

CIK TYRES

CIK TYRE HOMOLOGATION APPLICATIONS FOR THE PERIOD 1987-89

BRIDGESTONE		
	DR2 T YDE	4.5x10.0-5
	DR2 T YDE	7.1x11.0-5
	DR2 T YDF	4.5x10.0-5
	DR2 T YDF	7.1x11.0-5
	DR1 T YDG SL-CIK	4.5x10.0-5
	DR1 T YDG SL-CIK	7.1x11.0-5
	WEC T YDJ	3.6x10.0-5
	WEC T YDJ	6.0x11.0-5
	SL Racing CIK	10x4.50-5
	SL Racing CIK	11x7.10-5
	KH 45 SL-CIK	10x4.50-5
	KH 25 SL-CIK	11x6.50-5
	Racing Slick R1-CIK	10x4.50-5
	Racing Slick R1-CIK	11x7.10-5
	Racing Slick R2-CIK	10x4.50-5
	Racing Slick R2-CIK	11x7.10-5

CHENG SHIN

CONTINENTAL

DUNLOP

GOODYEAR

VEGA

Subject to inspection

Racing Slick SL3-CIK	10x4.50-5
Racing Slick SL3-CIK	11x7.10-5
Racing KT4 W1-CIK	10x4.00-5
Racing KT4 W1-CIK	11x6.50-5
Eagle Kart Special A	10x4.50-5
Eagle Kart Special A	11x7.00-5
Eagle Kart Special D	10x4.50-5
Eagle Kart Special D	11x7.00-5
Eagle Kart Special D rain	11x4.50-5
Eagle Kart Special D rain	11x6.00-5
Eagle Kart Special C SL-CIK	10x4.50-5
Eagle Kart Special C SL-CIK	11x7.00-5
VEGA-RH	10x4.60-5
VEGA-RH	11x7.10-5
VEGA-RH	10x4.60-5
VEGA-RT	11x7.10-5
VEGA-SL-CIK	10x4.20-5
VEGA-SL-CIK	11x7.10-5
VEGA rain	10x4.00-5
VEGA rain	11x5.00-5

NEW 100 SUPER QUALIFIED DRIVERS FOR 1987

J. Millward	RAC Champion	2nd Super One
J. Rhodes	1st K & S	
D. Herridge	2nd K & S	
I. Fairless	3rd K & S	
P. Henderson	4th K & S	
A. Stanton	5th K & S	
P. Giddings	1st Super One	
S. Richardson	3rd Super One	
M. Vignali	4th Super One	
P. Wilkes	5th Super One	

Optional

M. Windle	RAC
J. Hind	RAC
C. Needham	RAC
G. Price	RAC
G. Kershaw	RAC
G. Chenery	RAC and K & S
M. Parker	RAC and Super One
S. Tutin	RAC
J. Earnshaw	RAC and Super One
M. Collard	RAC
M. Rose	RAC and Super One
M. Todd	K & S
A. Sinclair	K & S

J. Crookes	K & S
A. Cook	K & S
T. Bishop	K & S
C. Hawes	K & S
C. Todd	K & S
R. Maple	K & S
R. Moon	K & S
R. Crossley	Super One
R. Chuter	Super One
G. Blick	Super One
V. Young	Super One
M. Jones	Super One
P. Blake	Super One
G. Parker	Super One

RAC ANNOUNCE 100cc MOTORS FOR U.K.

Please read carefully, together with the Tuning Regulations S.2.8.10. (Britain Class) and 2.8.11. (National Class) as printed in the RAC 1987 Yearbook. The changes are in line with those foreseen in the Green Paper.

In short, in 100 National, all new CIK Homologated engines (marked * on the list) must comply with the Intercontinental A Regulations shown in the second part of 2.8.11. In 100 Super all engines must comply with the Intercontinental A Regulations.

The following engines may be used in **Junior Britain, 100 Britain and 100 National** in 1987, but must comply with individual class Regulations. Note:- These engines will no longer be able to be used in 100 National in 1988, and unless any of these are CIK re-Homologated in 1988, will no longer be able to be used in any class in 1989. Price Limit when purchased new in standard form, complete with carburettor, ignition (transistorised electronic) and exhaust, must not exceed **£325**. DAP. T80B, T70GB, T72B, T72BTT, T90, T80BTT.

DK. MK100A.

BM.F100, 100JB, FC100, FC106, FK96, FC100/3, K96/3.

GUAZZONI. VR2, VR2A, VR3, VR4, SVR2, SVR2A, SVR3, SVR4, VR1, VR7, VR8, VR10, CT11, UR10.

ARROW. KEB, KEB2.

