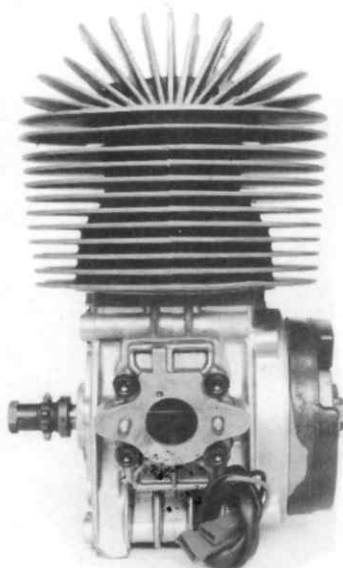
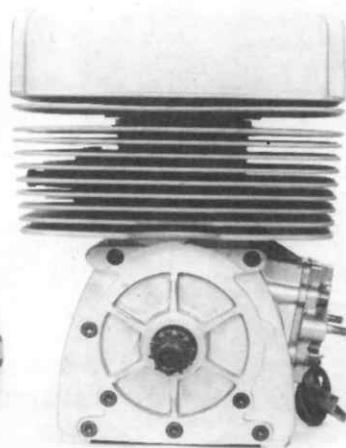


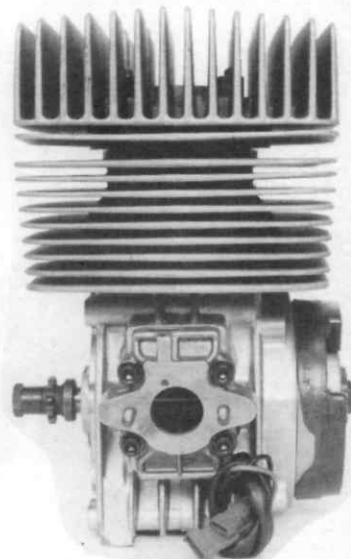
The T91 with top half of the T70TT and reed induction.



T91 reed induction.



The T92 with top half of the T81 and reed induction.



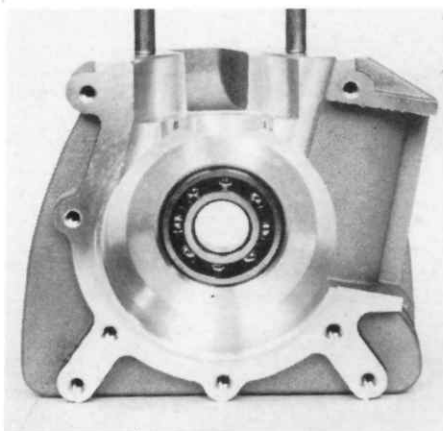
Despite difference in stroke, T92 uses same crankcase style as T91.

DAP

PRODUCTS FOR 1983

It is obvious from the motors homologated by DAP that they see the benefits of a logical structure to their motor range as well as maintaining a firm grasp on the American market. The 100cc motors gain a most important addition in the rotary valve section by way of the T75.

This is a purebred racer, consisting as it does of the legendary T70TT but with the stroke enlarged from 54 to 54.5mm, thus making it the first to break the 54 barrier. Coupled with a 48mm bore this gives a capacity of 98.57cc. Aimed at the Intercontinental A class, the Junior World Championships have also been well considered by means of a pre-restricted



Inside the reed induction crankcase common to the 100cc T91 and T92, and the 135cc T62.

rotary valve cover that can be opened out for seniors. The other 100cc motors are two reed valve units called the T91 and the T92.

