

## KART RACING

KEN SEEBER

### Engine has wide appeal

Several weeks ago, we looked at the Yamaha KT100S engine that is used for the Clubman class of racing in bitumen and other classes in dirt and speedway karting. This was described as noisy and raw.

Yamaha also produce another kart engine, the KT100J. This also is an air-cooled two-stroke engine of 100cc. Unlike its brother, the J engine has an equal bore and stroke of 50mm. The AKA kart rules allow the engine to be bored out to 51mm.

Like the S engine, the J uses the same Walbro carburettor that has two adjustable jets. These are set by the driver during racing to control the mixture, which is a compromise between maximum engine power and temperature. At the rear of the engine crossing the kart behind the seat is the exhaust system. For some years, the J engine has had a controlled exhaust muffler that must be used by all competitors without modification.

With a lesser number of smaller ports in the cylinder, the engine is less powerful than the S engine and revs to a lower maximum of around 11,000rpm. With the lower state of tune, the engine is more tractable, making it ideal for the junior classes.

Under-AGA karting, the engine is allowed in the Midget class (7 to 10 years) and the Rookie class (10 to 12 years). However, in these classes a controlled restrictor plate is required to limit the power of the engine. After the Rookie class the engine is then used in an unrestricted format for the Junior National class (13 to 16 years).

Its application doesn't stop there, with the engine being used for the Senior National class (16 years to infinity). Many competitors see this lower performance class using the J engine being more fun and less costly than some other classes.

With all classes using the J engine, the same tyre is used. This, the Dunlop SL1, is the cheapest of all kart tyres and will last for many race meetings with little or no drop-off.

Many years ago Paul Keating said that the "J curve was a wonderful thing". It looks like he could have been right on that one.

WHERE'S THE PHOTO ???

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