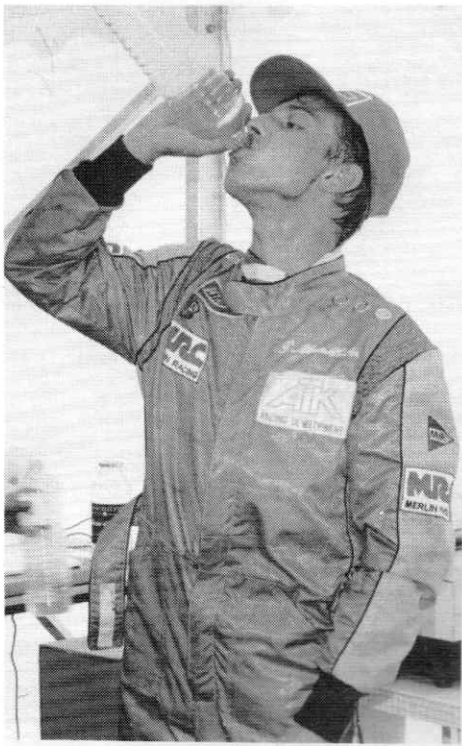


INSIDE THE WORLD TITLE WINNING ATOMIK AKV90



Munkholm toasts his success

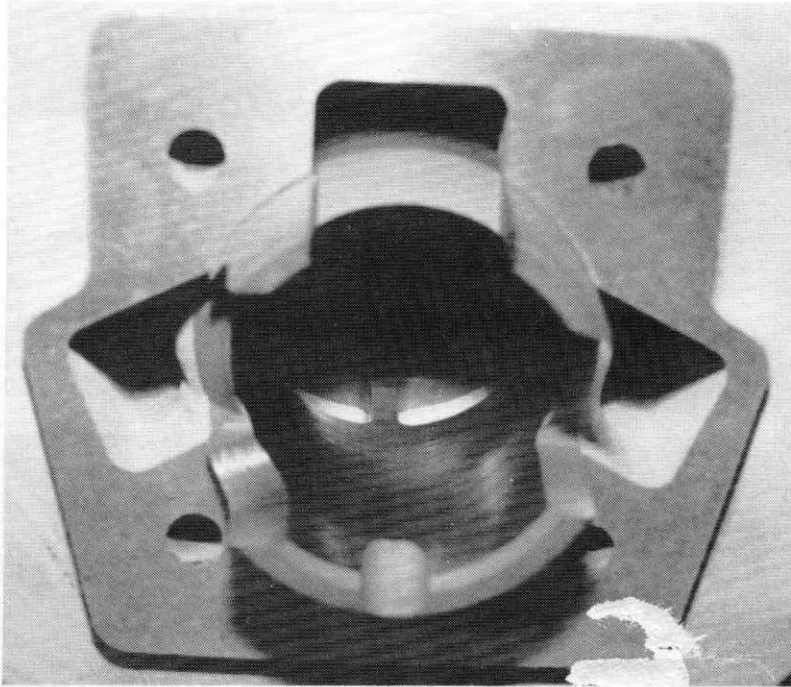
With a name like something out of a children's comic, the arrival of the Atomik motor one year ago caused considerable interest. This was heightened when Gert Munkholm won the 1989 100cc World title — what a debut year for the marque!

Manufactured by PCR at Piacenza in Italy, the European distributor is the famous tuner Merlin, other than for the UK, which is handled by Ken Tomsett's Kaltec, situated in Reigate. With the generous assistance of the latter, we were able to examine the World Championship winning AKV90 and compare it with factory selected motors in their out-of-the-box state.

Generally the motor has a radially finned head sitting on a conventional looking barrel and finned crankcase. The bore and stroke are virtually "square" at 50mm and 50.5mm with a 100mm rod length. The port layout is two

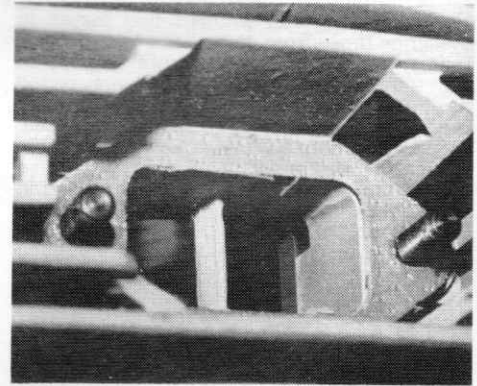
transfers with a TT port and a divided exhaust with two small circular supplementary exhausts. The transfer passages are not divided and the combustion chamber is hemispherical with a central plug. There is a single ring Teflon-coated piston; in other words, a very standard current spec for a contemporary quick engine.

