

EVEN MORE NEW MOTORS

News of new motors continues to reach us so we have managed this month to bring you photos of models from four more manufacturers to add to those we published in the February and March issues.

Last month in his International News column Vincent Caro reported that Hetschel of Germany had produced KZH models for the FMK homologation in 125cc and 100cc piston port, reed valve and rotary valve formats, and had also chosen to manufacture liquid-cooled versions of the three 100cc motors. We can now bring you photographs of some of those models including the liquid-cooled piston port motor. All the 100cc motors are right hand drive with the ignition on the left.

Refo have ventured into the reed valve ICA market for the first time to sit alongside their latest rotary valve model. The Swiss company has continued its policy of supplying motors in fully prepared form with third party tuning said to be not required. The result is a full factory specification motor but you obviously have to pay a bit more initially. Both the rotary valve and the reed valve are right hand drive, ignition on the left.

Dino have FMK homologated four motors, a piston port, a rotary valve and two reed valves.

The M11 piston port has a bore/stroke of 50.00mm x 50.00mm and is conventional in being right hand drive, ignition on the left, whilst the rotary valve M13's bore/stroke is 51.5mm x 49.5mm and is left hand drive with the ignition on the same side. The M12 and M121 reed valve motors are both right hand drive, ignition on the right, but have different bores/strokes, the M12 having the 50.00 x 50.00 of the piston port and the M121 the 51.5 x 49.5 of the rotary. Both the reed valves and the rotary are available in liquid-cooled forms.

The most unusual of the motors on display this month has to be the Saetta SV21 rotary valve motor with its forward facing rotary valve. Although not a new concept it certainly breaks away from the current generation of motors. The rotary valve is driven by a toothed belt from the ignition end of the crankshaft which is on the left side. The motor which has the same top end as the Ital Sistem MV31, uses the crankshaft from the reed valve motor and the inlet at the front of the engine is also similar to that on a reed motor. One helpful touch is that the rotary valve is enclosed in a fully machined cassette and is fitted after the crankcases have been bolted together, thus limiting damage if the valve should break. Dyno/track comparisons against the previous model is said to show that bottom end is greatly improved, middle is the same and top end is slightly improved.

A word of warning before you rush out and buy a new model from any manufacturer, make sure that the motor is indeed homologated if you are racing in a class that requires it. The international governing body, the FMK-FIA,

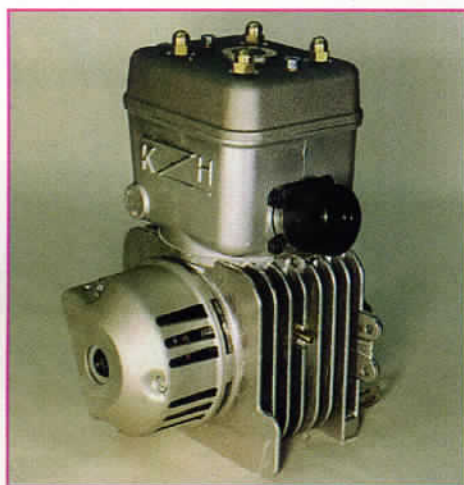
issued a list on February 7th of all those motors which had been inspected and are now homologated, and many of the manufacturers were not on it. The deadline for inspections was set for the last day of February and a final list was to be issued on March 6th, too late for inclusion in this magazine. All being well we will bring you the complete list in next month's issue but, given that the FMK stated that as of February 7th that it was up to date with inspections, it seems almost certain that there will be some who fail to homologate their motors by the deadline. Homologated so far are motors from Comer, CRG, CRS, Dino, Frizzi (Stark), Hetschel (KZH), IAME (Parilla, Sirio, Komet), Ital Sistem (Ital Sistem, Saetta, Seven) and Vortex.



KZH 125 for ICC



KZH Rotary-Valve



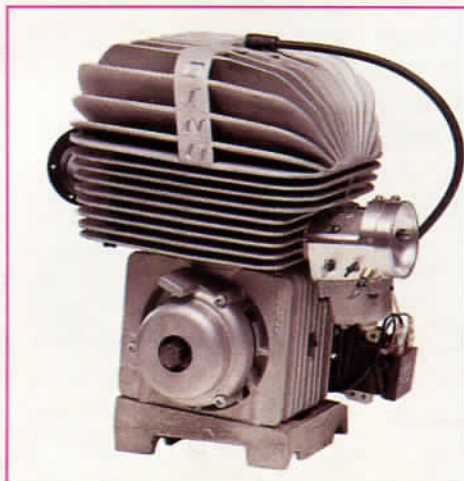
KZH Liquid-cooled Piston Port



Saetta SV21 Rotary-Valve



Refo Reed-Valve



Dino Piston Port



Dino Rotary-Valve