



Around the tracks. Left. Duncan Pearcey, Blow Styryn Villiers at Wombwell. Centre. Floyd Smith, Ron Garrick, Kenny Pearsall and Darcy Peck at Londonderry, NSW, Australia. Right. Guy Tipping, Hewland-powered at a Maidenhead KC event.

lan Ross-Johnson had his moment. It came at the pit bend, but such was his lead over Rae Davis in third place that he was able to restart and cross the line still securely in second place behind the flying Dave Coyne.

100 McCulloch & 100 Britain. With only one entry in 100 Britain this combined classes race was yet again reduced to 100 McCulloch only. However, B. Bland showed off his skill by finishing in sixth place overall to take the class win. Geoff Francis out accelerated Mark Tilley into Bennetts at the start as the rain began to fall again. At the end of the first lap these two had already carved out a small lead over the pack which was headed by Stephen Bierum, Jim Pitt, Jim Limont and Tom Davis. Limont found a way past Jim Pitt on lap two and then overtook Stephen Bierum one lap later, Bierum continuing to drop back as first Davis and then B. Bland swept past. Geoff Francis eased away from Mark Tilley and the two leaders left the rest well behind as they mastered the poor conditions. Just as it looked as though Geoff Francis had the race sewn up, then Mark Tilley was suddenly on his rear bumper as they started the last lap. Tilley harried Francis around this final lap, made his move at the top pit bend and raced to the line to take the chequered flag. Jim Pitt finished third having displaced Jim Limont on the same eventful last lap.

210 National & 125 National. Another combined classes event with only a single entry in one of them. This time the sole 125 National entry, Andre Couzens, retired from fourth place on lap four leaving the race to the larger engined machines. Joe Sullivan took an immediate lead from G. Brown, Dennis Smith and Andre Couzens as they rounded the first corner with Nigel Watts making an uncharacteristically poor start from pole position back in fifth place. The track was now extremely slippery and the majority of drivers were sliding around it seemingly only just in control. As Couzens slowed on lap four Nigel Watts took the opportunity to pass Dennis Smith for third place, but, by this time the two leaders were well out in front. Joe Sullivan took control of the race as he pulled away from G. Brown with Nigel Watts closing in third place in front of Dennis Smith, Alan Dell and D. Gardner. Ray Baker had held sixth place until lap eight but had retired due to loss of vision caused by spray being thrown up from the track. D. Gardner suffered from similar problems but chose to lift his visor and, although he squeezed by Alan Dell on the line, he was disqualified. Joe Sullivan took a well deserved victory in front of Nigel Watts, Dennis Smith and Alan Dell, G. Brown having spun away second place on the penultimate lap.

250 International. The final was a very processional affair as the drivers struggled to control machines with just too much power for the prevailing conditions. Robin Stoner carried on from where he left off in the heats by taking the lead from the flag and extending it throughout the race. Ernie Hatton held second but could only watch as Robin Stoner pulled away. Shaun Deal fared little better with the leading single cylinder machine and slithered round in third place just ahead of Maurice Stoner, M. Conison and Grank Siriano. The distances between these drivers being approximately 50 yards at the end of the ten lap race. Robin Stoner was delighted with his win, making a clean sweep of all the 250 races.

100 National. Guy Tipping led a full grid round the first lap after making a great start from the third row. In close company at the end of the lap were Ken Churchill, young Robin Webb, Dave Cummings and Stuart Ashwell. The leading bunch already had a twenty yard lead over the next group consisting of J. Halls, Keith Glendenning, M. Crosland, and M. Barber. Dave Cummings moved up to third on lap three and for the next three laps the leaders circulated steadily waiting to pounce should anyone make a mistake. On lap six Guy Tipping went wide on the Esses and Ken Churchill swept past into the lead he was to hold until the chequered flag. Cummings, Webb and Ashwell maintained their positions behind the leaders closing momentarily as back-markers retarded their progress.

Alan & Margaret Del

RESULTS

Junior National

1. R. Grice—Taifun/Hewland
2. J. Brown—Zip K88
3. S. Stapley—Goblin K88

Junior Britain

1. M. Crabtree—Zip/MC91
2. D. Higgins—Zip T70

100 International

1. D. Coyne—Zip K88
2. I. Ross-Johnson—Barlotti K77
3. R. Davis—Devil/Upton

100 Britain

1. B. Bland—Zip T70

100 McCulloch

1. M. Tilley—Remrod MC92
2. G. Francis—Remrod MC92
3. J. Pitt—Hutless MC92

210 National

1. J. Sullivan—Barlotti/GBRD
2. N. Watts—Barlotti/Upton
3. D. Smith—Barlotti/Berton
4. A. Dell—Zip/Upton

250 International

1. R. Stoner—Barlotti/Suzuki
2. E. Hatton—Barlotti/Suzuki
3. S. Deal

100 National

1. K. Churchill—Sprint K88
2. G. Tipping—Zip/Hewland
3. D. Cummings—Barlotti K88
4. R. Webb—Lynx/Hewland
5. S. Ashwell—Kestrel/Hewland

CHASEWATER

Chasewater KC's April meeting was held on the 10th in extremely poor weather conditions, with driving rain and low temperatures all day. With 90 drivers on the entry list it looked as though a good day was due to be had by all. Unfortunately your scribe was unable to be present all day as a result of which only a brief report is forthcoming.

Junior Britain. Was won by Nigel Mitchell by a fair margin from Michael Woodward. The only other finisher being P. Cooke who only completed some half dozen laps.

Junior Nationals. Were led from start to finish by Robert Cooper in great style having mastered the conditions with Roy Cotterill, brother of the infamous Lee, hanging on like grim death in what was also a fine performance from a relatively inexperienced driver. In third place was Andrew Morgan who followed the first two round at a respectful distance.

100 National. Was won by Martyn Anker who led from start to finish being hotly pursued as usual by Paul Wilkes and initially Laurence Hackett who disappeared on the 9th lap and whose place was taken by Keith Beckley, this being the final finishing order.

Continued

KARTING