

RACING



ROUND UP

Buggies at Worlds End

BUGGY RACING by its very nature is dependent upon good weather for maximum enjoyment, a fact that any Off-Road enthusiast will heartily agree with. Particularly those drivers who were racing at the World's End pub last July 11th as glorious sunshine was the hallmark of the day's racing. Race Director, Colin Spinner, and his fellow Worlds End club members had undoubtedly worked hard to provide a first class circuit which would test the drivers' ability whilst still being enjoyable. Some of the hazards to contend with (apart from oneself and the other drivers) were the water trough, ramp-jump and a tricky grit-covered tarmac stretch. No clear straights were included, although if the right lines were taken into the corners it was virtually flat-out all the way round.

A full entry of drivers had been recorded. Drivers travelling from as far away as Kent, the Chesterfield clan were present headed by Derek 'Messiah' Bailey, a title awarded by the Chesterfield branch of Sycophants Anonymous. The cars were (as usual) ninety per cent *Tamiya* on which the two class formula is based 'Rough Rider/Sand Scorcher' — 540 powered and Holiday Buggy/Sand Rover — 380 powered. Nevertheless three of the new 'Digger 10' buggies were present from stateside company *Bolink Ltd*. The three proud owners were Robin Schumacher (Mr. Schumacher is soon to become the UK importer) Colin Spinner (now there's a surprise) and yours truly. It was with some reservations that I had brought the 'Digger' with me, the reason being that I wasn't sure whether it would be eligible for racing, even though there are no Off-Road rules available to say otherwise. Nevertheless, fearing the worst, my trusty 'Rough Rider' was stowed in the boot of the car — just in case. The driver's briefing was given by Colin Spinner and laid out the basic racing format following by the judging of the Concours entries. This was done by *Taylor & McKenna* man, John Bicknell, and the landlord from the Worlds End pub, both of whom plumped for the Holiday Buggy entry of Anthony Hill.

The racing itself was soon under way and proceeding smoothly with drivers for each heat ready to race almost straight away.



Above: Robin Schumacher with the new Bo-Link Digger, now imported by his father and distributed along with the regular Schumacher products. Right: water splash and alternate route at World's End, shown in general view below.

Even so, the large entry of drivers meant that only three rounds of heats could be accommodated, no semi-finals were run and the finalists would be straight through qualifiers.

The ever-present heat was beginning to cause problems — though certainly not for Bob Bamford of the Worlds End Public

house — no, the main problem was overheating of batteries, trying to fast-charge Ni-Cads directly after your heat was not to be recommended. Various methods of cooling the batteries before charging were being used from spraying them with carbon dioxide spray-gun canisters to throwing them in a camper's cool-box.

The first round of heats were fairly commonplace in that the majority of drivers hopefully found out what was wrong with

