

# *Gippsland Kart*



# *Racing News*

Newsletter of the Gippsland Go-Kart Club Inc. Reg A3138F  
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**June 2008**

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**NB.** The deadline for all newsletter correspondence is 2<sup>nd</sup> Thursday of each month

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<b>Other Members</b>	Graham Clarke	0409006447
	Sean Binney	56255520
	Scott Rae	0408617476

**COVER: Some of the Gippslanders at Coffs Harbour.**

## *This Month in Karting:*

May Club Day saw numbers down a bit in some classes but with close and exciting racing being enjoyed by all.

After the last newsletter I was approached by some that have old photos and memorabilia from past club history. If any members have any that they would like to share please see me especially seeing that next year will be the clubs 21<sup>st</sup> year.

I recently travelled up to Coffs Harbour to see the East Coast Over 40's Titles. It was great to see a large contingent of Victorians who attended the event. Good results were achieved, with Wayne Funston winning Rotax Superheavy, Greame Monds gaining 2<sup>nd</sup> in Rotax Heavy 50+ and Peter Richards 4<sup>th</sup> Rotax Heavy. Conditions were good weatherwise with Friday, Saturday around 23 degrees until the finals and most of the finals were held in heavy rain.

See you at the track - *Clarkey.*

### *Marriott's Motorcycles and Power Equipment*

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<b>JUNE</b>		
May31/1 <sup>st</sup>	All Stars Series / Winter Cup	Geelong
7 <sup>th</sup> /8 <sup>th</sup>	North West Kart Titles	Mildura
15 <sup>th</sup>	City of Wodonga Titles	Albury
22 <sup>nd</sup>	Country Series Round 3	Warrnabool
29 <sup>th</sup>	Closed Club Day	All Clubs
<b>JULY</b>		
6 <sup>th</sup>	Sun Centre Titles	Swan Hill
13 <sup>th</sup>	Handbury Titles /Country Series Round 4	Hamilton
19 <sup>th</sup> /20 <sup>th</sup>	Golden Power Series Round 3	Bendigo
29 <sup>th</sup>	Closed Club Day	All Clubs
<b>AUGUST</b>		
3 <sup>rd</sup>	Open Meeting	Wimmera
9 <sup>th</sup> /10 <sup>th</sup>	Australasian 'C' Grade Titles	Gippsland
10 <sup>th</sup>	Open Meeting	Mildura
16 <sup>th</sup> /17 <sup>th</sup>	City Of Melbourne Titles	GKCV
24 <sup>th</sup>	Tankworld Open	Swan Hill
31 <sup>st</sup>	Closed Club Day	All Clubs
<b>SEPTEMBER</b>		
6 <sup>th</sup> /7 <sup>th</sup>	Open Meeting	Rochester
6 <sup>th</sup> /7 <sup>th</sup>	Rotax Nationals	GKVC
13 <sup>th</sup> /14 <sup>th</sup>	Junior Sprint Classic	Eastern Lions
20 <sup>th</sup> /21 <sup>st</sup>	Australasian Kart Titles	Goulburn Valley
28 <sup>th</sup>	Bendigo Country Titles	Bendigo
<b>OCTOBER</b>		
5 <sup>th</sup>	Closed Club Day	All Clubs
12 <sup>th</sup>	Country Series Round 5	Portland
18 <sup>th</sup> /19 <sup>th</sup>	Southern Classic	Oakleigh
25 <sup>th</sup>	Closed Club Day	All Clubs
<b>NOVEMBER</b>		
1 <sup>st</sup> /2 <sup>nd</sup>	Golden Power Series Round 4	Eastern Lions
8 <sup>th</sup> /9 <sup>th</sup>	Shane McPhee Memorial	South West
8 <sup>th</sup> /9 <sup>th</sup>	Over 40's Grand Prix / Vintage Demonstration	Goulburn Valley
15 <sup>th</sup>	Southern Zone Series Final Round	Albury
15 <sup>th</sup> /16 <sup>th</sup>	Val & Joyce Findlay Memorial/ Formula 100 Nationals	Geelong
23 <sup>rd</sup>	Country Series Round 6/ Mort Page	Ballarat

