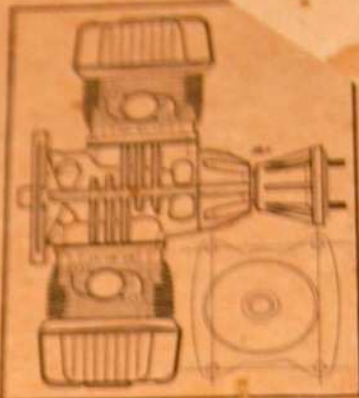


# INSIDE ENGINES

## SUPER TARTAN TWIN

by MIKE BILLINGTON



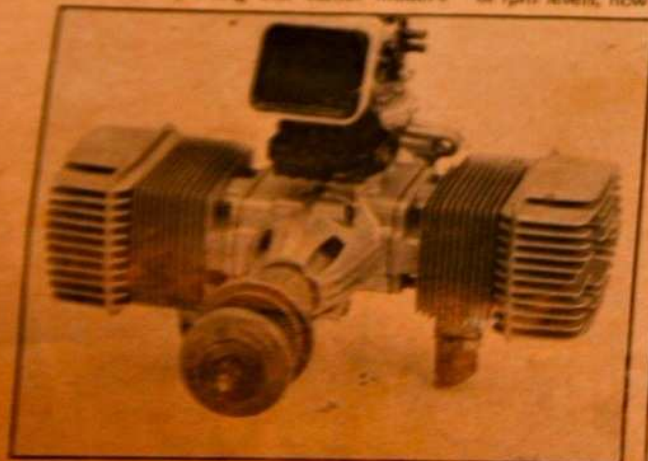
to attain a reasonable 102 bhp/litre... and that's well over a 50% power increase! In torque terms the Super Tartan twin achieves a 20% uplift through these design changes, with yet a further 4% at usable rpm levels if tuned pipes are fitted.

Three versions of the glow plug engine are manufactured, the differences being confined to carburetor position: Standard, as tested here has the carb in quite prominent position; Flat, gives reduced height to carb; Compact, has the carb more to rear of engine to give very slight rise to a prospective modeler. Two versions of the ignition engine (S.T.T.) are also made: Flat and Standard; and both these are equipped with rear-mounted hand recoil starters because of the relative difficulty of normal handstarting of the ignition engine having no means of retarding the spark.

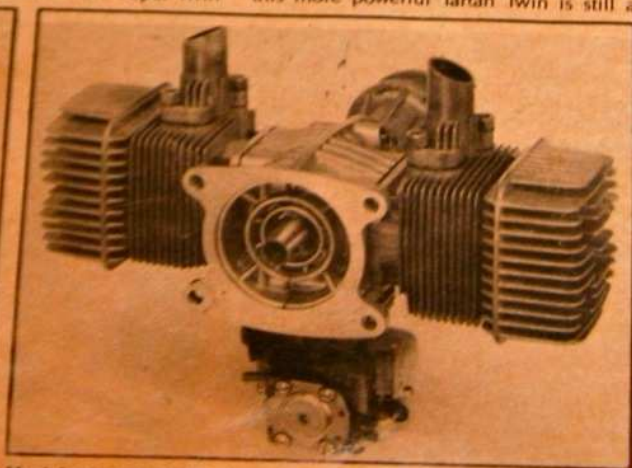
The almost ideal balancing and scale appearance of the horizontally opposed twin provide obvious attractions to the large scale modeller, whilst arguably the two-stroke's lower cylinder pressures are less of an impact on model aircraft structures. Of equal importance though is that this more powerful Tartan Twin is still a

Following the wide acceptance of the 1980 70cc Tartan Twin (T77C) for use in large scale aircraft, this Italian manufacturer has pushed normal development forward by exploiting that earlier model's

relatively restrained 65 bhp/litre performance. So, the addition of a Boost port, twin instead of single-reed induction, compression ratio increase and a raising of rpm levels, now allows the Super Twin



Deeply knurled propeller driver and single central bolt fixing is an improvement over earlier large hub mounting method.



Much larger cylinder heads on the Super Tartan Twin are a prominent feature. Larger cooling fins compensate for the greater heat.



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