

F100 Garda Cup

South Garda Kart Circuit – 2nd/3rd April 2016

F100 – Regulations & Procedures

1.1 – Introduction:

F100 is a Historic Kart Race Series, embracing what we believe were the finest eras of karting:

Pre 2000 era
Pre 95 era
Pre 89 era

The series will be exclusively running pre 2000/95/89 karts and engines, with all classes using 100cc direct drive air cooled reed or rotary valve engines. The series is aimed at competitors who wish to race this era of kart; it is NOT a demonstration events series.

All equipment will be presented for racing in the same form that as it would have originally been used back in the day.

The emphasis is on competitive, fair, safe, enjoyable, and affordable kart racing, and to re-live these special periods in kart racing's history. No clutch, no starter motor, no battery, no radiator, no pump, no rev limiter, no gears; pure, unadulterated karting at its very best.

1.2 - Class Structure:

F100 90s incorporates 6 classes:

Pre 2000
Pre 2000 'Heavy'
Pre 95
Pre 95 'Heavy'
Pre 89
Pre 89 'Heavy'.

'Pre 2000' and 'Pre 2000 Heavy' Classes Explained

The most modern classes are 'Pre 2000' and 'Pre 2000 Heavy'. These classes will be run on the same grid as each other. They will not be running on the same grid as the other classes within F100.

Heat grid positions will be mixed and not split into two classes, giving everyone the same chance to race for their grid position in the final. Grid positions for the final will again be mixed, and will be worked out using the heat finishing positions.

'Pre 2000 Heavy' drivers will not only be racing for points and finishing positions in their own class, but also the 'Pre 2000' class as well. They can take positions, points and prizes from 'Pre 2000' drivers.

'Pre 2000' drivers will only be racing for points and finishing positions in their own class, not 'Pre 2000 Heavy'.

For Example: Joe Bloggs is in 'Pre 2000 Heavy'. He finishes the final 6th on track, and 2nd in class. At the end of the event, Joe's points from all the heats and finals are added up and it shows he is 4th highest points scorer in 'Pre 2000' and he is leading 'Pre 2000 Heavy'.

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'Pre 95', 'Pre 95 Heavy', 'Pre 89', and 'Pre89 Heavy' Classes Explained

All of the above 4 classes will be racing on the same grid.

To understand how the heavy classes work within the light classes, please see the 'Pre 2000 class explanation above as these classes will replicate those.

'Pre 89 Heavy' will be eligible for 'Pre 89' points and prizes.

'Pre 95 Heavy' will be eligible for 'Pre95' points and prizes.

No 'Pre89' or 'Pre 89 Heavy' class will be eligible for and 'Pre95' class prizes, or vice versa.

There will also be trophies for the best novice driver(s).

1.3 – Administration:

All correspondence with regard to F100 should be made to F100, not direct to the circuit. Contact details for F100 are available at the bottom of this document. Questions and queries can also be made in person to Oliver Scullion by phone any day between 9am and 6pm.

Neither F100 nor kart clubs/circuits will tolerate the abuse (physical, verbal, or written) of staff or volunteers.

Event Procedures

2.1 – Entries & Fees:

In order to compete in the F100 Garda Cup, competitors **do not** need to become a member of F100. There are various benefits of becoming a F100 member, like guaranteeing your race number at all events, and reduced entry fees, but anyone can enter any event without becoming a F100 member if they wish.

For those that would like to become a member, this is done on our F100 website, at a cost of £80.00 for the year.

The F100 Garda Cup race meeting consists of Saturday test day, Saturday afternoon heats and Sunday heats and finals.

Fees for the Garda Cup event:

Saturday and Sunday inclusive fee: F100 Members £120.00 or Non-members £140.00

Test/race entries are taken via the F100 website. Late entries will be required to start from the back in the heats, and incur a £15 late entry fee. A late entry is one that takes place after midnight on the Friday 25th March. It helps us greatly if you can get your entries in early, thank you.

Each entrant is also requested to fill in and present a medical form to F100 before he/she goes out on track. Please see Regulation 2:7 for more information on medical form.

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2.2 - Assembly Grid:

As soon as the proceeding race has been pushed off of the assembly grid, drivers with their karts ready to race must immediately form up in their grid positions, taking instruction from the grid marshal. Failure to do so may result in the driver starting from the back of the grid if the grid marshal requests them to do so.

During heats and finals, it is each driver's responsibility to have a minimum of one pusher (even if they can bump start themselves) with them whilst on the assembly grid. Failure to have a designated pusher with the kart/driver, as the grid marshal releases the grid, causes delays and is extremely dangerous. Anyone stranded in this way will be docked 5 finishing positions from that heat/final.

