

MC92 E117, stock K88 E185, stock K78 E293, modified MC92 E175, modified K78, TT22 or 96/3 E489. What a load of nonsense!

We continue to be extremely grateful to the weekly magazine "Motor" which for the last 17 years has published articles on our sport at intervals, that have always managed to avoid those childish remarks and the ridicule that seem inevitable when the media have to review kart racing. If you missed it then do try and get a copy of their September 11th issue which carried an excellent report on the Zip Yamaha raced by Hines and was accompanied by good colour illustrations.

The 15 member countries of the C.I.K. come up for re-election in groups of five every three years and theoretically this is an opportunity for other countries to gain representation although in practice, like all FIA committees, it is very much a closed shop. This year produced no surprises except that there was an abrupt downturn in the votes cast for Switzerland, expressing a growing feeling of discontent with Switzerland's role at the C.I.K. in general and Mr. Defrancesco in particular. Out of the 46 countries which voted apparently 5 completed their ballot papers incorrectly and the scores were as follows with the first five successful countries all being re-elections. Italy 40, France 39, Scandinavia 34, Switzerland 29, Portugal 28, Brazil 16, Argentina 12 and Czechoslovakia 7.

Three new connecting rods for the DAP Corsair T70, T80 and T81 are thought to be the likely subject of a homologation extension application for consideration within the next month or so.

At the 1976 Enduro Grandnational IKF Championships in the U.S.A., Kathy Hartman was disqualified after winning the 125c.c. McCulloch class after she was found to have an illegal piston. She crashed on the last lap when contesting for the lead in the Open Heavy class but won the Reed Open class to be the first person to take 15 IKF Championships.

Apart from racing, the Lane family were busy sorting out the business arrangements for importing several new products whilst they were at Hagen. Negotiations are continuing to import a German produced variation to the Tillotson carburettor that incorporates a slide throttle that is said to provide better acceleration and one would imagine that removing the substantial obstruction caused by the butterfly spindle would improve the top end as well. They expect to have first deliveries in December of a new racing chain made by JIWS of a type to be known as "Red" — this is the identifying colour on the box etc, which is of a lightweight pattern rather similar to the Renold's with a strength which is said to be comparable with the very best Regina. The four wheel brake 100c.c. Taifun is being provided with a revised stub axle assembly to reduce the front track for Alan Lane to evaluate.

IKIA — the International Kart Industry Association seems to be progressing well and already has as members All Kart, DAP and Kile Kart of Italy, Yamaha of Holland/Japan and Deavinson, Gillett, Hesketh Racing, Hewland, John Mills, Sisley Karting, Tal-Ko, Upton and Zip in Britain plus St. George Kart Centre in Australia. Membership enquiries should be addressed to John Mills, 90a Valley Road, Worksop, Notts., England.