	Memorial	
30 <sup>th</sup>	Closed Club Day	All Clubs
DECEMBER		
6 <sup>th</sup> /7 <sup>th</sup>	Victorian Closed Titles	Bendigo
13 <sup>th</sup> /14 <sup>th</sup>	VKA "Karter Of The Year" Presentation	TBA

*Gippsland Go Kart Club Inc.*

*General Meeting.*

*10/06/2008*

The general meeting of the Gippsland Go-Karts was held at our clubrooms, on Tuesday 10<sup>th</sup> June, and was declared opened at 8.05 pm by Vice President Glenn Walls.

**Present:** Anita & Barry Stratton, Glenn Wall, Henryk Latus, Wayne Russell, Scott Rae, Peter Key, Sandy & Hailey Straughair.

**Apologies:** Graeme & Jeannette Monds, Kevin & Marj McKinnon, Phil Lane, Kelvin Jeffrey, Darryll Brand.

**New Members:** The club would like to welcome Gary & Justin Constable, we hope you enjoy your time with us and have some great racing.

**Minutes from last Meeting:** The minutes from the last meeting were read by members present, Moved by Henryk Latus and 2<sup>nd</sup> by Wayne Russell that they be true and correct.

**Treasurers Report:** The treasurer's report was held over, due to the treasurer being absent. Get report next month.

**Business Arising:** NIL.

**Delegates Report.** There was no verbal delegates report, as we were not at the May meeting, these reports are from the minutes the club received.

**State President:** the meetings are going great in regards to the entries at race meetings.

**State Delegate: NKC 12/13<sup>th</sup> April Meeting outcomes:** Stewards schools to be looked into – the Stewards are going to look at the format for schools to make them more interesting and also have an outline accreditation for higher grade stewards – the stewards committee to look over this at the June conference.

**Midget parity:** Testing that the National technical coordinator had done was inconclusive I believe as the weight parity was not there and he used Elf fuel which our state does not. The NKC moved to put the weight up for now for the competitors using a Yamaha KT 100J engine to 95kg. – a report will be discussed at the June committee conference.

**Leopard carby:** Clarification was passed by the NKC.

Inconsistency of the Rotax cylinders – Discussion on the JMAX cylinders and the Rotax cylinders and the problems we have – the JMAX is on hold until IKD comes back to the NKC with measurements and or gauges.

**Telephone Hook up 6<sup>th</sup> May, outcomes:** Ralph van Doorn – Reimbursement for parity testing Midget. It was moved that we pay the account for the amount of \$925.00 for the testing.

CIK has been deferred until 2009 there were not enough teams after the closing date therefore the NCK's ruling was it was not to go ahead. Some states felt that we should revamp it for 2009. It was also felt that maybe the AKA should cut their losses and sell the engine.

**Control Air box:** The inconsistency of the controlled airbox was discussed and issues that have arisen at race meetings causing the concerns. Chris Dell was included into the hook up and informed of the concerns on the airbox. Chris is getting back to the AKA on the concerns and what is to be done.

**State Steward Coordinator:**

**12-13/04/2008. Golden Power Series Rd. 2. Rochester.**

Rule 16.05 (iii)	Pg. 92	Rejoining Circuit.	1 place penalty.
Rule 5.01 ®	Pg. 46	Weight infringement.	Exclusion heat 1.
Rule 5.01 ®	Pg. 46	Weight infringement	Exclusion heat 2.
Rule 5.01 ®	Pg. 46	Weight infringement.	Exclusion heat 2.
Rule 5.01 ®	Pg. 46	Weight infringement.	Exclusion heat 2.
Rule 5.01 ®	Pg. 46	Weight infringement.	Exclusion heat 2.
Rule 16.14	Pg. 94	Ducking head.	\$50.00 fine.
Rule 5.01 ABD	Pg. 46	Foul Language Etc.	\$ 50.00 fine.
Rule 16.05 (iii)	Pg. 92	Rejoining Circuit.	150 point penalty.
Rule 41.12	Pg. 232	Extra hole circuit plate.	Excluded from meeting. 1 Month suspension.
Rule 41.12	Pg. 232	Extra hole circuit plate.	Excluded from meeting. 1Month suspension.