KOMET. K12, K12S, K12C, K22, K33, K44, K33ST, K77, K96, K88, K89, K80, K80TT.

MILLS. HK89.

PARILLA. TG14LB, SS20, SS20GB, TT55, V11, S13, S13AC, BA13, TG14, TG14L, GP15L, GP15, MK16, HF17, TT22 (original crankcases).

PCR. 50/3P.

PETRY. SFK100, SFK100R.

SAETTA. V11, V12, V12 Sport, V12 Super, V16 Competition, V16S, V16 Sport, V17GP, VT17TA, V18TA, V18GP.

SIRIO. ST51TT.

UPTON MANX. 100B LS, 100B SS, 100/6, 100/7, 100TT SS.

STARR. SS100.

SWIFT. 100.

STIHL. SK120DS.

VEGA. VIC19, VIC19L.

YAMAHA. 100S.

ZIP. ZED IB, 50.

Tuning Regulations for above are:- Britain 2.8.10. National 2.8.11.

The following engines are CIK Homologated but may be used in **Junior Britain, 100 Britain, 100 National and 100 Super** until December 31st of the year in brackets, that follows engine type listed.

ie: TKM FF99TT(88), cannot be used after December 31st 1988, unless re-Homologated prior to that time. Engines must comply with individual class Regulations. Price Limit when purchased new in standard form, complete with carburettor, ignition (transistorised electronic) and exhaust, must not exceed **£325**.

SIRIO. ST50(91).

DAP. T91(91)*, T92(91)*, T70TT(91), T70TT(91), T50(94)*, T76(94)*.

DINO. 100R (94), 100 3K(94)*, 100 T(94)*, 50TT(94)*.

ARROW. KE3 TT(94), KE4 3P(94).

KOMET. K78(91), K55TT(91).

MAC MINARELLI. 100V(94).

PARILLA. TT22(91), TT23(91), TT27(94), TT31(91).

PCR. TS 50/3. Old type (94), TS 50/3 Nordica (94)*, TS 55/3 Old type (91), TS 54/3 New type (94)*.

TKM. FF99 3P(88), FF99TT(88), L90TT(88), S893P(91), S89TT(91), RL66TT(91), RS98TT(91), RL80TT(94).

YAMAHA. KT100AX(88).

ZIP 48(88).

"BRITISH"

EME Mosquito BPS 50(88)*, Mosquito BPL 48(88)*.

Tuning Regulations for above are:- Britain 2.8.10. National S.2.8.11.

Notes for **Junior Britain and 100 Britain**. All engines must remain as Homologated except for the latitude allowed in the Tuning Regulations. However, note that all engines depending on which form they were Homologated in, must follow one of the following formats:-

Divided exhaust port with two transfer passages feeding two transfer ports and a booster port, or divided exhaust port and three transfer passages feeding three transfer ports. The horizontal cross section of all transfer ports shall be concave in shape, but it is permitted to fill or block additional ports in order to comply with these Regulations. It is also worth noting that as the addition of material is not allowed, a boost port Homologated engine may be TT ported, but the fitting of a TT liner would not be permitted. Likewise, a TT ported Homologated engine could be boost ported but blocking the TT port would not be permitted. Also note that as the major engine components have to be of the original type, the fitting of any connecting rod other than the original make and type is not permitted.

The following engines are CIK Homologated and can only be used in **100 National and 100 Super**, expiry dates in brackets as previous list. Price Limit when purchased new in standard form, including carburettor, ignition (transistorised electronic) and exhaust **£400**.

DAP. T75(91), T77(94)*.

DINO 545TT(94)*.

ARROW. KE5(91)*.

PARILLA TT95(94)*, TT65(94)*.

PCR. TS 50/3 New type (94)*.

ROTAX. R100(91), R100DS(94)*.

TKM. L92TT(94), L95TT(94).

SIRIO. 50(94)*.

RKD IT3/TT/L(94)*, IT3/TT/C(94)*

"BRITISH"

EME Hornet TTL 48(88)*, Hornet TTS 50(88)*.

Tuning Regulations for above are:- National and 100 Super S 2.8.11.

Note:- Although it is the intention that all engines used will be CIK Homologated by 1989, and that therefore the relevant Homologation Fiche are available on all engines, it has been decided to encourage British manufactured engines. Therefore in the period up until the next CIK Homologation in 1988 for 1989 onwards, the RACMSA will Homologate British engines for use in Junior Britain, Britain, National and 100 Super. They will be Homologated in the same way as the CIK and the Fiche on these engines will be available from the RACMSA. This applies to the engines on the lists above with the prefix "British". It is assumed that these engines will then be CIK Homologated in 1988 for 1989 onwards.