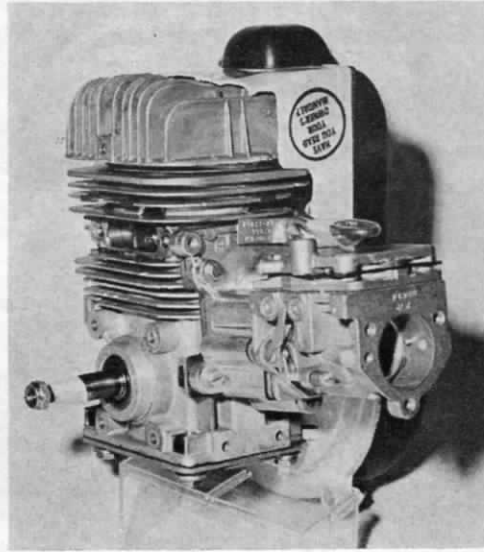


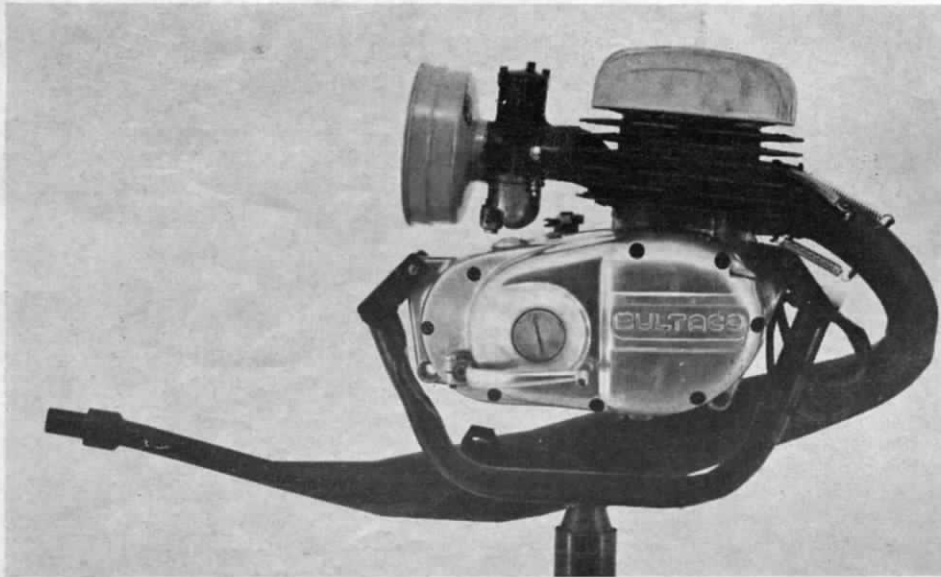
ENGINE HOMOLOGATION 1973

The homologation, which is merely a long word meaning "approval", of kart engines that may be used in British races, is currently divided into two parts—British and C.I.K. The British homologation, which is undertaken by the R.A.C., applies to Class 100 Junior, 100 National and, on a rather uncertain basis, for 250 International. Officially the 250 class should be covered by the C.I.K. but as they know little about gearbox class requirements, this has so far been left to the R.A.C. who forward their list and up to now this has always been accepted for world-wide adoption. The British homologation is held annually for motors manufactured outside the U.K. with British built motors having the special concession that they can be homologated at any time in the year. Normally the British homologation does not have to consider additions for the Villiers class except when clarification might be needed as to the fitting of certain accessories. This usually only arises when the original parts are no longer available.

The new motors approved by the R.A.C. for use as from 1st January, 1973 are given below in alphabetical order—



◀ McCulloch MC91B



◀ The Bultaco D5 complete with exhaust system.

Bultaco. The Bultaco D5 will run in Class 250 International. It has a 72 m.m. bore and 60 m.m. stroke with a capacity of 244 c.c. The price is expected to be £180.

Corsair. The Corsair T70 has been downgraded from 100 International to 100 National with the specification remaining exactly as before.

McCulloch. Various recent models from this American factory

have been included or downgraded into Class 100 National. The models concerned are the MC.91, MC.91a, MC.91b and MC.91b/1. They all have a 55 m.m. bore, 41.5 m.m. stroke and a capacity of 99.5 c.c. The price of the MC.91b/1 will be £65.

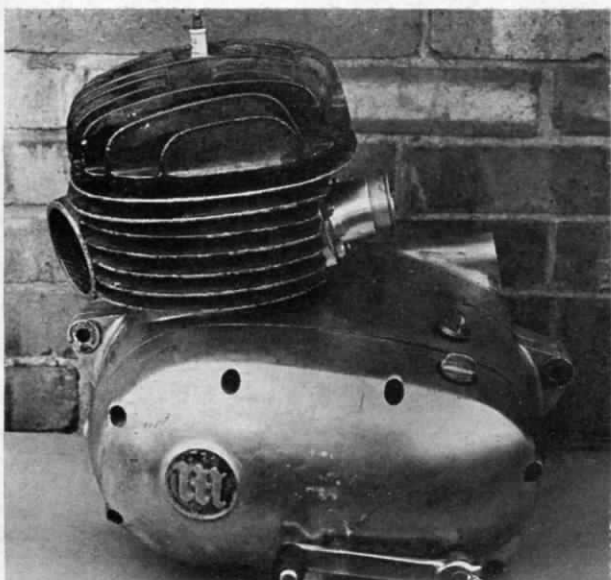
Montesa. Alternative basic dimensions of the previous model are now homologated in a form to be known as the MX250 for 250 International. This has a bore of 70 m.m., stroke of 64 m.m. and a capacity of 247 c.c. This will be available as a conversion kit

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Montesa MX250VR

at £32 for the alternative crankshaft halves and piston. A new engine known as the MX250VR has been homologated with the above new dimensions and will sell at £185.

Parilla. The Parilla TG14L and the GP15L have been downgraded into 100 National together with an alternative barrel.

International Homologation News

Although the British homologation went off so quietly the International equivalent covering the 100 c.c. and 125 c.c. International classes was inevitably full of drama. The situation, as we understand it, is that there will be a new Komet K88 TT22 and Parilla TT22 which will be specially modified in order to provide additional performance at ultra high r.p.m. B.M. are said to be producing a K93, a K100 and an FC1003P—all having 3-port barrels. DAP, makers of the Corsair, are producing a T80 and T75 equipped with 5-port barrels.

Although the International homologation should have been completely finished by now, it has apparently been suspended because DAP could not show the required 25 complete sample engines, having run into difficulty over the obtaining of suitable liners and barrels. The homologation has said to have been suspended whilst a decision is awaited from the C.I.K. It would appear unlikely that the Komet K89 will make its production appearance this year as although it has worked very well as an engine, it is very difficult to fit on conventional karts.



Parilla TGS—a TG14L equipped with the alternative barrel.

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