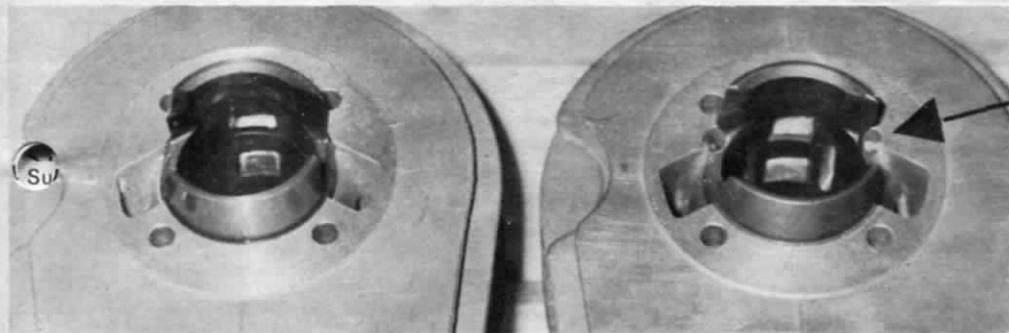
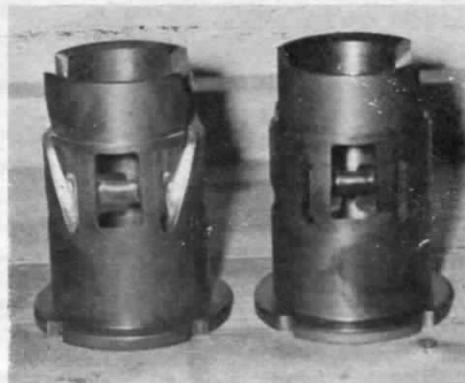


3,5 and now 7 Porting!

Each time we visit Talko we find there are obvious signs of continuing prosperity. Structural alterations, very expensive new and complicated looking machines and increasing stock piles of valuable goodies leave no doubt that, for some at least, the kart trade can be profitable. We must hasten to add that we have no quarrel with success and prosperity for there is no repeat business with firms that fall below the required standard and it can be nothing but good for the sport if the trade re-invest a large proportion of their profits in equipment and stocks.

7 ported liner on left and 5 ported on right.



Standard Komet K88 barrel base on left with 7 ported version on right. Arrow indicates opening to new milled feed passages.

The purpose of our latest visit was to examine two breakthroughs in the field of 100cc kart engine tuning by the Turney family. The first is 7-porting which is said to improve lap times by around 0.2 seconds at a circuit like Rye House. The work provided in the modification includes honing the barrel, 5-porting, 7-porting the barrel, modifications to the crankcase and barrel modifications. All this is done for a standard charge of £23. A normal 5-ported piston (whoever thought we would call 5-ports "normal") is required and it remains to be seen whether 7-porting will be advantageous on the TT version of the K88 which already has an extra transfer passage system.

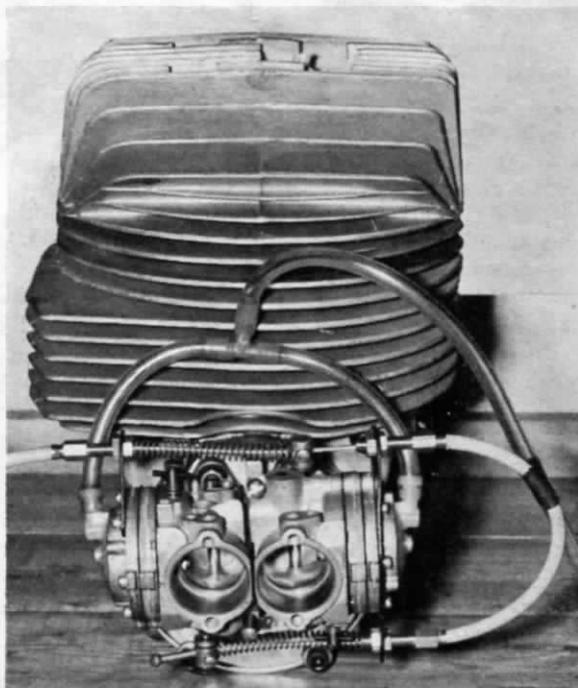
If the engine has already been 5-ported by a firm other than Talko then this may create milling problems and so a new liner is required at £12.96. This latter point comes about because there is such a wide variation in the positioning of the 5th ports by some firms. 7-porting is said to provide a general increase in performance, i.e. not in a particular rev band, and makes no change to the reliability compared with 5-porting — incidentally the latter is no longer proving to make an engine more delicate than a 3-ported engine due to recent specification improvements.

Twin carbs

The second piece of news from Talko concerns the development of a cast alloy dual carburetor manifold to take twin Tillotson carburetors for the Komet. The carburetors are machined along their bottoms so that the pair can be placed very close together and there is some machining to enable the linkage plates to be fitted. The dump tubes are removed and the pulse holes are now inside the carburetor. The venturis and inlets are bored and altogether the carburetors are extensively modified. The cast manifold is machined and polished then secured to the rotary valve plate from inside the cover. Altogether the manifold adds an extra inch to the distance of the carburetors from the engine and the arrangement is so neat that there is no change in chain clearance. With correctly modified carburetors this conversion set is said to improve times at Rye House by no less than 0.5 secs. and it is usual to require one extra tooth on the axle sprocket. The conversion comes complete with cables, tees, petrol pipes, manifold, modified side plate, carburetors, etc. for £50 including fitting.

Finally, Talko are now selling the de luxe German chain by

the name of JWIS which looks very similar to Regina and this sells at some 10p per foot more than Reynolds, i.e. 79p per foot. Such is the quality that a normal chain breaker is difficult to use and it is sometimes necessary to grind the tops of the links before dividing the chain into lengths.



Will the elderly K77 Komet never die? It now takes on a particularly fearsome look with dual carbs. By machining the bodies of the Tillotsons, they are very close together and provided with a particularly neat linkage.