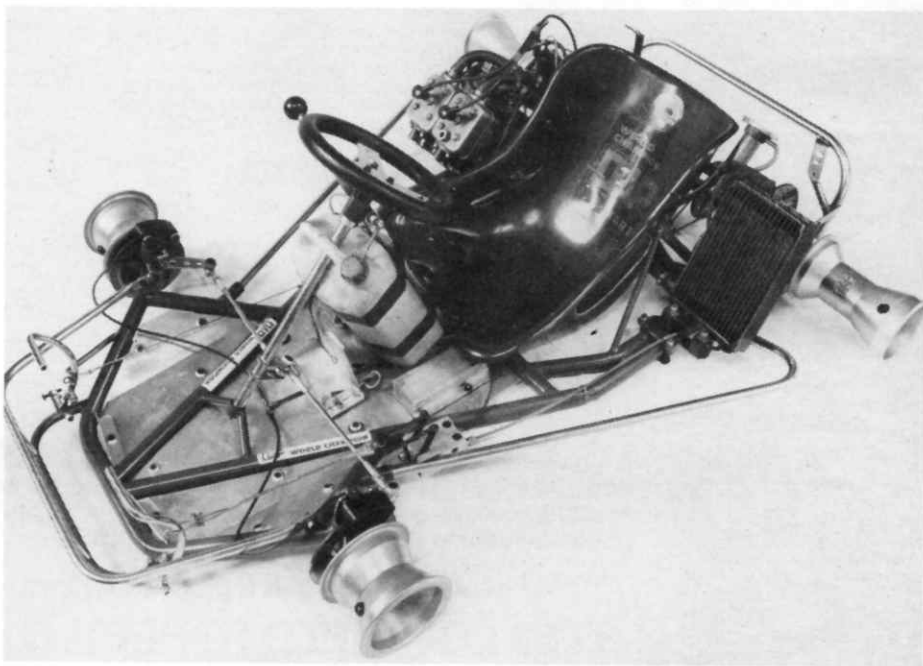
The T91 has the cylinder head and barrel of the T70TT and that latter engine's stroke of 54mm. There is a new crankcase into which the reeds feed with an upward inclination. The T92 has the same new style crankcase as the T91 but runs the short stroke of 48.5mm coupled with a 50.7 bore. The cylinder head and barrel are those from the T81. All three 100cc motors are TT.

The 135cc class gets two new models

is prohibited (unless homologated) for 135cc Intercontinental B used in the 145kg class.

The T62 is the same as the T61 but with the crankcase style of the T91, in other words it has reed valve induction into the crankcase, an addition to the range which American customers will particularly welcome. All models listed have a 100mm connecting rod whether 100cc or 135cc.

Not only have DAP homologated a 2 bearing Grand Prix '83 kart of 104cm wheelbase and using 28mm tube, but they have also put in a 125cc frame. This uses 3 bearings, 30mm tube and a 104cm

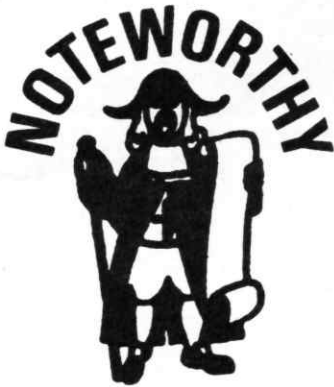


The new 125 DAP homologated frame looks very 'macho' with the new DAP 125cc motor.

despite DAP's well known dislike of the category. The T61 is like their T60, having a 54mm stroke with 55.5mm bore but it is now 5 ported as homologated for although this modification could be done to the Formula K World Championship motors, it

wheelbase. The really exciting news is that they have come up with a motor for the Formula C 125cc class. The engine is a jewel of a parallel twin with water cooling. It had its origins in the motor used so successfully by Franco Baroni who won the

CIK title so many times. Like the fabulous Konig, it has a single rotary valve with a cutaway for each cylinder and this is driven by a cogged belt. There is a 6 speed gearbox and as part of the rationalisation for production, existing DAP components are being incorporated where possible.



The 1983 CIK Championship events got underway with the CIK Open All Africa Championships in mid January at Zwartkop Raceway in South Africa. The two classes run were 100cc Intercontinental A and 250cc Formula E and a considerable number of overseas drivers travelled out for some winter sunshine.

