

# THE 125cc MINARELLI

It has taken the tremendous enthusiasm of the team running the Phoenix kart business at Ashton-in-Makerfield, to bring a world famous line of Italian engines on to the British karting scene. Following the spectacular success of winning both short and long circuit RAC championship titles in the 125cc class with Kurt Luby, it was clear that their Phoenix kart was a quality product offering superb handling in all conditions. Immediately they turned their attention to the problem of coming up with an alternative power plant, that would be under their control, and decided that the Italian Minarelli would be ideal.

Despite the famous run of Minarelli wins in the World motorcycle championship, the engine being on the RAC 125 National list and CIK homologated, it has never before been seriously promoted here for kart racing. It is an air cooled single cylinder rotary valve unit. The bore and stroke are 54x54mm and the bore is plated with Nikasil. There are three exhaust ports, the central large one flanked by two small. The two lateral paired transfer passages, together with a TT passage at the rear of the barrel, feed five transfer ports.

There is one ring on the Asso piston and the 110mm rod is of the shallow girder pattern. A six plate clutch drives the six speed gearbox which is arranged to have the output sprocket on the left — an ideal location for mount-

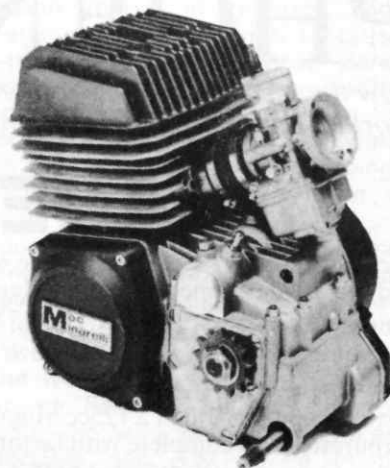
ing on a kart. It has Krober electronic ignition mounted on the left with the inlet passage, for the 36mm Del Orto carburettor, diving steeply downwards above it.

The combined crankcase and gearbox castings are split horizontally, the head and barrel being secured with long studs. Complete with a specially developed exhaust system, it sells for a very reasonable £625 plus VAT in factory selected form.

Also available for the 125cc P & R championship class is a version with piston timing, Motoplat ignition, 34mm Del Orto carburettor and factory exhaust system for a very competitive £425 plus VAT. This model has a cast iron liner but many of the other items are identical to the rotary valve type.

The Minarelli company is part of a very large group and delegates competition power units to Mac Minarelli, the composition of which provides yet further proof of the almost family ties that link the major kart firms. The "Mac" stands for M(inarelli), A(spes) and C(onsiglio).

Mr Consiglio was once the manufacturer of Komet before Mr Grana started production through I.A.M.E. Mr Consiglio made the water-cooled Vega 100cc kart motors, tiny racing model aeroplane two strokes, the Aspes motorcycle power unit and was involved in the production of the Sirio kart motors for Mr Rovelli after he had



The piston timed version.

taken over BM and before both were in turn amalgamated into I.A.M.E.! Take into account a Minarelli-Rotax link and you have a convoluted connection between Italy, USA, Switzerland, Japan and Austria.

More models are in the pipe-line for classes ranging upwards from 50cc suitable for schools karting. There is a recently CIK homologated 100cc unit that could be very interesting to the non-gearbox brigade. The Minarelli 125 made it's U.K. race debut, at least of recent times, at Rowrah in December. It won in the hands of Kurt Luby so there could be some advantageous equipment changes in 1984 for the healthiest of British kart classes.

## GRAND PRIX DRIVERS SUPPORT KART RACING



Although personal sponsorship advertising, worn on a Grand Prix driver's racing suit, fetches an extremely high premium, it is a measure of the good natured attitude of Derek Warwick and Bruno Giacomelli when in the Toleman team, that they were quite happy to put on Dartford Karting stickers. Even the cars were given a big decal in a prominent position. Following team changes for '84, avid kart racer Ayrton de Silva has now joined Toleman. We wish him a most successful season.

At the big Italian Motor Show, there was a tremendous line-up of GP drivers to race on Birel karts using Komet motors.

## BOOST NEEDED?

The RAC MSA hope to hear as soon as possible from all Chassis Manufacturers and Importers who wish to be included on the Register of Chassis which comply with the technical and price regulations for the new Junior Booster Class. All that is required is the make and model type together with an official spare parts replacement price list. The list of Registered Chassis will be published and up-dated from time to time. Only chassis which have been registered will be eligible for the Class.