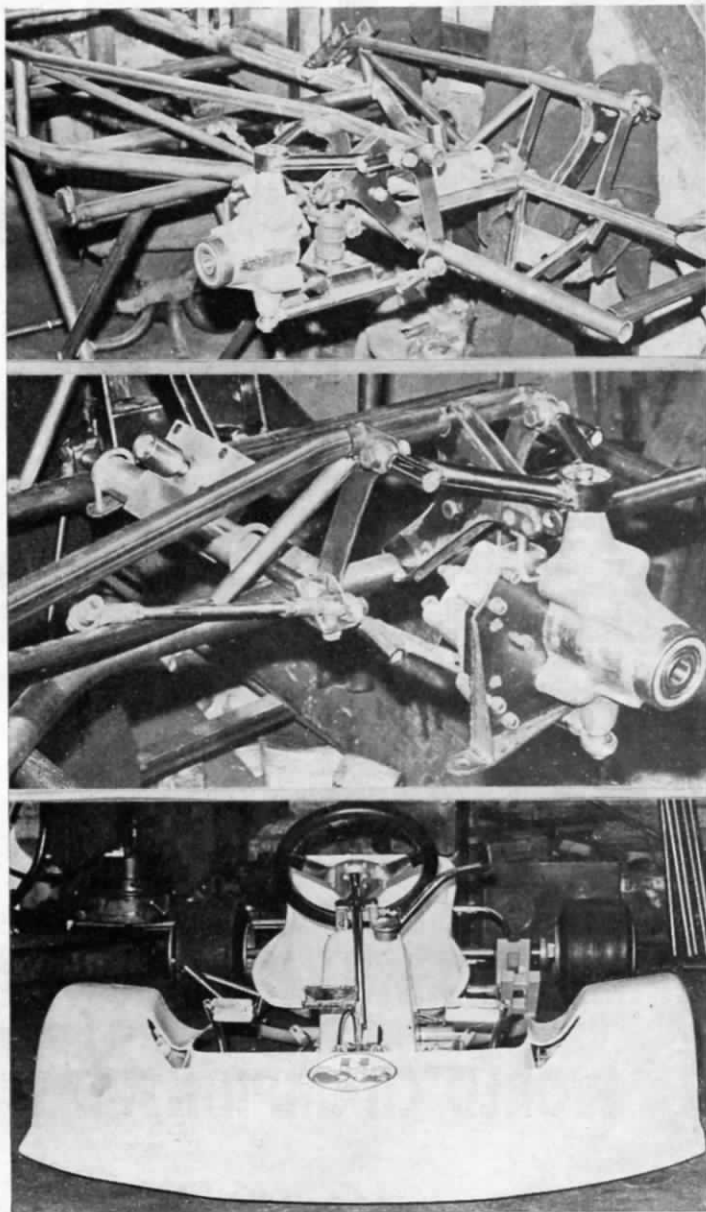
The declared intention of Rovelli to appeal right up to the FIA if necessary concerning the treatment of his four protests at the World Championships continues unabated and as a necessary step in that direction the Oberste Nationale Sportkommission in Germany are expected to hear his appeal some time this month.

The R.A.C. have approved the Motiv silencer for 125 singles and 250 twins and noise levels of 92/93 db were recorded at six to seven metres distance with a TD3 Yamaha revving at 12500r.p.m. in third gear under load. The filler in the silencer unit should last for at least 20 meetings but if it deteriorates it can be replaced with a prepacked correct quantity refill that will restore it to an as new condition. This is in the best interests of the competitor because if the filler is lost then the engine performance suffers. The filler can be examined visually simply by removing the silencer from the adaptor and taking off the silencer end cap. The design should help prevent the problem of tailpipe fatigue as the silencer is attached to the rear cone which is stronger. As the inside shape of the silencer is identical to the end of an unsilenced expansion chamber, it could be that

the Motiv unit will be more powerful than other systems yet quiet.

Through the efforts of Karting Digest and Lloyd Milliken and other interested karting businessmen, the Kart Industry Council was formed in the U.S.A. in August. K.I.C., as it's being called, will take on the efforts of "Promoting and Protecting" the manufacturers, track owners and retailers of the American kart industry in hopes of broadening the scope of American karting. To date a massive membership programme has been launched and 25 members have been signed up. Annual membership for associate membership is set at \$100 (£60) per year. A full member, one with voting power, was set at \$250 (£150). A \$100 (£60) initiation fee is mandatory. The next meeting is set for November in Chicago.

G. R. Products of Westcliff-on-Sea can supply a glassfibre kart seat at £6.95 including V.A.T. and U.K. delivery. Black is ex-stock but any colours can be produced to order for an extra 75p.



After winning so many major titles in the gearbox classes this year, Jack Barlow is certainly not resting on his laurels. Above you will see the prototype of a 250cc big circuit machine with neat front suspension that should be available in the New Year. The front body panel for the model also acts as a fairing for conventional Barlotti karts and is said to have superior aerodynamic properties to the other versions.