

NEW ENGINES REVEALED

In homologation terms, 1998 is the year of the engine. Despite having to make a minimum of 600 engines, the indications are that there will be plenty of new 100cc engine models, albeit from less manufacturers as the the CIK (now the FMK-FIA) had intended when it set the new tougher homologation requirements. Details of the latest engines though have been slow in coming, not surprising when you consider that at the time of writing many manufacturers had not been inspected and therefore could not risk releasing engines for fear of the homologation not being authorised. A few engines though were spotted in the weeks leading up to the New Year and here are their details.

J.A.G Racing Engines has provided us with photos and preliminary details of the latest engines from Rotax. The Austrian concern have applied for four models, a piston-port (100 PP-E/98), a reed-valve (100 VM-E/98) and two rotary valves, a left hand drive (100 DS-E/L/98) and a right hand drive (100 DS-E/R/98). The 100 PP-E/98 is the most different to its predecessor, adopting a 49.54mm x 51.5mm bore and stroke compared with the previous engines's 50.00mm x 50.5mm. All four engines have the following changes: New piston with 1.5mm ring; New cylinder; New cylinder head; New engine shroud to force air through the cylinder's cooling fins and provide a thermal separation between the crankcase and the cylinder; Redesigned crankshaft with less turbulence; Improved big end bearing; New conrod with improved lubrication and cooling for the big end bearing; Improved connectors on the ignition system; Introduction of a gasket between the crankcase halves.

In last month's Noteworthy we showed you the very different Sonik engine from Reggio Emilia in Italy. The horizontal attitude of the engine and its compact nature gives a lower centre of gravity and, it is claimed, reduces vibrations transmitted to the chassis and a considerable reduction in noise output. 100cc reed and rotary valve engines are available in left and right hand drive and in air or water-cooled versions. There is also a reed valve clutch engine which is available in air or water cooled format and in two capacities, 100cc and 125cc. The bore for all the engines is 50.00mm with the 100cc models having a stroke of 50.5mm and the 125cc a stroke of

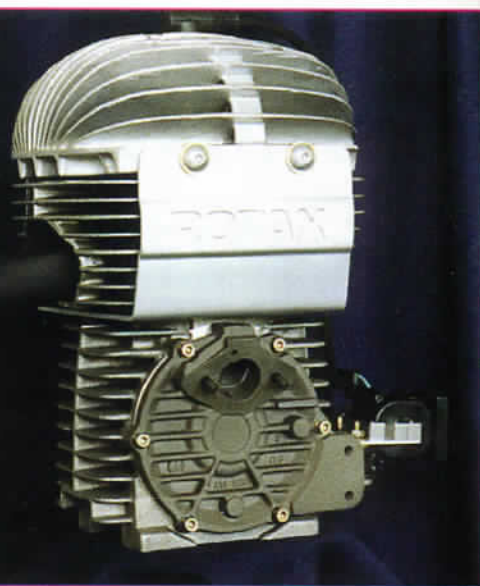
54.5mm. Electro Cases were due to exhibit examples at the Autosport International show.

Ferrari Racing had pushed hard to have the latest engines from IAME in time for the December International Kart Show and made it, just, with one motor being delivered direct to their stand from Italy! On display was the Parilla Reedjet motor for ICA and the new rotary valve motor, the TT38 Super, both of which have a new head, barrel and crankcase, plus the all new piston port motor, the Parilla PV 100, with a 50.7mm stroke and available in Super and Swift forms. Also featured on the stand was the TT37 LC, the water-cooled motor for Formula 100C.

Fullerton Racing Karts, the new UK importers for CRG, had three new engines on display at the show alongside the existing S20 T1 rotary valve model which came 1st and 2nd in the Formula Super-A World Champs and is now eligible for Formula 100C. CRG have moved away from the barrel shaped crankcase of the previous homologation to more of a cubic shape for its rotary, reed and piston port models.

There weren't just new 100cc models on display at the Kart Show as both Kartpro Stratos Leisure and Ferrari Racing/Andy Fairless had new 125cc motors to show. Kartpro Stratos exhibited the new SGM motors from Italy, first seen back in our May 1997 issue when they were used by Orsini in the Formula C European Champs. There are two models available, the F198 reed valve for National 125 and the F196 rotary valve for 125 Open. Ferrari Racing and Andy Fairless on the other hand had the new TM K8 for National 125 as well as the the TM 250 which has already made several UK race appearances and is eligible for both 250 National and 250 International, formerly 250S and ICE.

