

per around the same bend. The last to qualify behind Hellberg was Grigoletto, who had to struggle all the way to keep Olsen back.

**Pre-Final.** After 4 rolling laps Riva got the race away, with Sospiri and the outside line gaining a distinct advantage into the first bend. The inevitable start bend collision involved Ingall, but he was lucky enough to be able to restart. Soon the small leading group of Sospiri, Zanardi, Visco and Munkholm had begun to pull away from Gounon and the next group. Meanwhile further down the field the qualifiers from the repechage were making steady progress, with Modena 19th and Cotterill 18th after a superb start. On lap 5 into the start bend Munkholm forced his way past Visco for 3rd place, whilst the flying Cotterill had now caught up with the long midfield pack and had started to whittle his way through them. By the halfway stage on lap 11, the leaders had begun to spread out a little with Sospiri having a slender lead over Zanardi, whilst Gounon had caught up with Visco and Munkholm. It was about this time that Modena seemed to engage top gear, enabling him to slip past gear, enabling him to slip past two drivers in a bend, whereas anyone else would have to struggle to pass one.

Lap 16 and Gounon who had been challenging for third place suddenly struck carburettor problems and expired. Handling now became another problem, with karts lifting onto two wheels around some of the tighter corners. With 5 laps to go, Zanardi became to slow and was soon passed by Visco before falling into the clutches of Mazzotti, Munkholm and Frentzen, and collided with one of them at the start bend with 2 laps left. Back in the midfield the lifting problems caused Glauser, Grigoletto and Henriksen to collide. By the end 5th position onwards had totally changed, and consisted of a nose to tail string of Garelli, Modena, Cheli, Johansson, Eglem and Cotterill. The two repechage winners had provided a superb display of driving from the rear of the grid in such a competitive field. After 22 laps Sospiri took the chequered flag with Visco a short way behind.

**Final.** As the karts returned to the dummy grid after their two warm up laps, Frank Eglem began frantically gesticulating to his mechanic Peter de Bruyn that the slide body of his carburettor was loose. As they tried to effect repairs the organisers went beserk, so the kart was removed to the paddock entrance to complete the repair.

From the line Visco was slow starting, and it was Sospiri who took the lead. Rounding the first bend Garelli hit the inside kerb and bounced back across the track into Cotterill, putting an end to the latter's race. By lap 3 Modena had moved up to 4th behind Sospiri, Visco and Munkholm,

whilst Frentzen who had had a very poor start was now stuck behind Cheli, with Johansson on his tail. By lap 5 Sospiri had begun to pull out a small lead over the chasing group, and on lap 6 Modena slipped past the inside of Munkholm in the top corner for 3rd place. Modena now started to weaken his carburettor mixture, giving him enough extra to be able to slide inside Visco at the first hairpin on lap 9. Sospiri now began to extend his lead, whilst Modena and Visco had dropped Munkholm.

By lap 14 Modena had not gained on Sospiri, and Visco had begun to lose ground as his kart began to tip up on two wheels from too much grip. The four leaders had now spread themselves out at regular intervals, and it was not until lap 18 that Modena again appeared to suddenly change into top gear and close on Sospiri. On the same lap. 3rd place Visco ground to a halt with a seized motor.

By lap 22 Modena had caught up with Sospiri, whilst Cheli had moved into 3rd in front of Munkholm and Frentzen. With 3 laps to go Modena came out of the last hairpin inside Sospiri, giving him

the inside line into the fast sweep onto the main straight, Sospiri let him through and just outmanoeuvred Modena a few seconds later for the lead at the start bend. Modena now began to cling to the leader's bumper awaiting his chance, but it was not to be and he had to be contented with 2nd place.

**Report & photos by Norman Box**

Results		
1	V. Sospiri	I DAP/DAP
2	S. Modena	I DAP/DAP
3	G. Munkholm	DK Dino/Dino
4	E. Cheli	F Kali/PCR
5	H. Frentzen	D Dino/Yamaha
6	N. Johansson	S Birel/Parilla
7	C. Blanken	NL Kali/PCR
8	U. Borghetti	I DAP/DAP
9	P. Hellberg	S Birel/Parilla
10	S. Montani	I Allkart/PCR
33	Jeremy Cotterill	GB Kali/Yamaha



**The last lap Sospiri leads Modena**



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

At last a dry day for the Camberley meeting on 22nd April at Blackbushe.