The high compression of Munkholm's cylinder head was clearly visible. This mod can be reproduced by Ken although it does have a tendency to run hot. In the barrel there is a special liner of a different material that took much patient work to develop and included testing at the Ferrari factory. The advertising blurb says that it has polymerised molybdenum bisulphide and high phosphor materials, and that it enables production of a further 4 bhp! Not surprisingly, few customers seem to want the alternative cast iron liner.

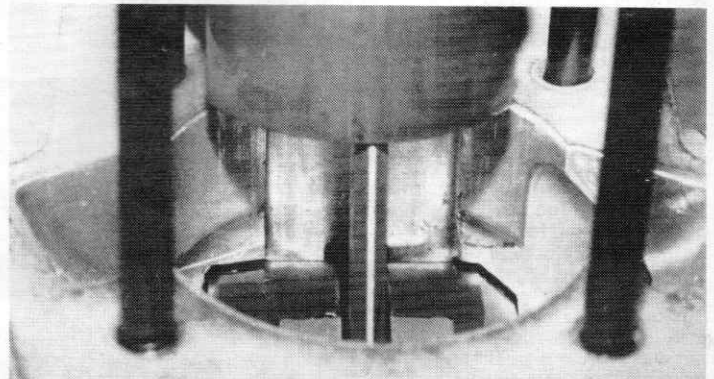
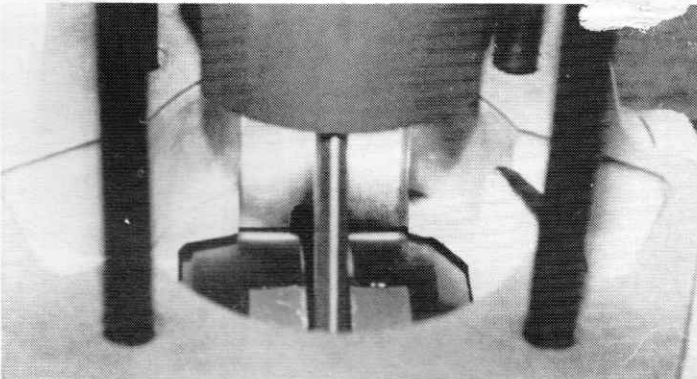
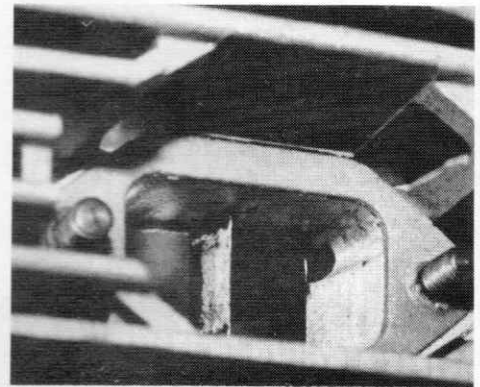


EXHAUST ▶
PORT
Standard (top)
Munkholm
(bottom)

◀ The liner material appears to be the major tuning secret



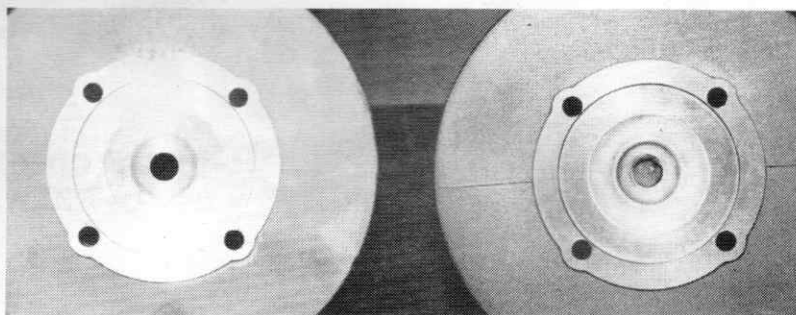
CRANKCASE
Standard
(left)
Munkholm
(right)



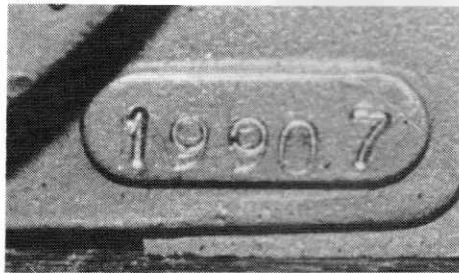
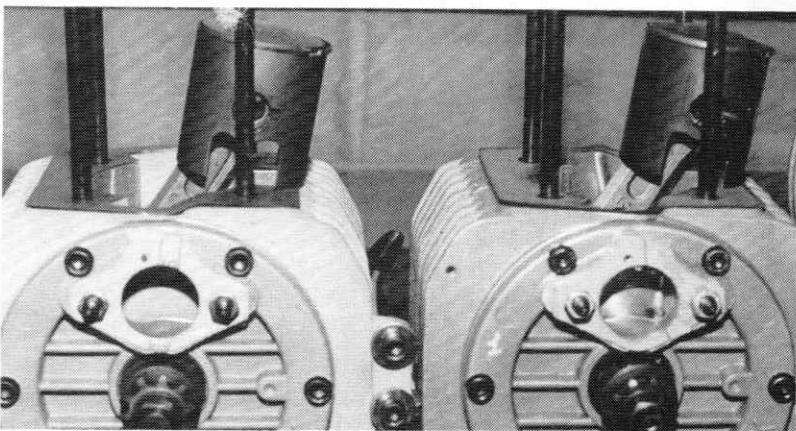
We noted that the TT port was slightly wider than standard, port timings had been adjusted and the supplementary exhaust ports were streamlined into the exhaust passage. Throughout the engine, all passages met at, and continued across, flanges in perfect crisp alignment and with no flaring. Polishing was well evident throughout, but without any substantial material removal to spoil stuffing.