**20/04/2008. Country Series Rd. 2 Cobden. (SouthWest)**

Rule 16.05 (iii)	Pg. 92	Rejoining Circuit.	10 place penalty.
Rule 16.13 (a)	Pg. 94	Kart Contact	\$50.00 fine.
Rule 19.17 (a)	Pg. 118	No transponder.	Exclusion from Heat 1.
Rule 16.08	Pg. 93	Assistance restart.	\$50.00 fine.
Rule 5.01 (w)	Pg. 46	Fail to obey order	\$50.00 fine.
(REFUSED TO PAY LICENCE RETAINED).			
Rule 19.17 (a)	Pg. 118	No transponder.	Exclusion heat 2.
Rule 16.13 (a)	Pg. 94	Kart contact.	\$50.00 fine.
Rule 16.13 (a)	Pg. 94	Kart contact.	\$50.00 fine.
Rule 16.08 E (i)	Pg. 93	Alight from kart then re-entered & continued to race.	\$25.00
Rule 16.02	Pg. 92	Drive opposite direction.	Exclusion from final.

**All Stars Series Rd. 2 GKCV. 04/05/2008. GVKC Cup.**

Rule 16.13 (a)	Pg. 94	Kart contact.	50 Point penalty.
Rule 15.01 ®	Pg. 46	Weight infringement.	Excluded heat 1.
Rule 15.01 ®	Pg. 46	Weight infringement.	Excluded heat 2.

## **Race Report:**

**Coffs Harbour:** Some our members travelled to far NSW, to compete in this annual race. Here are some of the results: Wayne Funston 1<sup>st</sup> Rotax S/Heavy. Graeme Monds 2<sup>nd</sup> 50 years & Over, Peter Richards 4th Rotax 40-48yrs. Brian Milkins. 8<sup>th</sup>, Brain Golding 14<sup>th</sup> & John Schena 15<sup>th</sup> these 3 in C/man heavy. Graham Clarke will probably have more details of the event. but they had very heavy rain.

Correspondence In and Correspondence out was accepted by members present.

**General Business:** Max has finished the plumbing, the lights have also been completed by Henryk. Thank you both.

Peter Key moved a motion that we go ahead and pay for someone to complete the toilets. The motion was 2<sup>nd</sup> by Wayne Russell, all members present passed the motion. This job has already been started.

Blue metal has been laid in pits for cars to travel on.

Hailey Straughair has offered to do the race secretary's job, going to come and work with Peter to see how things are done, and what paper work has to be collected, and sent away at the end of the day.

There was a discussion on classes, Clubman light and Tag?

**HELP:** We need some help for the "C&D" titles, as there are a few jobs that have to be done, directing parking in the spectators carpark. and kart retrievers. Please help, give Graeme your name if you can help.

Anita bought up the cost of spirits now to purchase eg. Jim Beam, a motion was moved by Scott Rae that we increase the price of spirits to **\$5.00** 2<sup>nd</sup> Wayne Russell, as from the June meeting.

**"C & D" Titles:** There are supp regs in the clubrooms if anyone is interested, the books are open, we are only taking the grid 24. The supp regs are on the internet now.

Members who wish to order their lunches on race day, would you please put your order in by 9.30am that will give the girls time to get them ready, and ensure that you have what you want. This will be a great help to us.

**Members please keep reading the notice board in the clubrooms, as there are addendums that will be of interest to you.**

**Personnel for race day Sunday 29<sup>th</sup> June, 2008**

**Clerk of Course: Graeme Monds.**

**Stewards: Peter Key, Phil Lane, Andrew Broadbent.**

**Scales: Jeannette Monds. Marshall:**

**Scrutineers: Graham Clarke & helpers. Starter: Scott Rae.**

**Announcer: Geoff Medew. Lap Scorers: Irene Cole, Sandy Straughair, Sharon Lowater. Flags: Moe Lions and Moe Apex.**

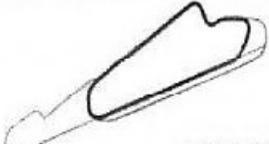
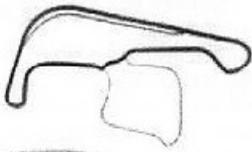
**If any of the above personnel cannot do the allocated job they are named for, could you please ring Anita on 51 74 3870 before Thursday 26<sup>th</sup> June, 2008.**

Meeting closed 9.00pm. Next meeting: 8th July. 2008 8pm start.

