

News from Japan

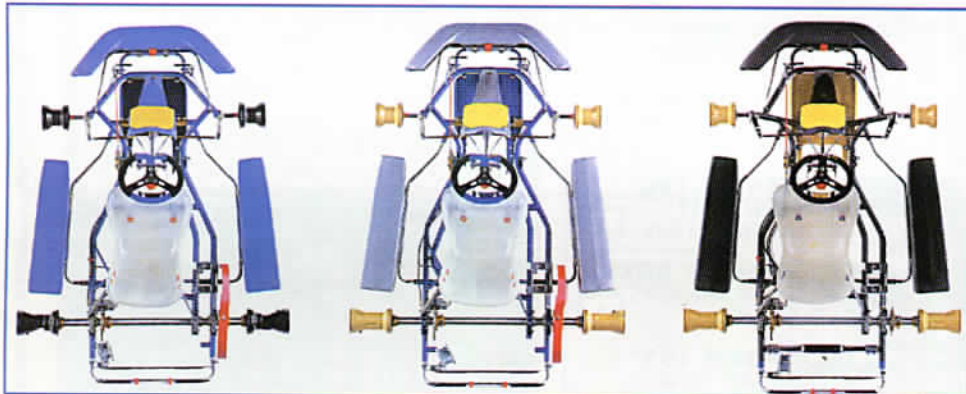
Hello! How is the winter in the UK? Here in Kyoto, Japan we finally got the first snow of the year in February. It made a beautiful scene covering all the roads until the next morning. The roads were icy and it took me three and a half hours to get to work (it usually takes 45 minutes). As a matter of fact, less than 5 minutes after getting on to the highway I could not move an inch for 2 hours because of a road block. I was really exhausted!

Anyway, here I am with the Y2K Yamaha line-up. Here we go! In October 1998, the Winforce TIA was introduced as an entry level kart in Japan. Since then it has become Yamaha's standard model for the stock classes, and for 2000 it has been made more refined and affordable. The TIA comes with the world famous 100cc air-cooled 2-stroke piston valve engine, the KT100SD/SC (with

recoil starter), and is made from 30mm chrome molybdenum tubing. Its X-type chassis is very rigid and gives good handling on SL83 tires. Chassis colour is now metallic blue and it is fitted with a high quality steering wheel. The front spoiler, front panel and side pods are available in six different colours.

The WT-I is a Winforce TIA replacement chassis which retails at 199,000 Yen, down from 219,000 Yen. Complete with KT100SD engine the TIA is 269,000 Yen and 279,000 Yen with the KT100SC. Dimensions: Length - 1680mm; Wheelbase - 1040mm, Front Track - 1000mm, Rear Track - 1300mm, Dry Weight including engine - 58kg

Feedback from racers in all the categories in Japan says that Yamaha's Super Winforce models improve performance and there are now three models in the line-up.



Left to right: Super Winforce WF-K, WF-A and WF-F



The WF-K is the most popular of the three and was used by the 1999 FSA All Japan Champion. Following his feedback, the chassis side members on the 2000 model have been shortened by 30mm to increase the flexibility of the front when entering a corner.

Introduced in 1999, the WF-F continues to improve its performance and uses a modified version of the popular X-shape chassis layout. The size of the front member has been changed to 30mm to improve cornering performance, allowing the driver to take any line he or she wants at a corner. This particular model has a detachable rear torsion bar.

The WF-A is considered to be an all round chassis for any circuit condition. It uses the latest chassis design trends and gives quick front turn-in action. All three Super Winforce chassis have a front torsion bar and come with high quality components. All can be equipped with the KT100SD (beginner to intermediate), the KT100FP (advanced) or the KT100SP (expert). The WF-K has a Length/Wheelbase of 1680mm/1040mm and a Front/Rear Track of 1015mm/1350mm while the WF-A and WF-F share the same Length/Wheelbase (1755mm/1040mm). The new model for Y2K from Yamaha is the Catalina which is said to be the high performance model to dominate the top category of karting. The chassis is designed to have high grip levels and superb traction when exiting corners while at the same time being easy on tyres. The Catalina comes with magnesium wheels and other high quality parts as standard and has both front and rear detachable torsion bars. It has a Length/Wheelbase of 1690mm/1040mm and a Front/Rear Track of 1015mm/1150mm.

Finally, Yamaha continue to offer their 'Super Winforce Scholarship' programme. You must own a Super Winforce or Catalina chassis. With your skill and talent, you may become a Yamaha driver in the future. So come and live in Japan!

Well, I hope you liked my report. Until the next time, ciao!

Atsushi Ohba

The Catalina is Yamaha's new high performance chassis