Drivers who do not cross the start line in their rightful grid position as the race starts will have the amount of places gained added to their finishing position, and risk further penalties at the discretion of the Clerk of Course and/or start marshal.

2.3 - Scrutineering:

Scrutineering cards will be presented to the driver at signing on. Safety scrutineering will take place before racing on Saturday afternoon (time to be announced). All karts must pass safety scrutineering checks and completed scrutineering cards must be signed and presented to the scrutineer at safety scrutineering. Each driver must nominate one set of slick tyres to be used for that entire race day (even if at a wet meeting). This slick set of tyres must be produced at safety scrutineering so that they can be marked and registered.

Novice drivers who would like their karts to be given the once over by an experienced eye before testing, to make sure everything is as it should be, please do not be shy in asking F100 organisers or the drivers representative David Hogg, or Wal Coward the series scrutineer for this to happen. We are here to help and lend any advice we can.

2.4 – Event Format & Grid Positions

Race format: 3 heats and final. If number of entries require further heats and B or C finals, this will happen, but each driver will only ever take part in 3 heats.

Grid positions for the 3 heats are allocated at random by the circuits timing computer so that all drivers will start the heats from an equal balance of 3 positions. Final grid positions are calculated from results achieved in the heats, with a winner of a heat being awarded zero points, second place will be awarded 2 points, third position will be awarded 3 points and so on. The driver with the least amount of points after all heats have been completed will start on pole, and other positions calculated using this formula to.

Novice drivers are to hand their licences to the clerk of course or signing on official at signing on, these will then be signed by the clerk of the course on completion of the event to prove participation took place and that the novice driver finished the majority of their races, and all races were conducted in a safe and appropriate manner. Novice drivers will start from the back of the grid in all their heats for a minimum of their first four meetings, they will however be able to take their rightful grid positions for the final. Novice drivers will only be permitted to take regular positions on the grid once F100 is happy they are at a suitable level of race-craft and maturity on track, and we reserve the right to prolong the 4 race meeting minimum regulation.

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2.5 - Definitions and Clarifications:

A driver whose kart fails to comply with the technical regulations after finishing a heat or final is classified as a disqualification (DNF) for that race and may be subject to further penalties.

The scrutineer's decision is final and must be respected.

To be classified as a finisher a competitor must take the chequered flag and that competitor must have completed a minimum of $\frac{2}{3}$ race distance.

If a race is red flagged after $\frac{3}{4}$ completed, results will be taken from the last full lap completed.

2.6 - Flags:

Standard international motorsport flags will be used at all events unless stated otherwise at the drivers' briefing.

See Appendix 5 (Flags)

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2.7 - Medical Form:

Each competitor is requested to fill out a medical form; the form will only be used in the event of an accident where the driver requires medical help. The form should contain all information that may be useful to the medics or doctor. The form when completed should be placed in a sealed envelope and this will be held by organisers of the event, the envelope will only be opened in the case of a medical emergency. The form will be held for the season's racing and returned at any point if requested by the driver. The driver is responsible for updating this information should his/her details change during the season. The medical form will be automatically sent to each competitor by post when they register, and the completed form can be collected at signing on during the competitors' first F100 event. 2015 medical forms have been destroyed and new 2016 medical forms will be sent out. Those who have already presented a medical form to F100 in 2016, need not present another one unless their details change. The medical form is not a mandatory requirement. You have the right not to present F100 with your medical form. And you can race without doing this.

2.8 Championship Positions

Should 'B' finals take place, the top 4 finishing drivers will progress to the back of the 'A' final. Finishing positions in the final will represent the overall finishing positions of the race meeting. The winner of each class will hold the number W plate until another would champion is crowned in 2017.

2.9 Chassis Log Books

In order to race at any F100 event, a kart chassis will first require a log-book. Please see the log-book section of the F100 website (www.f100.co.uk) to obtain your log book. Once the log-book is produced, the kart will be verified at track by an F100 scrutineer and the log-book authenticated. F100 holds all log books, competitors do not hold their own copies of the log books.

Cost of log book:

One free log book included in 2016 F100 Membership.

£15 per additional log-book.

£15 per log book to anyone not holding F100 Membership.

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TECHNICAL REGULATIONS

3.1 – Clothing:

Race clothing, race suit, helmet, race gloves and race boots must be worn during testing and racing. All race clothing should be designed and suitable for competition use, and should be in a good state of repair.

Helmets will be full face and should comply with one or more of the following standards:

FIA 8860-2004

FIA 8860-2010

FIA 8859-2015

SNELL SA2005, SA2010, SA2015 and K2005, and subsequent updates to this standard.

