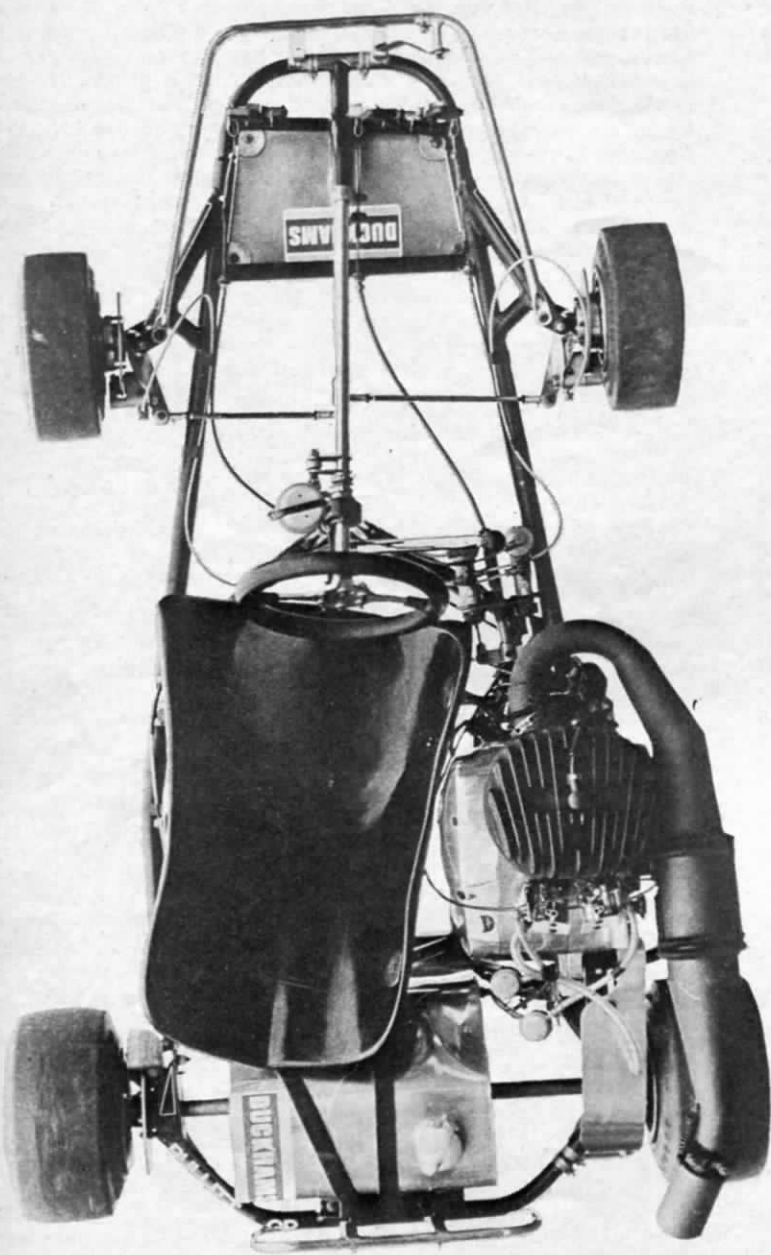


WINNER OF THE 9 HOURS—THE B



Having come 2nd in 1971, the team of Rushforth/Cooper and Mickleburgh made an all out effort for victory this year. Their success with a kart that is unconventional on many counts has resulted in so much interest that it is to be marketed by H.R.M. Racing.

The frame consists of $1\frac{1}{4}$ in. x 14g T45 tubing nickle brazed to a configuration which puts the engine on the right hand side instead of normal practice. The wheel base is $43\frac{1}{2}$ in., front track $32\frac{1}{2}$ in. and rear track $34\frac{3}{4}$ in. The brakes are hydraulic, the fronts being by Tolamatic using $\frac{3}{8}$ in. girling master cylinder, whilst the rear is a Kelsey Hayes with a $\frac{3}{4}$ in. bore master cylinder. The reservoir for the brake fluid is mounted high up at the top of the steering hoop. The kart did six meetings plus the 9 hrs. and the pads still did not require replacement.