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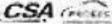
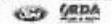






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## Club Day – May Club Day

Leopard	Clubman Pro	Midgets A
1 <sup>st</sup> Matthew Bumpstead	1 <sup>st</sup> Nathan Elston	1 <sup>st</sup> Robert Titherington
2 <sup>nd</sup> Michael Schena	2 <sup>nd</sup> A. D’Ettorre	2 <sup>nd</sup> Jacob Prestipino
3 <sup>rd</sup> Ross Jarred	3 <sup>rd</sup> Grant Wicks	3 <sup>rd</sup> Troy Alger
Midgets B	Senior National	Rotax Heavy
1 <sup>st</sup> George Lee	1 <sup>st</sup> Duncan Orr	1 <sup>st</sup> Brendan Sarton
2 <sup>nd</sup> Brock Watchorn	2 <sup>nd</sup> George Hofmann	2 <sup>nd</sup> David Bishoff
3 <sup>rd</sup> Jordan Caruso	3 <sup>rd</sup> Luke Dilena	3 <sup>rd</sup>
Clubman Heavy	Junior National Heavy	Rookies
1 <sup>st</sup> Mick Dyke	1 <sup>st</sup> Joshua Sarton	1 <sup>st</sup> James Golding
2 <sup>nd</sup> Grant Wicks	2 <sup>nd</sup> Zach O’Rielly	2 <sup>nd</sup> Josh Smith
3 <sup>rd</sup> Marty Scott	3 <sup>rd</sup> James Henry	3 <sup>rd</sup> Jamie Westaway
Over 40’s	Junior National Light	Rotax Light
1 <sup>st</sup> Frank Schena	1 <sup>st</sup> Reece Wade	1 <sup>st</sup>
2 <sup>nd</sup> Brian Milkins	2 <sup>nd</sup> Nicholas Ellen	2 <sup>nd</sup>
3 <sup>rd</sup> Mick Dyke	3 <sup>rd</sup> James Henry	3 <sup>rd</sup>

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## ***THE TECH PAGES***

### **Torsion bars / "Magic Wands?"**

In order to understand what a manufacturer is trying to accomplish, we must first understand the most basic principal of the racing kart, and without becoming to elaborate in our description. The racing kart is a unit made up of tubes and front steering geometry and coupled with a live axle, (one without a differential) to be able to make turns left of right properly, and hopefully with out oversteer, or understeer. This is a very very difficult task to accomplish without a differential. Therefore the chassis must be designed in a manor to be able to turn, the only way the chassis can turn without a differential, is if the inside rear tire can lift up and then the outer rear tire acts as a pivot and the chassis can now turn because the inner tire is up, verses its position down (with both wheels driving), if the inner wheel does not lift, no matter how much you turn the steering wheel, the front of the chassis is just going to keep going straight and therefore creating an understeer, or a push condition. When a chassis lifts up the rear wheel properly, then the chassis can pivot and turn.

Now that we have established that, we can go forward and find out why it is necessary to make chassis adjustments. The total combined effect of these additional devices, or adjustments will basically net a desired affect as to how long or what duration of lift is given to the inner wheel when the steering wheel is turned either one direction, or the other. At this point we will leave out geometry, and assume that we do have some sort of fixed geometry in the front of the chassis. I.e. king pin inclination and caster.

