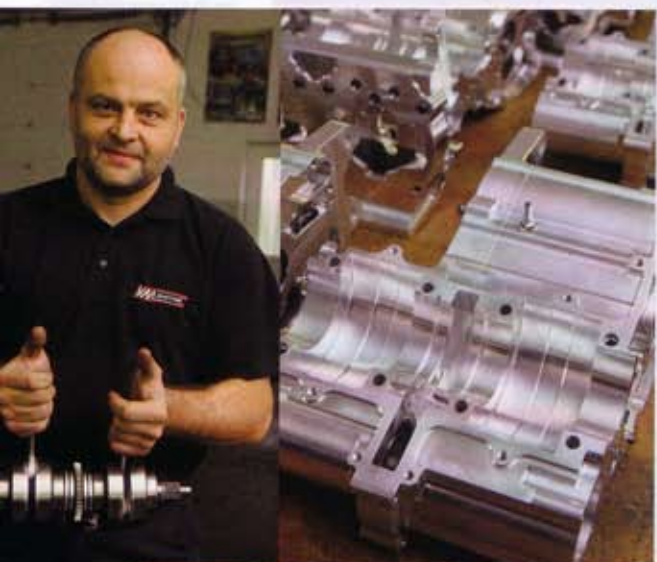
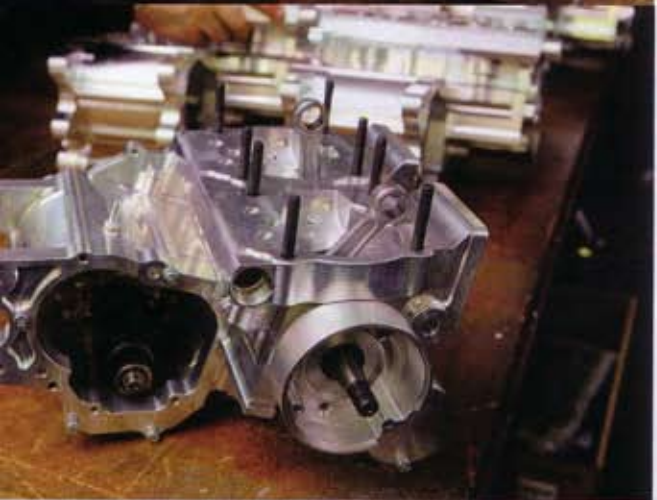




Some of the parts for the latest gear-class 125cc (KZ). Unrefined casing waiting to be machined, cylinders and semi shafts.



Different assembly phases for the casing for the Superkart parallel double-cylinder. They are also joined according to a horizontal flat surface that passes through the centre of the main bearings.



Below, driving shaft with crank at 180° which requires the use of a counter shaft so as to eliminate angular momentum of first order inertial force momentum using eccentric masses to oppose piston phase and turn at the same speed as the driving shaft (gears have the same number of teeth).

We were told that in the first version they made, the shafts were at 90° so the bursts occurred at irregular intervals (90°-270°). This is a solution used for an even stronger delivery, but then they opted for a more traditional solution



### VLADIMIR VACHA SAYS...

Shier rather than stern, 40-year-old Vladimir Vacha, is the man who founded Vacha Motor. His interest in mechanics has taken the factory to success and get involved in many fields, also in the motorcycling field, as manufacturer of accessories and other particular parts. Karting wise, Vladimir's career started in 1981 as driver and this went on until 1992, when he was racing on a TM powered MSKart chassis. But even then his mind was on setting up a business. In 1990, he made a karting engine, which was a remake of a motorcycle engine, the well-known CZ. In 2001 he got the first Cik-Fia homologation for a 125cc VMMotor for Formula C and ICC class.

When asked about his interest in becoming a KF engine manufacturer, Vladimir, just like any good businessman underlines that any small industry, just cannot run the risk of launching a product which is quite new, so for the time being they'll just concentrate on KZ engines for Superkarts. In fact, the latter, Cik-Fia approved, is the innovative production for 2008, and that quite something. There is strong rivalry on the European, American and Japanese market for Superkart engines too. Logically, manufacturing Superkart engines is just a start and there's no reference as to the number of units made, while for KZ engines, VMMotor, to date, already manages to sell about 70 – 80 a year. Its main markets are Germany, Finland, Holland, the USA, Russia, Austria and Messico. The main characteristics that makes the 125 cc VMMotor stand out is maximum power reached with a double curve that privileges the vast number of units made and all very reliable. All these characteristics we hope to test on the field soon.

The factory extends over 2,1000 square metres with 35 employees ten of whom are dedicated specifically to karting. Their icing on the cake is having a foundry on the site, which undoubtedly simplifies things. The foundry, however, also works for third parties which is a great help for the yearly turnover.

There are two official drivers at VMMotor, both are 22, Adam Janous and Erik Pisacka. Both are involved in the European Championship, the German, the Czech and the WSK.

To conclude Vladimir says that they are looking for retailers for their products from all over the world, and we are happy to convey this message for anyone interested, having seen the seriousness and the brilliant set up they have, not to mention the enthusiasm of all the VMMotor team.