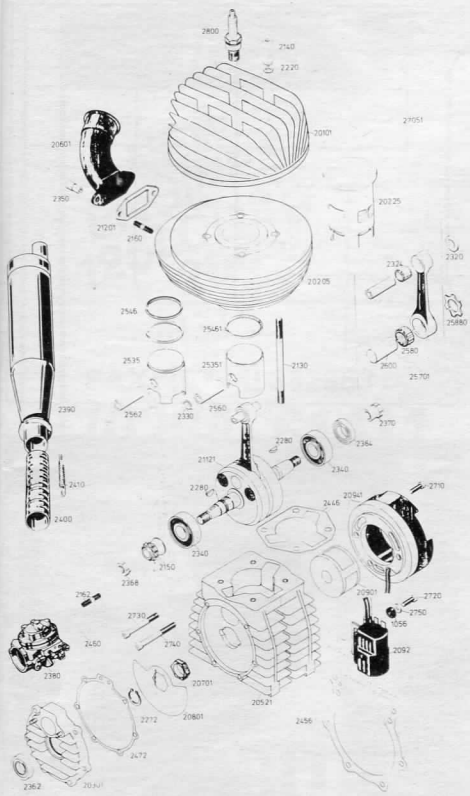
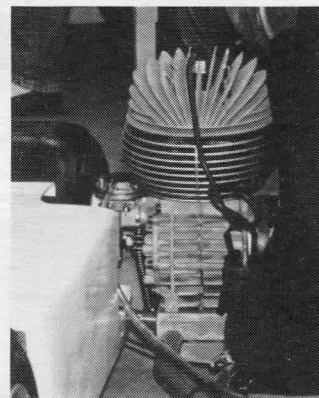