Traditional, inner removable rail, or commonly called the fourth rail. It is called the fourth rail, as it is one of four rails. The two primary rails are the chassis outer most rails know as the main rails. Typically, the third rail is considered the inner most motor mount rail. Naturally, then the fourth rail is the rail between the first cross member located underneath the front of the seat, and attached to the most rearward cross member, know as the rear cross member. This fourth rail is on the brake side of the chassis. It has been

traditional or normal, or most common in the past five to seven years to have this inner rail fixed in place, then as time and chassis progressed, it has become the normal to have this tube in place, however, it could be either made to be stiffened, or somewhat rigid, or if the driver desired, he is able to remove this tube. This has quite an effect upon the chassis general handling character.

To start with, the inner rail can be utilized in two positions, either fixed or welded in place. Fixed in place, however, joined to the outside main rail via long bolts with bushings in between, or simply a removable inner rail with sliding clamps to keep it in place, or remove it completely, thus leaving the chassis as a two - three rail configuration. The net effect of installing the fourth rail is a chassis which has now become stiffer, as we have beefed up the integrity of the chassis. This may be desirable depending upon what the track conditions, and how the chassis feels to the driver. The basic rule is, the stiffer the chassis in this section, the less the rear wheel is to go up or the sooner it is to come down depending upon the drivers steering input, however, based upon the character in the fourth rail it can either help with the following.

In a low grip situation, (as in the rain, or a damp track, or such as a parking lot, or temporary circuit, perhaps street) the installation of the fourth rail in any capacity will net the rear end more grip. In the fact that it will not allow the chassis to transfer weight and lift up the inside wheel as much, or as long, therefore coming down and driving the kart off of the turn sooner.

Conversely, in a high grip situation, such as a long term event, high ambient temperatures, or just a large amount of entries creating a situation where the track is getting hotter and the grip is becoming more severe. The removal or reduction of tension on the fourth rail allows the chassis to properly lift up the inside wheel, or the how long the inner wheel will stay up, allowing the kart to pivot on the outside wheel and turn in as if there was a differential. This is desirable a high grip situation, where you want the duration of lift to be increased to avoid too much grip.

The rear torsion bar, the bar which is transversely mounted between the two main rails, behind the axle bearing hangers.

There are a few different variations of the rear torsion bar. Basically, there is the fixed or welded in place bar.

Most commonly or versatile is the removable rear bar. With the removable rear bar, you have many options. Typically you see what would be described as a rear blade. The tube is flattened between each end creating a tube which can be attached with clamps. However, the character of the tube is changed when the middle has been flattened. When flattened the tube is now able to be flexible in the horizontal position. When positioned

perpendicular to the ground, the bar becomes very strong and less capable of flexing like a normal tube, and strengthens the rear of the chassis. Other forms of the rear torsion bar can be altered by using a conventional tube, however, changing the type of material, outside diameter, or the wall thickness. I have even seen some manufacturers use alloy, or cast blades to arrive at a pre-determined characteristic.

Essentially, the rear torsion bars effect is as follows. When the track is low grip, or you have an oversteer condition, you can use the blade in it's most effective position, Perpendicular to the ground. This keeps the rear from lifting as easily, and sets the tire back down sooner, thus giving more rear grip. If you want a little less rear grip, you may consider just the installation of a standard tube, or even less, perhaps the blade in its least effective position, parallel to the ground. If you have an understeer condition, you would not install the rear bar. This would allow the chassis to function as normal and let the inside wheel travel its regular distance, thus creating a longer duration of lift and ultimately less drive, (or grip) off the corner.

Front removable axle, or torsion bar, or front transverse axle. Sometimes the front axle on chassis are removable. In most of the newer homologated for sure the front axle is removable. When the front axle was reintroduced, it was basically to make the front of the chassis stronger. At that time because of several factors, 40mm rear axles, tire compounds, and construction horsepower, etc... the chassis were suffering from a lack of front grip, generally producing an understeer condition. Some manufacturers utilize larger diameter front axles to strengthen the front of the chassis. However, this is still not enough. Then came the introduction or reintroduction of the transverse front axle. This made the chassis more positive on turn in and cured the problematic understeer. However, with every action, comes a reaction. The net was better when you have a severe understeer but, if you can work around the implementation of the front axle, the overall lap times are faster. It is just like the rear end of the chassis, if the front is too planted, you can lose lap speed just as if the rear end is too planted. Therefore, you will see most new chassis without a transverse axle, or with the front axle removable, or with the installation of clamps or some other variation of this system. Some manufacturers use different tubing diameters, or wall thickness in the front axle to vary the strength, as another part of refining the package, or tunability.

