

Historic kart restoration by a complete novice – part 3

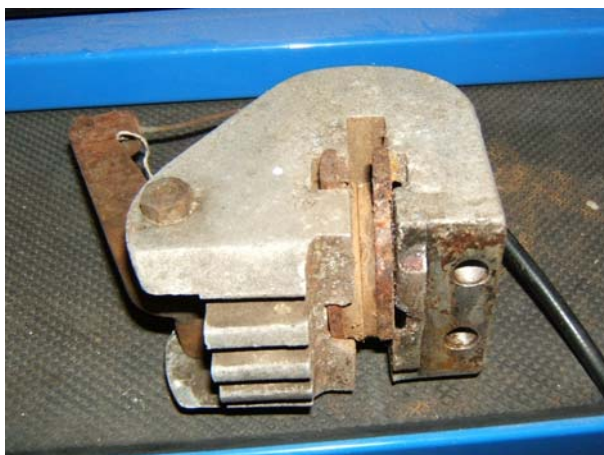
Deadline Strubby!

I got the chassis back from the powder coaters three weeks before Strubby, the first event of the season. The list of things to do became a book of things to do.

However there was some good news, I had taken some photographs to Race Retro and it got a positive I.D. as a Barlotti, the age is still a little vague anywhere from 72 to 75, with 1974 being the most popular estimate but at least it doesn't have to be referred to as the "Heinz 57" anymore, although I do think that name may stick especially as I have acquired another class one Barlotti, current it is known as "the kid" because it is more recent, we think a 77.

My initial rebuild focus was on the axle, I was surprised how well it came up, it is straight and without its coat of rust looked quite presentable the bearing cages were all good. The original sprocket carrier is badly cracked and not easily repairable, I got a brand new but original looking design 1" unit from Dartford Karting, thanks to Mick Pritchard for putting me on to them I also got some $\frac{3}{4}$ " front hubs for the front off them too.

The brake disk and calliper were a major issue for me, it seemed such a crude design I nearly ditched it in favour of a more modern unit. However Peter Brinkworth talked me out of this idea in no uncertain fashion, I am so glad he did because it does work quite well, now I have stopped it locking on!



The brake, with rust and seized piston, I discovered the brake pads are off a Norton Commando and managed to get a brand new set for £8 off a motorcycle restoration shop on eBay.

I freed the piston using 3 in 1 oil and some gentle persuasion. To my surprise I found that the piston was only stuck where it touched the pad and that the piston, bore and seal were in good condition, only requiring minor refurbishment to work well. The disc looked in poor shape on first inspection

but after an hour or so with emery cloth it started to look usable.



The refurbished axle, hub, disc and calliper. I had a problem with the disc carrier in that the original key steel was so worn that the rotational float in the disc was excessive (to my mind) in that the outer edge of the disc moved about 12mm before the key bit. I fitted a new key but the disc would no longer float, an hours gentle filing shaped the key so it sat tight in the axle key way, but also allowed the disc to float from side to side between the pads and there was only the minimum amount of rotational float.

However I was to find much later that there was another problem with the brake, it would not release, it needed a stronger return spring, not only on the brake arm but also on the cable.



The new, old design sprocket carrier, and hub that would move no matter how much I tightened it, I got brand new old design hubs from Dartford karting.



I fabricated a floor panel out of 1.5mm thick aluminium sheet bought for £15 from "Metal Supermarket" 0121-553-4424 37 Kelvin Way Trading Estate, West Bromwich, B707TP, thanks to Bob Rawdon for recommending them.

I cut it with an ordinary electric jig saw with HSS blade and bent it carefully with a B&D workmate and rubber hammer, crude but effective.



Chrome was done by Merridale plating, thanks again to Bob Rawdon and Wyatt Stanley for pointing me in the right direction (ask for Paul or bally 0121 556 3636)

My only engine at this time was a Hewland Arrow, which I bought as a box of bits but I got lucky as Adrian of BRT was able to use most of main parts and put together a great engine for me. Although this engine is a classic class motor so too recent for my historic chassis it would have to do until I could find a period correct engine.



The "57" at Strubby, April the 24th 2010, three and a half months after buying the kart and about to turn a wheel for the first time in over 30 years.



At Teesside, May 2010, photo by Nick Purdy, note the kart now has Barlotti frame stickers bought from Tony Keele



First Race Retro event at Llandow, July 4th, note the narrow Vintage Speed Tyres, which replicate the period correct Goodyear Bluestreak's.



The kart now has a period correct Komet K77 engine, sourced and built for me by Peter Brinkworth, thanks Peter it's a beaut!

Thank you to all who have helped with this project, I hope I mentioned everyone along the way, thanks must also go to the committee of the British Historic Kart Club, without their hard work and commitment there would be no reason to save and restore these great old karts, and a special thanks to Jack Barlow for Barlotti Karts.

Next project, The Barlotti Kid, a 1977 Class 1