



In the last issue we included a terse stop press item that the RAC had advised that the use of the Jubilee con-rod was banned in the Britain classes forthwith, for Parillas. This caused considerable agitation amongst some importers of that make of engine because they claimed the ruling was retrospective in effect, so existing motors being raced would need expensive re-builds, and they disagreed that telexes from the factory could be interpreted as saying that the original rod fitted as standard was not the Jubilee version.

We were next informed that the RAC decision was suspended until it had been ratified by the Motor Sports Council, then three weeks later the following arrived:



# NO JOY JUBILEE

ENGINE/CON-RODS.

**Parilla TT 27 — Super B1 Rod. Part No. 27455. Alternative rod quoted by manufacturer is Jubilee but under RAC MSA regulations, alternatives are not allowed.**

**Parilla TT 31 — Oval Type Rod. Alternative rod quoted by manufacturer is Jubilee but under RAC MSA regulations, alternatives are not allowed. Manufacturer has confirmed, but not given part number of Oval Type rod.**

**Komet K 78 — Rod Part No. 41455.**

**Sirio ST 50 — Rod Part No. 70458.**

**Parilla SS 20 — Super 81 Rod. Part No. 27455. Alternative rod quoted by manu-**

**facturer is Jubilee but under RAC MSA regulations, alternatives are not allowed.**

**The Kart Committee and The Motor Sports Council have now confirmed the above clarifications.**

*With effect from 5th May 1987*

To help in identification, we have illustrated just a few of the styles of rods you can find in IAME engines. Working from left to right, 5th is the 27455, 6th is the "Oval" style and the 41455, 7th is the 70455 which is a Sirio rod that looks the same as the 70458, 9th is a Jubilee.

The RAC announcement is unlikely to stop further arguments on the subject. What a pity we didn't adopt the CIK homologation and tuning rules without meddling with them. They simply require the rod length, material and size of big and small end bearings to be unchanged. Inevitably, with other countries running to the CIK rules, different rods have been fitted to a given motor within its production life in order to improve reliability. As the part numbers do not appear on the rod, scrutineers have quite a job ahead of them — particularly when all the other makes of engine receive the same attention.