Other less conventional torsion bars are out there, such as the removable 1st cross member utilized by Tony Kart on their Extreme, model. They also had a blade where you had the ability to adjust it to give either more or less flex at this joint. This is a very critical chassis adjustment and would give substantial net change when utilized. However, on their newest homologation, they have

gone back to a conventional tube in its place. Sodi Kart has used a form of torsion bar/blade on one of their models in what would be the lower "A" arm position to give a variable strength to the front of their chassis. Other manufacturers use a basic sliding clamp method over a tube which has been cut. So either the joint is able to flex freely, or it can be joined together to form a connection from one tube to another improving the integrity of a junction to net a specific desired effect.

To summarize: In the final analysis, Chassis all have a specific goal in mind by the designer, or manufacturer. The character can be altered via the implementation of torsion bars throughout the chassis. If you want to increase grip, the basic rule is stronger seems to produce the net result of more grip. If you want to reduce grip, reduce the integrity of the chassis at certain points and you will diminish grip in that section of the chassis. The thing to keep in mind is, that when you install a component that increases the integrity of a portion of the chassis, the net will be more grip. When you have more grip, you have a greater need for horsepower. Therefore, there is a happy balance of the chassis regarding understeer and oversteer, coupled with the least amount of grip to produce the lowest lap times and robbing the least amount of horsepower from your racing engine. This is what all racers/designers must keep as the ultimate in desirable outcomes. Of course that is in a combination with the rest of the chassis package to try to achieve a neutral balance of the chassis, or whatever will suit the course conditions, or the driving style of the chassis pilot.

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# East Coast Over 40's Titles



Some 265 entries were recieved for the racing at Coffs Harbours Over 40's Titles, with the oldest entrant being over 70. Practise started on the Monday leading up to the racing on Friday. Tuesday practise was cancelled due to heavy rains.

Anyone who ran of the track thereafter usually stayed there.

The rest of the week was fine with most of the finals being run in heavy downpours.



The large gang of Victorians



The pits were hard going.



John Schena finished 15<sup>th</sup> in Clubman  
finished Heavy 40-49



Brian Milkins finished 8<sup>th</sup> in  
Clubman 40-49



Graeme Monds finished 2<sup>nd</sup> in Rotax Heavy O/50.



Wayne Funston 1<sup>st</sup> Rotax Super heavy



Peter Richards finished 4<sup>th</sup> In Rotax Heavy but lost his chain in the heats



Brian Golding finished 14<sup>th</sup> in Clubman Heavy 40 -49.

The atmosphere was very good with the presentation dinner being a spectacular success and a good night out. Wayne Funston's win being the highlight of the trip for all Gippsanders that attended, ending with him being presented with a red plate #1.

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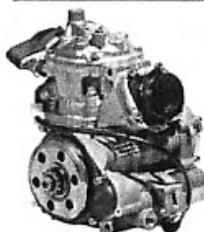
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# CLASSIFIEDS

**Note that this is a free service to all members wishing to buy sell or swap. Ads are dropped after 3 issues unless otherwise asked. Contact Graham Clarke—51825907 or SMS 0409006447 or Email: [grahamclarke@supernerd.com.au](mailto:grahamclarke@supernerd.com.au).**

## **For Sale**

Kart Trailer for sale. Can be seen at track on race weekends-  
Contact Peter Key phone- 0418512942 [0408/2]



## **For Sale**

Midget/Rookie AX5 Rolling Chassis. In good condition hardly used. - \$1200.00 Contact Peter Aitken phone-56253332. [0508/2]

## **For Sale**

Leopard Kart complete ready to race, Monaco B Max with 3 sets of tyres and wets. - \$5300.00 Contact Grant Wicks 51342485 mobile 0412051886. [0508/3]

**If you sell or withdraw an item please tell Graham so he can update the classifieds.**