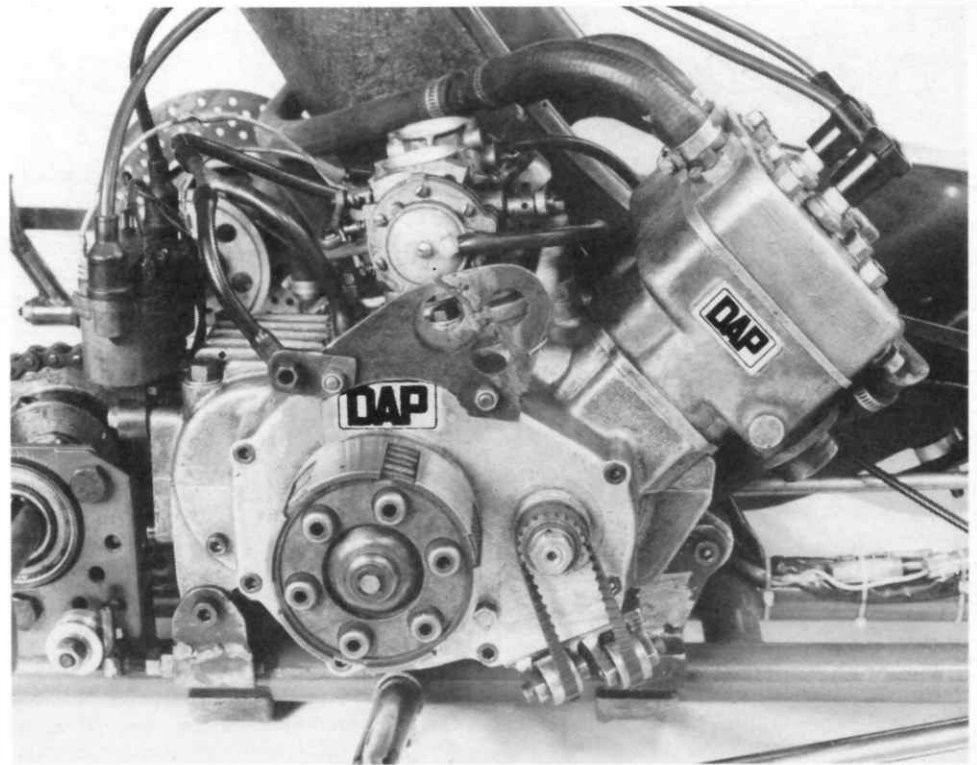
There had to be a restart of the 100cc pre final after an accident in which Mike Prescott and Arthur Oates received injuries. Initially Switzerland's Paul Guedel had the lead but victory finally went to Bernard Schneider followed by Guedel and Frank Schmickler of Germany.

Lennart Bohlin, the flying Swede, ran with a Swiss licence in a 250cc class to avoid political troubles back home. Derick Irving of South Africa won the 250s from Lennart Bohlin and Hennie Meyer of South Africa.

A short and long circuit version of a new 125cc chassis by Simon Wright is now available, Immaculately turned out as always, the short circuit type has a 106cm wheelbase, 30mm tubing and 2 bearing rear axle, with extra wide engine rails. A class 1 type sliding engine mount incorporates Metalastic mounting bushes. There is a hand clutch and the brakes can be adjusted in seconds.



The Wright 125 with right hand mounted motor.



The DAP water cooled twin cylinder 125cc for Formula C. The single rotary valve is at the back of the engine under the dual Tillotson carburetors.

The engine drive sprocket is outboard, there is a lightweight fibre woven seat and the wheels are 100% machined and have spigots. The nerf bars are lightweight, detachable and interchangeable. Fixed pedal pivots stop chassis wear and there are PTFE Rose joints.

The Regs are out for the World Cup at Morecombe on May 29th and 30th with the classes included being 250 International, 125 International, 210 National and 100 National.

Seminars are being held for motor sporting Stewards and Clerks of the Course on February 26th at 31 Belgrave Square, London, February 27th at Silverstone, March 13th at Chippenham, Wilts., March 26th at the Royal Scottish AC and March 27th in Leeds.

Peter Haywood and Paul Molloy have combined talents and resources to create Stratos Leisure Ltd., at Royston. The

Stratos range of karts includes new models for 100cc and 135cc and they also cater of course for all the gearbox classes. Molloy's expertise at creating proven power increasing exhaust pipes is well known and PMP pipes will be featured on the team outfits. It is hoped to have Paul Elmore racing in the Superkarts with Molloy continuing his winning ways in the 125.

The Regs are out for the 1983 Super One Series — the Green Man plus SAM replacement and all except Junior International and 135 look like being fully subscribed. Juniors in particular are reminded, whether for Britain or International, to send off their registration fee of £30 to Bob Herbert, 46 Frinton Road, Collier Row, Romford, Essex RM5 2EP. Clubs holding the Series are guaranteed a minimum of £1050 per meeting and all the details have been carefully gone into so that clubs and competitors are in no doubt as to their obligations. Cash prizes and lavish trophies are given at every round and the concept of the spread over five classes from Junior Britain via 100 National to 135cc looks like being a good one. Dartford Karting have announced that they are giving £250 cash to the winner of the 100 Britain section if he is using a Dart kart.

The Eastbourne KC has taken over the organisation of the 100 International Premier Series with the prize fund in cash and goods now totalling over £1200. For more information phone Roger Pope on Eastbourne 638518 or Jim Needham on Swanley 62457.