SNELL SA2000

SFI Foundation 31.1A, 31.2A

BS6658 Type A/FR

SNELL K98, K2005 and KA2010

SNELL – FIA CMR2007

SNELL – FIA CMS2007

ACU gold stamp

It is recommended that race clothing should comply with current MSA regulations specific to karting. Race suits must carry either a CIK logo or other approved mark specific to motorsport.

3.2 - Driving Standards:

KARTING IS A NON CONTACT SPORT

Any decisions made by the clerk of course are final, and he is a judge of fact.

Manoeuvres liable to hinder other drivers, such as deliberate crowding of a kart beyond the edge of the track or any other abnormal change of direction, are not permitted.

Any driver moving back towards the racing line, having earlier defended his/her position off-line, should leave at least one kart width between his/her own kart and the edge of the track on the approach to the corner.

Drivers under the age of 18 will require parental/guardian permission.

Drivers under the age of 16 are not permitted to enter F100 events, see below.

In certain exceptional circumstances drivers under the specified entry age may, (with parents or guardians permission) be given special dispensation to compete in the F100 series.

Such drivers will be able to demonstrate a level of driving skill and on-track maturity commensurate with those already competing in the F100 series.

F100 organisers reserve the right to ask the driver to complete a probationary period before being fully accepted as a competitor in the championship.

It must be noted his/her special dispensation is entirely at the discretion of the F100 organisers and also Track Owners.

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3.3 - Race Numbers:

All karts must show their number on the front and rear of their kart. Side numbers optional.

Pre 89 Class	- White numbers, green background.
Pre 89 Heavy Class	- White numbers, green background, solid white line under all numbers.
Pre 95 Class	- Black numbers, white background.
Pre 95 Heavy Class	- Black numbers, white background, solid black line under all numbers.
Pre 2000 Class	- Black numbers, yellow background.
Pre 2000 Heavy Class	- Black numbers, yellow background. solid black line under all numbers.
Novices in all classes	- White numbers black background.

Competitors that have registered with F100 have the option to use their registered race number at this event.

Competitors that have not registered, but wish to enter a 'stand-alone' event will be required to choose a number that has not already been taken by a registered competitor. This registered number list can be found at www.f100.co.uk/entry-lists/drivers-registered.

Race Numbers 1-10 may only be used by the preceding year's F100 finishing championship positions.

The 'O' Plate is reserved for the F100 British Open Championship winner.

Competitors have the choice as to whether they wish to use the plate that they have been awarded, or the number that they registered.

When choosing a race number during registration for the series, competitors are asked to check the f100 website 'Registered Drivers' list to see the race numbers that are already reserved, and to register a number not already on the list.

3.4 - Transponders:

Transponders will be handed out to drivers at signing on.

Transponders are to be fitted to the kart in a secure way, anywhere behind the front wheels.

3.5 Data Logging:

During heats and finals, lap timers and rpm sensors are allowed; the use of all other data logging equipment is forbidden.

Competitors may have data logging equipment other than revs and lap timing on their karts, but must remove all sensors apart from rpm lead and lap timing magnet pickup.

GPS enabled data logging equipment not permitted on karts during heats or finals.

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3.6 - Minimum weight:

The minimum weight is the total weight of the kart and driver, including all race wear, as weighed at the end of the heats and final.

In all 'Heavy Classes', minimum driver weight including helmet, gloves, suit and boots - 85kg.

Pre 89 Class	- 148kg
Pre 89 Heavy Class	- 158kg
Pre 95 Class	- 148kg
Pre 95 Heavy Class	- 158kg
Pre 2000 Class	- 152kg
Pre 2000 Heavy Class	- 162kg

3.7 - Tyres:

Testing tyres, for any test session in an F100 weekend are not regulated at all. Competitors can use whatever tyres they wish, and they can be purchased from anywhere.

Pre 2000 & Pre 2000 Heavy Slick Tyre make/model:	Komet K1H
Pre 2000 & Pre 2000 Heavy Wet Tyre make/model:	Komet K1W
Pre 95, Pre 95 Heavy, Pre 89 and Pre 89 Heavy Tyre make/model:	MITAS SRC
Pre 95, Pre 95 Heavy, Pre 89 and Pre 89 Heavy Tyre make/model:	Komet K1W

All tyres that are used in RACING at this event, must be purchased from F100 ONLY.

Slick and wet tyres will be available for purchase via the f100 website.

If people can please order their slicks two full weeks before the race meeting.