The steel rear axle is supported by only two special bearings that provide for variations in movement and are greasable. The kingpins and the bottom steering column bush are of sintered phosphor bronze with a ball bearing at the top of the column. The tyres are Goodyears all round—450 x 5 at 25 lbs. per sq. in. on the front and 600 x 6 at 30 lbs. per sq. in. on the rear. Production karts will have Nylite wheels all round.

The Montesa engine's bottom end was converted to a fully floating crankshaft by Montala and H.R.M. prepared the remainder. For the event a special fuel filling can was used that enabled pit stops to range between only 12 and 18 seconds. The only problem to spoil the clockwork precision of the team was a broken final drive chain that occurred fortunately just before the pit area.

This new manufacturer hopes to provide a very personal service to owners so that karts can be built to their individual requirements. It is expected that a Bullitt to the very top specification including Goodyears, hydraulic brakes, etc. will cost about £250 less engine.

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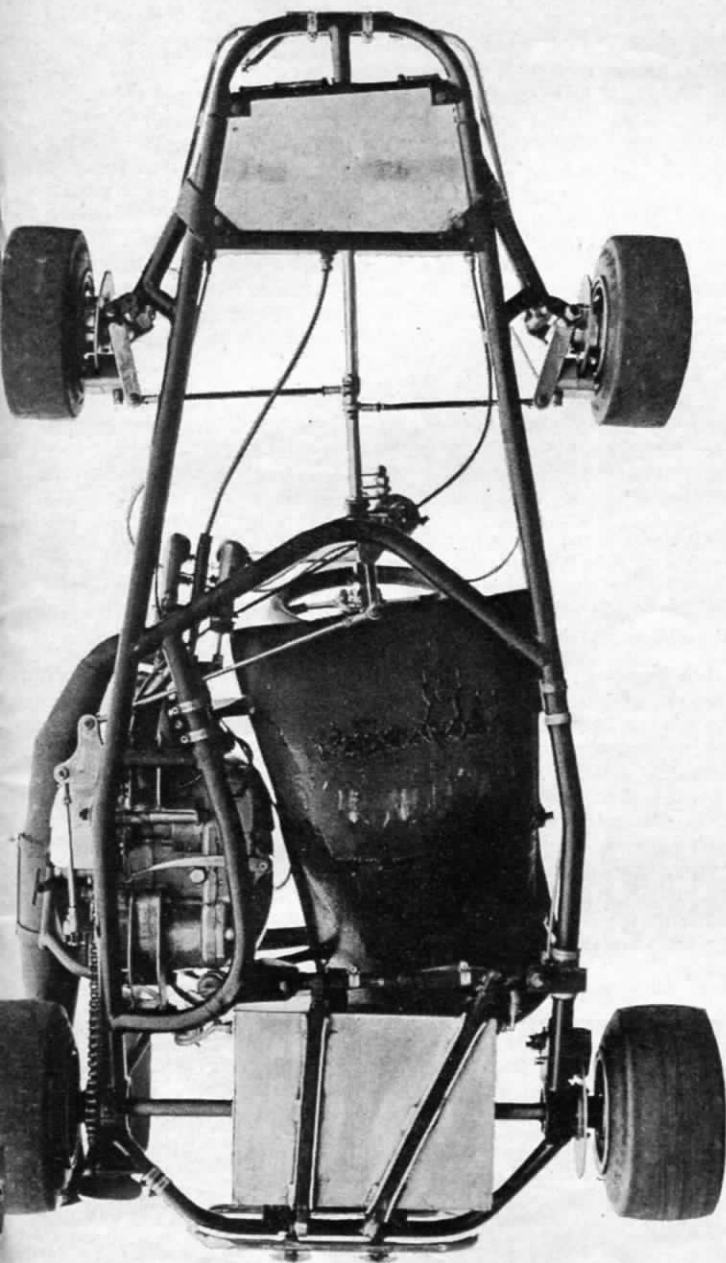
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