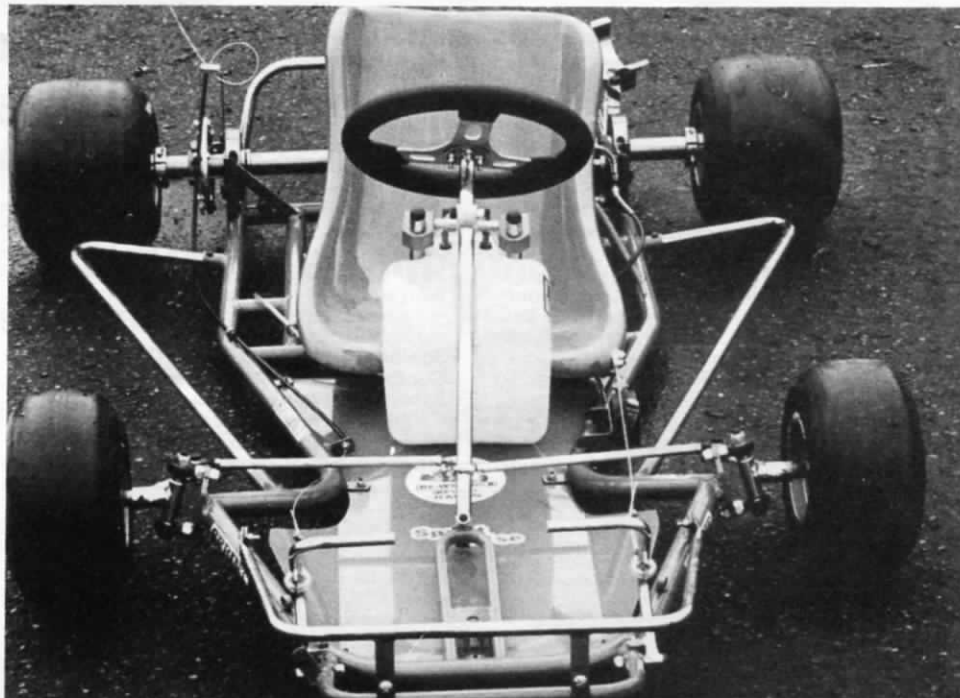




Paul Deavin is happy with the new 'baby'.

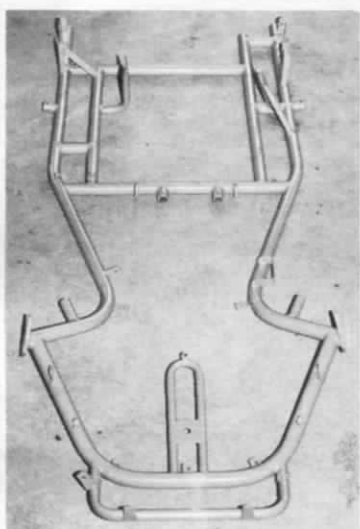
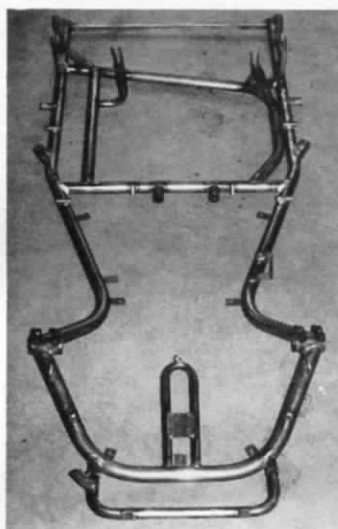
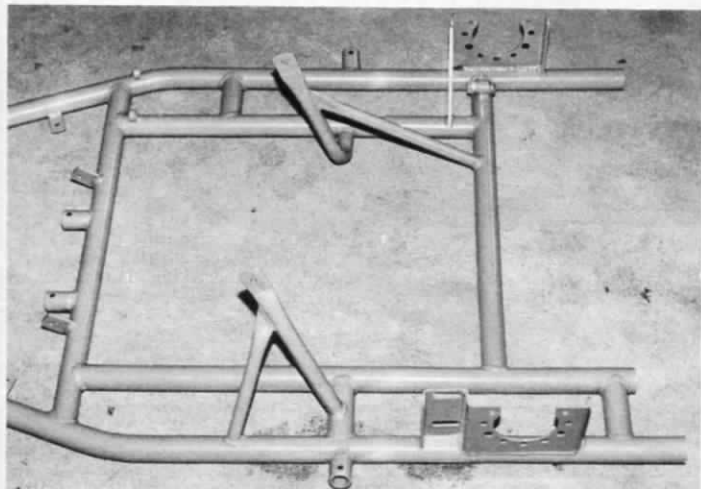
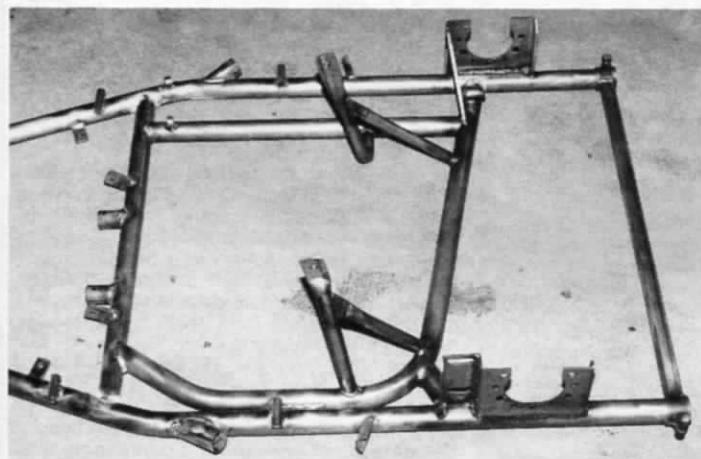


THE NEW DEAVINSON SPRINT CIK-2

To coincide with the latest CIK homologation, Deavinsons have brought out a new model reflecting a quite different approach and design philosophy. At the front there are substantial changes to the stub axle and yoke assemblies so that the former take over much of the responsibility for varying the geometry to suit track conditions and driver preference.

There are considerable changes in the frame layout to the rear of the cross-member under the seat to make a four rail chassis similar to that once used for dual engine karts. The wheelbase is increased from 104 to 105cm and the tubing is 30mm.

The aim has been to create a frame that will handle with any of the major makes of tyres, and part of the exhaustive testing of prototypes included the World Championships at Jesolo. Demand is already such that the batch of 50 for CIK homologation was insufficient for the initial orders, and more had to be produced prior to the inspection.



▲ The new frame is to the right.

◀ Old and new (lower) rear construction.

▼ New pattern stub axle is to the right.