THE NEW DINO 500 8K

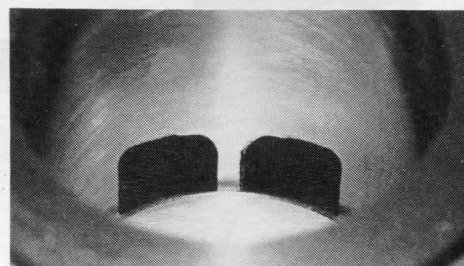
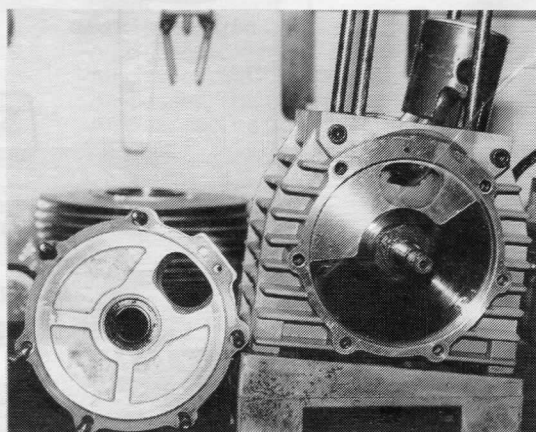
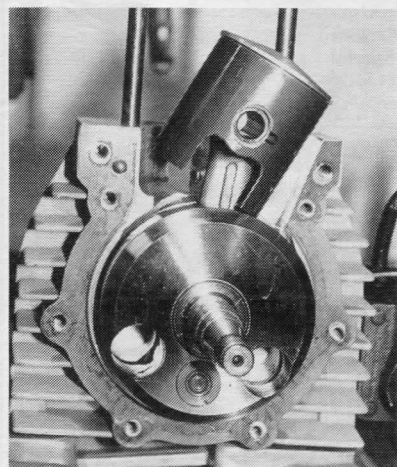
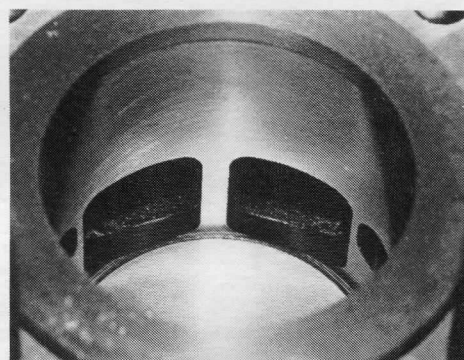
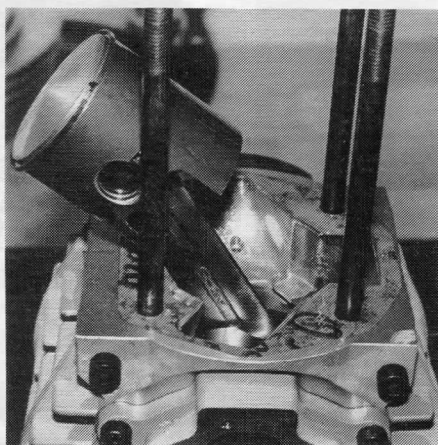
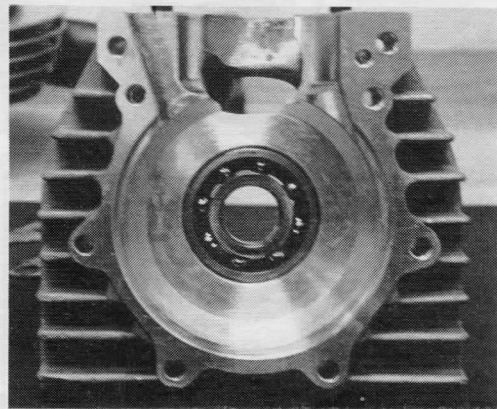
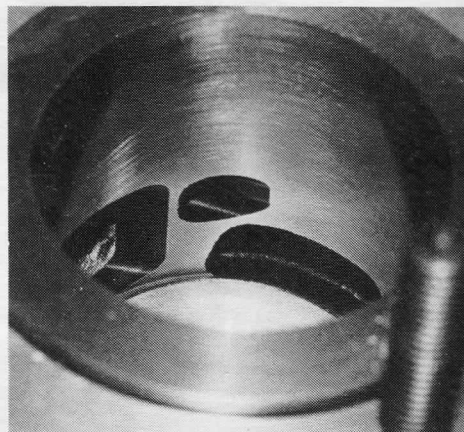
In the model 500 8K, Dino have clearly decided to tackle the new generation 100cc engines with their multi-port systems, by building one of their own. Thus there are four exhaust ports consisting of the major conventional pair plus two supplementary ones. In addition to two normal transfers there are twin TT ports.

Included in the specification are a special cast iron liner, a new crankshaft, a new crankcase with a larger diameter rotary valve to normal, a new cylinder design, and selected small and big end bearings.

The bore is 50 to 50.45mm, and the stroke is 50mm. Ignition is Motoplat electronic and the weight 12.2kg (27.5lbs). The motor is available with either a special Dino exhaust or with a 135cc pattern system.



TOP LEFT: Inlet side crankcase.
TOP RIGHT: Single ring, Teflon coated piston.
BOTTOM LEFT: This engine was dyno tested with empty crank holes.
BOTTOM RIGHT: Large diameter rotary valve. Valve cover has pockets to reduce drag.



▲ TOP: Exhaust, supplementary exhaust and transfer ports.
MIDDLE: Exhaust and supplementary exhausts.
▲ BOTTOM: TT ports.

STOP PRESS!

The Shenington KC Secretary is now Graham Smith of Stonecroft, Godsons Lane, Napton, Nr Rugby, Warwickshire CV23 8LX, tel: 092681 2177.

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John Mills recently returned from a comprehensive tour of the major Italian kart trade suppliers associated with DAP. The latter are not only flat-out with keeping abreast of

Greyhound kart orders from all over the World, but also have some exciting developments up their sleeves — more news later!

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As part of their Silver Jubilee meeting at Felton on the 4th June, the Northumbrian KC would like to hear from anyone who would be prepared to display or demonstrate their historic karts. Contact George Price 0670 354169.