**Junior Britain.** Johan Dackner took the lead on the second lap and held it to the end. John Bowden led on the first lap and thereafter was in 2nd until the flag. 3rd spot went to Denzil Titherley who was a winner here on his last visit. Our first Junior Booster was Jamie Escott out on his Lynx Arrow.

**Senior Britain.** Another start-to-finish performance in this final, this time it was Craig Booth who showed the Britains the way. Safe in 2nd place was Victoria Philip-Bates, having held this position throughout. In 3rd was Patrick Smith until the tenth lap when he dropped out to be replaced by Don Thacker, who had fought his way up from 9th on the first lap.

**210/250.** Les Saunders must have considered that this race was in the bag, having led from the start, on his 210. However on the last lap the two 250s of Melvin Spree and Gerry Wilton got by to take 1st and 2nd respectively. Les finished 3rd to take best 210 yet again.

**125.** Roger Northage won this final after moving to the front on the second lap, 2nd went to Robin Stoner. Maggie Dell was 3rd

throughout and there was little position changing after the first lap sort out.

**100 National Novice.** The novices had a race to themselves and yet again our race winner led from start-to-finish — Martin Bond down from the Hunts Club. 2nd spot went to Peter Jenkins, having moved up from 3rd at half distance. Mark Homer held 2nd for four laps and then dropped back two places so Graham Bushell finished 3rd.

**100 National.** The 15 lap final was dominated by Andrew Colson, with Peter Giddings taking 2nd. There were not as many position changes at the front which must have pleased the leaders but makes it difficult to write an interesting report!

**R. Abbey-Taylor**

#### RESULTS

##### Junior Britain

- 1 Johan Dackner — Lane/TKM
- 2 John Bowden — Dino/Arrow
- 3 Denzil Titherley — Jeta/DAP

##### Senior Britain

- 1 Craig Booth — Dart/Arrow
- 2 Victoria Philip-Bates — Reema/Arrow
- 3 Don Thacker — Jeta/DAP

##### 210/250

- 1 Melvin Spree — Zip/Honda
- 2 Gerry Wilton — Barlotti/Yamaha
- 3 Les Saunders (210) — Zip/Villiers

##### 125 National

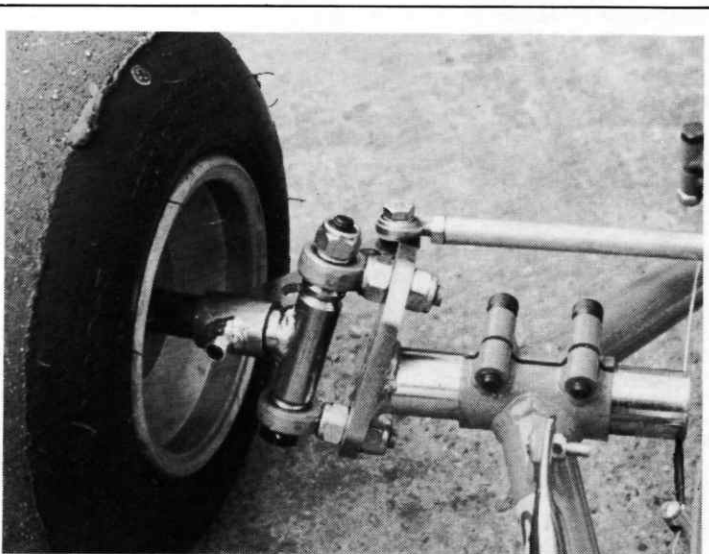
- 1 Roger Northage — Barlotti/Rotax
- 2 Robin Stoner — Barlotti/Yamaha
- 3 Maggie Dell — Zip/Rotax

##### 100 National Novice

- 1 Martin Bond —
- 2 Peter Jenkins —
- 3 Graham Bushell —

##### 100 National

- 1 Andrew Colson — Dart/Arrow
- 2 Peter Giddings — Dart/Parilla
- 3 Chris Hawes — Dart/TKM



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