

FORMULA EUROPE

The CIK have announced the following regulations for Formula Europe which presumably will come into force 1st January, 1977. The text that follows is our own translation and it should be remembered that only the French original is official.

Minimum total weight 125kg. Engines will have a supplementary homologation to establish the valve opening and dimensions on the induction side. Motors must be homologated rotary valve two strokes from Class A with three inlet ports. The exhaust angle must not exceed 170° for engines with a stroke equal to or exceeding 52.1mm and 175° for engines with a stroke less than 52.1mm. The stroke must conform with the homologation sheet. The rotary valve must not close later than 70° after top dead centre. Angles must be measured with a graduated wheel with a diameter of not less than 200mm. The carburettor must have a maximum diameter of 24 mm checked with a gauge. It must have a non adjustable fixed jet or otherwise one that does not permit adjustment whilst moving. Ignition magneto or electronic. Engine price maximum 1200 Swiss Francs without tax (currently £264). Each motor must be sold with a form produced by the manufacturer in which it will be his responsibility to give the number of the engine, construction diagrams, details of the induction side of the engine and the weight of the crankshaft.

Only chassis homologated by the CIK with four wheels will be admitted. Overall width 115cm checked with a gauge. Wheelbase 104cm with a tolerance of plus or minus 5mm. The width of the rear rims must not exceed that indicated on the tyre and this will be 6in. The maximum width of the rims with the tyre mounted will be 165mm. This dimension will be checked with a gauge of 167mm. The front rims can be 4in. or 5in. The steering wheel must conform with article 23. The fuel tank may be replaced by a lighter one. Only tyres commercially available in Europe may be used. Nothing may be changed or modified after homologation. The price of the kart will be 1200 Swiss Francs (£264) without taxes complete and with steering wheel, fuel tank and tyres.

The first chassis homologation will start from 1st January 1977 and will last for three years. Each manufacturer must send to the Secretary of the CIK no later than 1st November, 1976, 30 homologation papers following the sample FIA/CIK form for each chassis. These papers will be written in two languages — in the language of the manufacturer and French or in French and English. The checking of the chassis for homologation will take place before 30th November, 1976, and the following will be examined. (a) 50 identical chassis conforming to the homologation papers. (b) The examiners will sign three examples of the printed homologation paper for deposit at the CIK Secretariat at Paris. (c) A fee of 300 Swiss Francs will be paid on the day for each model homologated. The homologation papers will carry the following. 1. Principal dimensions and diameter of tubes on a plan drawing of the chassis, (tolerance plus or minus 5mm). The minimum weight of the chassis complete will be checked without engine, mount, tyres, chain, chain guard, seat, sprocket, petrol tank, steering wheel. 3. The overall width and wheelbase regulations will be checked. 4. The braking system must be of the disc pattern and there must be a precise description of all the parts and the form must state whether it is hydraulic or mechanical, size of the disc and the material. 5. The four wheels will be homologated with the chassis and the description (spun or cast) together with a drawing of the rims will be on the form. 6. The exhaust system mounting must be included in the price and the weight. 7. Rear axle if of steel must be magnetic (titanium is forbidden) and the sprocket and disc carriers are considered part of the axle on this point. 8. It will be eventually possible for a manufacturer to modify a homologated part provided this change is to increase the strength but without any increase in price. Any such change must be carried out by the manufacturer under

guarantee. Requests for these modifications, accompanied by a sample, must be sent to the President of the CIK who will call a working committee within 60 days of receipt of the request. The cost of calling this committee will be charged to the applicant. 9. Chassis must always be sold accompanied by a homologation form. 10. All chassis must carry the mark of the manufacturer in relief or engraved in acid on the chassis tubes to permit its identification.

Join Ricky Grice,
the British Kart Champion
who races exclusively on

Endurol

THE MODERN LUBRICANT
FOR RACING KART
TWO-STROKES



5 litres
240p per tin
1 litre
55p per tin

CARRIAGE PAID
BRITISH ISLES

Overseas and trade
enquiries to:

ANGLO-SCOTTISH PETROLEUM CO LTD,
277 Greenwich High Road, London SE10 8NH · Telephone: 01-858 3722

DUNKESWELL KART RACING CLUB

announce that their

SEPTEMBER MEETING

IS RESERVED FOR
THE

SOUTH WESTERN KARTING ASSOCIATION
CHAMPIONSHIPS

ALL INVITED CLUBS — AS PER RAC
REGULATIONS

★ Clive Jeffrey, Chairman of Dunkeswell
with its very interesting Class 1 and 4
circuit, will be glad to supply further
information. — Tel: Tiverton 4641.

Remember the club — DUNKESWELL KART
RACING CLUB — 5 miles Honiton, Devon.