

Black Widow Carburettor

Although based on many components from the conventional Tillotson diaphragm carburettor, the Black Widow by LC Products in Sweden, and imported by Bill Sisley, is alike it's original no more than comparing a Mini custom built for a film star to that produced

NEW 125 CHAMPIONSHIP

Dave Atkinson of DMA, Ted Harris of Service Garage Honda and myself intend to run a six or seven round championship for piston and/or reed induction air cooled 125 engines, i.e. non-rotary valve. This class is designed to make use of the large quantity of perfectly good YZ Yamahas, CR Hondas, Aspes, etc., that since the introduction of the current disc valve motors have become uncompetitive. This will provide racing for many people who had considered retirement rather than buying new equipment again.

Points will be awarded as follows 1st 100pts, 2nd 80pts, 3rd 64pts, 4th 51pts, then 41, 33, 26, 21, 17, 14, 11, 9, 7, 5, 4, 3, 2, 1 for 18th place with 5 out of 7 rounds to count. Venues will be the larger short circuits and the smaller long circuits. The first meeting is scheduled for April. Interest to date is very good. We hope to have 40 entries so that we have two grids on short circuits and 1 full grid on long circuits. If there is sufficient interest we may be able to get our own grid for Silverstone GP.

This is, in these times of economic stringency, a cheap way of newcomers getting into gearbox racing and a way of providing racing with evenly matched equipment.

Regulations will be as current RAC Rulebook but tyres will be limited to 1981 regulations at short circuit meetings.

Substantial prizes have been promised in the form of cash and goods but the primary idea is to provide inexpensive racing. Entry fees will be the same as the standard fee for each meeting's venue.

Any person interested please contact me on 0782 542621 days or 0782 503908 evenings.

R. J. Clowes

A 250 CHAMPIONSHIP?

Sir,

I am concerned, together with many others, that gearbox karting is becoming either too uncertain or too expensive for people to afford. We have almost lost the Villiers class which always guaranteed good grids at both long and short circuits and we have lost a large number of competitors from 250 International because there is no longer a cheap method of building competitive equipment.

To the majority of competitors it is the initial outlay that provokes the most resistance from wives, dependants, bank managers, etc., when considering starting this sport. Running costs in general do not create unmanageable dents in bank accounts, but having to buy completely new engines and chassis every year is precluding all but the most affluent.

The increase in 125 racing does not match the numbers lost from 210 National and 250 International over the last two seasons even if you take into account the slight fall in living standards and a doubling of unemployment. The 250 National class is being put forward as the alternative but this is still a multi-engine class with new updated, unmodifiable engines introduced every year. Also most of the engines were designed for lower revving moto-cross use and create various thermal, mechanical and vibration problems when used at road racing speeds.

I suggest we create a class for TZ Yamaha motors up to 'G' spec. that can be built on road crankcases etc., for less cost than buying a new motor in any of the other classes. These motors are designed for racing speeds, they could be used for year after year; spares always being available for 8 to 10 years from Yamaha.

I am most definitely not against the development of the Superkart class but their progression must be economically realistic. At the moment the equipment changes seem to benefit the dealer more than the competitor.

Anyone interested in single engine TZ, F, G, Yamaha class please contact me.

Yours faithfully, R. J. Clowes, Motivation Design & Development, Bagnall, Stoke-on-Trent, ST9 9JW.

by Leyland. The butterfly throttle is replaced with a shutter slide mechanism in a similar way to that adopted by many other brands but it is in the range of alternative, and inter-changeable, bore sizes that it is unique.

Superb precision inserts slide on to registers to reduce the inlet bore, venturi and engine-side bore to three smaller diameters should the full size want tailoring. Amongst the bores available are 24.5, 25.5, 26.5mm plus the fully unrestricted of 28mm. This is one of the nicest products we have handled for a long time and it is hard to think of anything specially made for karting that can match it's quality.



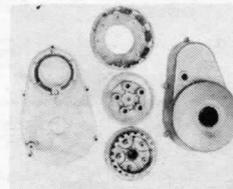
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