These are obviously only a small number of the new engines which will be



One of two rotary valve motors from Rotax, the DS-E/L

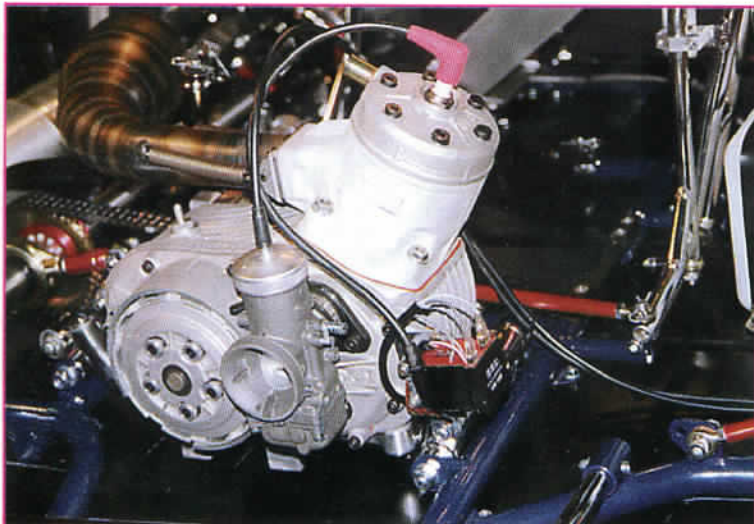


Rotax's new piston port



TM Motors for 125 and 250

trying for your money in the coming months. More models were expected to debut at the Autosport International show in January, we'll have details of those in our next issue.



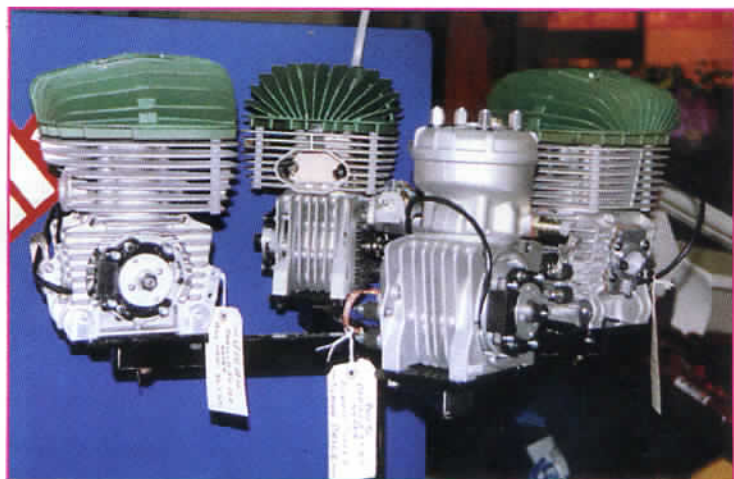
Rotary valve SGM F196



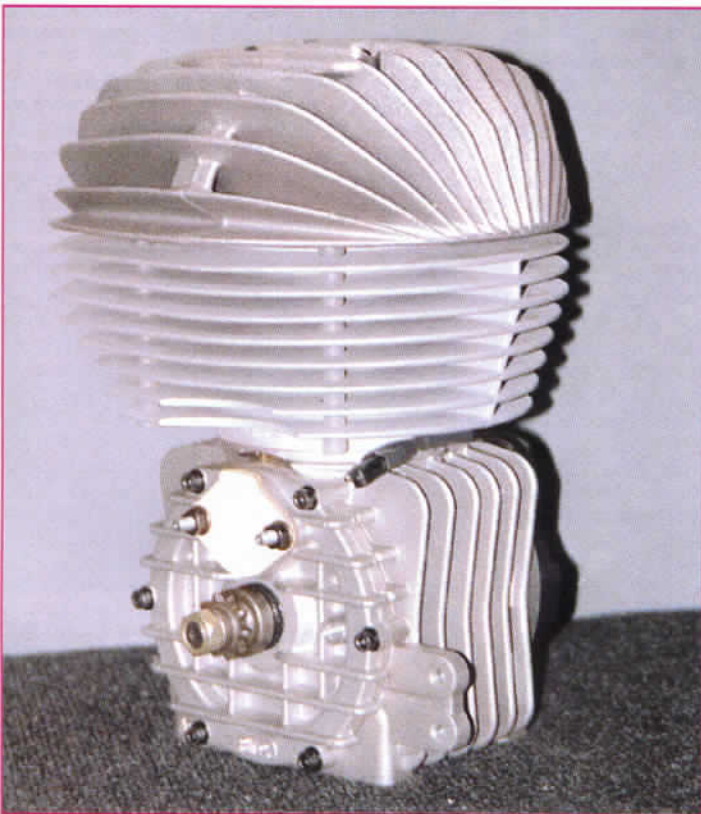
The left hand drive rotary valve Sonik



Note the new crankcase shape of the new CRGs compared to the S20 (second from the left)



Take your pick - the new Parillas



Right: A 50.7 stroke for the Parilla PV 100

Left: CRG will be hoping the new rotary is as successful as its predecessor

