



◀ The Yamaha RC100S kart which has just been homologated for Formula Europe shown here equipped with the Yamaha KT100S engine. Photo: Kart-Pix

Illustrations opposite ▶

The Yamaha RC100S kart. Row 1 — (Left). The exhaust system emerges from the front of the engine, as in the gearbox classes, so must sweep around the outside of the engine to the rear. (Right). The front end layout is conventional with bronze thrust washers at the top and bottom of the kingpin posts. Fuel tank is distinctively styled. Row 2 — (Left). Rear bumper is secured by bolting into the rear of the frame tubes. A small hoop bolted to the bearing hangers supports the rear of the seat and elevates the webbing chain guard. (Right). Dural sprocket mounts on a rather crude carrier. Row 3 — (Left). Identical nylon bushes support steering column at top and bottom. Outer drag link hemispherical ends were of poorer quality than inboard ends. The under tray is aluminium with pop rivetted side extensions. Separate heel rests are provided loose to fit where desired. (Right). Steering wheel is deeply dished and plastic packing washers give a limited adjustment for "reach". A press-button kill-switch is mounted on a spoke. Row 4 — (Left). A

fairly elaborate and adjustable silencer mount clamps to the rear cross member. (Right). Side nerf bars slide into sockets at the front and are bolted with a rubber grommet at the rear. Tyres were Dunlop 360 x 5 at the front and 11.600 x 5 at the rear. When testing the tyres with a durometer for rubber hardness, one of the rears gave different readings and showed a markedly softer rubber for the outer 2/3rds of the tread width than the inner 1/3rd. At this point on the tread there is a seam, probably from the break line of the mould. Perhaps the difference in hardness was the random effect of the mould halves being at different temperatures but if two different strips of rubber were laid on to form the tread this would be an interesting way of producing a demon tyre with the adhesion where it was needed — on the outer part of the outside tyre. The hydraulic disc brake has a floating disc that can move a limited amount up to the maximum permitted by spring backed bolts.

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