Not surprisingly, there have been many offers for this particular classic of karting history, but to date Ken Tomsett has resisted all temptations. The AKV90 has been inspected by the RACMSA as part of the application process for 100 National and Super, and should be on the 1990 list where it can expect a bright future.

HEAD
Standard (left)
Munkholm (right)



INLET
Standard (left)
Munkholm (right)



◀ The number to look out for!



With 125 P&R becoming an RAC class in 1990, expect to see a special series start up for Dino chassis with compulsory bodywork and a TKM water-cooled 125 P&R motor. Our sources say there will be a large prize fund. The class is particularly aimed as a stepping-stone for former indoor and leisure karters.

★ ★ ★

Have you got what it takes to be a championship co-ordinator? Then apply to the RAC who also require journalists and photographers to cover the events — they are willing to talk money!

★ ★ ★

The 23rd Hong Kong GP saw Europeans take the spoils in the three classes they were allowed to enter.



◀ Deavinsons customer support vehicle which will be attending all the major UK meetings in 1990.

Mike Wilson won the Formula K event from Orsini and Beggio to make it an all-Italian licence holder podium. Mike confirmed after the event that he is to retire and concentrate on team management.

Gert Munkholm won Super Hundred with Orsini once again 2nd and Alexandre Janoray of France 3rd. Fisichella took the honours in the Intercontinental-A category from two Japanese drivers, Tsuyoshi Takahashi and Hiroshi Sakai. The Asian-Pacific Championship for Int.-A was won by Masaki Jonai of Japan with John Baxter of Australia 2nd and Manabu Yawamoto of Japan 3rd.

★ ★ ★

K&C Karts have just moved into smart new premises on the Boxmend Industrial Estate at Parkwood, nr Maidstone, Kent. See their advert for further details.

★ ★ ★

The West of Scotland KC's track at Summerlee has recently been completely resurfaced thus removing the notorious bumpy sections. The first meeting on the new surface was voted a great success, next event is on the 7th January.

★ ★ ★

There are now only a few stands left for the International Kart Show at the N.E.C. Birmingham on the

16-18th February. Clubs are reminded to let the organisers know the name of their top driver who will compete in an indoor Super Prix. For all enquiries ring 0270 582146.

★ ★ ★

Birmingham Kart Centre are sponsoring a Cadet Winter Series at Birmingham Wheels which will be held on the 14th January, 11th February and 11th March. Entries to Pat Atkinson at DMA's new address of Unit 15, Windsor Industrial Estate, Hawkins Lane, Burton on Trent, Staffs, tel: 0283 69387.

★ ★ ★

John Mills (DAP U.K.) advise us that they now have DAP plastic moulded fuel tanks available in 3 and 5 litre sizes.

★ ★ ★

As from the 1st January, the new Competition Secretary for the Cumbria KRC will be Mrs Fiona Glynn, 56 Napier Street, Workington, Cumbria CA14 2PU, tel: 0900 68881. Telephone entries are not accepted.

★ ★ ★

As we closed for press we were notified that the Rotax has been rejected for downgrading into the British classes. The British manufacturers, TKM and Solo, are being allowed to continue with their homologations subject to a so far unspecified time limit.

★ ★ ★

Terry Wilkinson, telephone 0247 814987 after 6 pm, is organising the Ulster Kart Show on the 2nd and 3rd February at the Kiltonga Squash Club, Old Belfast Road, Newtownards. Local kart traders have already pledged their support and it is hoped that others will also make the trip. Open between 6pm and 10pm on the Friday and 10am and 6pm on the Saturday, features will include a 'kart jumble', a 'kart for sale' area and videos. Any profit will go to charity.

★ ★ ★

An excellent one hour video of the Northumbrian Kart Club's Silver Jubilee meeting at Felton is now available from us, price £19.95 including p&p.

★ ★ ★

Wombwell are prepared to run 100 UK as a separate class in their January to March Winter Series if they can get enough entries. Ring Richard Guest on 0924 891953 to indicate your support.