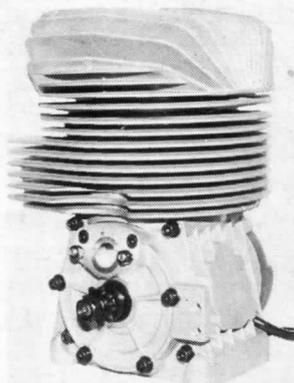


CLASS MOTOR CHANGES

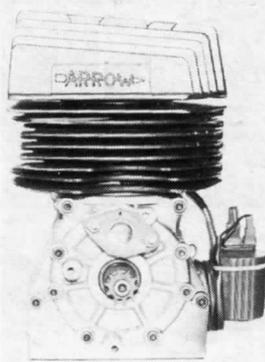
The amendments to the list of approved engines has now been released following the granting of a time extension so that the trade could import, where appropriate, the necessary ten sample units. New additions to the Britain classes are booster port models with TT passages not being allowed. The maximum retail price including carburettor, restrictor, ignition and exhaust has been increased from £200 to £220. The models are the DAP T70GB — this has a new rotary valve cover with a small diameter inlet compared to the T70 already listed. The DAP T80B joins the class for the first time and also has the new valve cover which will prevent existing original type T80s being used in the class. The T80B marks the first occasion that DAP have had a short stroke (48.5mm) in the class. The Hewland KEB2 is as we described in our September issue i.e. without a reduction box and with the small diameter inlet to the rotary valve cover. The Komet K78B has sufficient internal differences e.g. crankshaft, to prevent existing K78s running in the class. The inlet of the rotary valve cover is reduced by means of a shrunk-in ring. Two versions of the same basic Parilla are now eligible with the SS20 the same as recent production models and the SS20GB with the new valve cover and some slight external changes to fins. As most SS20s that have run in National have been converted to TT, these cannot be used in the Britain classes. Finally the Sirio ST50/3P brings a 50mm stroke for the first time to the classes. It has long been thought that a short stroke motor worked better with a restrictor and booster port arrangement than long stroke units. Now that there is an alternative between the extremes of 48.5 and 53.8mm, it will be interesting to see whether 50 turns out to be the magic figure.

In Junior National and 100 National the DAP T72 arrives on the scene. Similarly down-graded are two versions of the Parilla TT22, the conventional one that has been sold for some time and the TT22UK which has minor changes to things like fins on the crankcase and head. For the first time P.C.R. join these classes with the 50/3 and in view of their success on the international front, it's performance will be watched with interest. The price limit is £250 with exhaust but less carburettor and ignition.

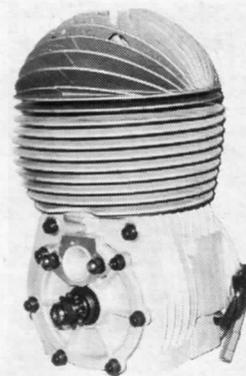
Class 125 National gains the DAP 125 which is a rotary valve unit with six speed gearbox to tackle the Rotax, Yamaha and Honda. Maximum class price is now £700. There was talk of a new version of the Yamaha YZ for 250 National but at the time of writing this had not been homologated. Maximum class price is £775.



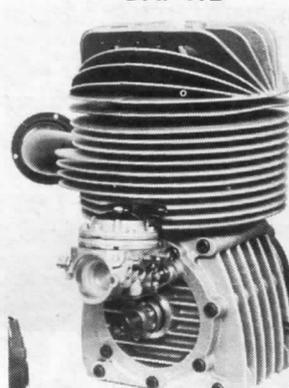
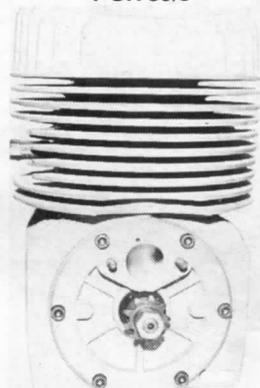
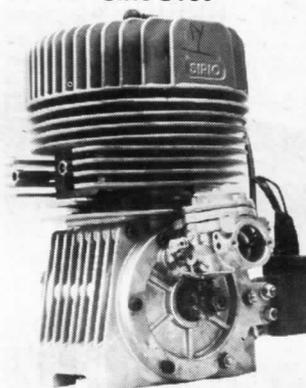
Komet K78B
Sirio ST50



Hewland KEB2
PCR 50/3



Parilla SS20
DAP T72



KART RAC NEWS

At a recent meeting of the Council of the RAC MSA, the system of per capita permit fees for karting events was confirmed.

Unfortunately the new permit form has not yet been received from the Printers but supplies will be sent to you as soon as they are to hand. In the meantime, we would be grateful if Clubs with meetings early in the New Year would continue to use the 1980 form but not to send any money with the application.

May we remind you of the manner in which the new system will work:-

1. Application for permit will be made in the usual way but without any accompanying cheque.
2. When you receive the pink permit form, it will include an invoice for you to complete.
3. The actual number of Competitors taking part (not necessarily the number entered) will be filled in by you on the

invoice and the fee calculated according to the status of the event.

Closed 30p per capita

Restricted 42p per capita

National 53p per capita

International 68p per capita

The insurance rate will be 58p per capita irrespective of the status of the meeting. The completed invoice, together with a cheque for the total of the two calculations should then be sent within 14 days to this office.

We must stress once again that these fees are not a charge on the funds of the Club, but should only be considered as being paid by the Competitors. In consequence the permit and insurance deductions should always be taken into account when working out the entry fees to be charged for your events.

Due to the strict interpretation of the Novice Licence restrictions rule, some Competitors with only a week between meetings may find that due to postal delays, public holidays etc., their upgraded licence has not been returned in time. It is clearly unfair to fine a Competitor for something beyond his control. In consequence, a new form will be used for these Competitors on the condition they are fully aware that if they should be making a false declaration, they will not only be liable to a fine, but also any further disciplinary action the Motor Sports Association may decide to take.



New reduced diameter DAP inlet for Britain classes.