much as I have enjoyed writing them. Should you decide to take up the challenge and follow the few items of advice offered, I feel confident you will finish up with a reliable engine at the very least.

The quick ones? Well, that's another story.