Wets can be purchased on the weekend itself if required, but feel free to pre pay for them on the website should you wish to do so.

Tyre barcodes will be logged and stored by F100 at point of sale and checked during the meeting by scrutineers.

Each driver must nominate one set of slick tyres to be used for that entire race meeting (even if at a wet meeting). This slick set of tyres must be produced at safety scrutineering so that they can be marked/registered for that meeting. Only this set of slick tyres is allowed to be used during the race meeting.

New Slicks

Competitors can buy as many slick tyres as they wish, although only permitted to use one set of slicks per race meeting (heat and finals).

Competitors are not required to buy new slicks at any race meeting, they can use any previously used, F100 purchased slicks.

Pre 2000 - New Slick Price – Komet K1H: £145.00 (approx. €190)

Pre 89 & Pre95 New Slick Price – MITAS SRC: (Re-branded from SAVA) - £115.00 (approx. €150)

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Wets

It is not compulsory for new-to-F100 competitors to buy a set of wet tyres for this event. If however, a competitor would like to use wet tyres, these wet tyres must only be purchased through F100. Anyone using wet tyres not purchased from F100 will be excluded.

There is no upper or lower limit to the amount of wet tyres that can be used or purchased from F100 per meeting.

All classes - Wets Price – Komet K1W: £155.00 (approx. €203)

Used Slicks

F100 offer a used slick option in the Pre 2000 class only. These must be ordered and purchased via the F100 website in the same way as the other tyres, and barcodes will be taken.

Used Slick Price: £45.00 (approx. €59)

Anyone found to be using slick tyres (new or used) or wet tyres that have not been purchased from F100 will be excluded from the meeting. This rounds 0 point score will not be eligible to be used as a dropped round score.

Competitors must not share/swap tyres between them, as tyres are assigned to a single competitor at point of sale. Anyone found to be using someone else's tyres will be excluded from that race, and that race meeting's points will not be eligible to be used as a dropped round score.

One front tyre and one rear tyre may be replaced in the event of damage to either tyre. The damaged tyre must be presented to the scrutineer who will issue a replacement used tyre.

Wet tyres may only be used when the meeting is declared wet/open.

Heating of tyres, by any method, or their treatment by any chemical substance is prohibited.

3.8 - Chassis Regulations

Chassis Regulations - Pre 89 and Pre 89 Heavy Classes

Any Chassis that is FIRST homologated during the 1988 homologation period, or any other earlier homologation period is eligible. If not a homologated chassis, then it must be proven to be manufactured no later than 1988.

There is no lower age limit to chassis permitted.

For example: A competitor can race a 1979 chassis in any F100 class if they wish.

Remanufactured/replica chassis are banned.

The vast majority of Pre 1989 chassis were homologated for one 3 year period and so it is easy to identify what class they fall into. But some were re-homologated, these being manufactured post 1990, but sharing their chassis homologation number with their older brother that was manufactured during the 1988 to 1994 homologation period. So the question can be asked, which class do they fall into?

It is not possible to identify exact year of manufacture of all of these re-homologated chassis, as the year of manufacture was not stamped on all of these chassis. On some of these chassis only the 1988

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homologation number is stamped, even if it was manufactured during their second homologation period and post 1990.

F100 rules that a chassis that is as 1988 homologation, even if manufactured during the 1991 to 1994 homologation period, can be used in the Pre 1989 class. This is providing all other regulations are adhered to, notably bodywork and bumper regulations.

Bodywork – Pre 89 and Pre 89 Heavy Classes

Nassau panel and side pods optional.

Nose cones are not permitted.

If no Nassau panel is present, a number plate must be fixed in a forward facing position.

If side pods are used, must be Pre 89 style. Please see attached document for examples.

Post 1988 bodywork and bumper fixing designs are not permitted.

*See **Appendix 1(a), 1(b)** and **1(c)** for bodywork styles permitted. (If you have another style please consult F100 for eligibility).

Karts must conform to bodywork dimensions (where applicable).

*See **Appendix 3** for bodywork dimensions and placement.

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Chassis Regulations - Pre 95 and Pre 95 Heavy Classes

Any Chassis that is FIRST homologated during the 1994 homologation period, or any other earlier homologation period is eligible. If not a homologated chassis, then it must be proven to be manufactured no later than 1994.

There is no lower age limit to chassis permitted.

For example: A competitor can race a 1986 chassis in any F100 class if they wish.

Remanufactured/replica chassis banned.

The vast majority of Pre 1995 chassis were homologated for one 3 year period and so it is easy to identify what class they fall into. But some were re-homologated, these being manufactured post 1996, but sharing their chassis homologation number with their older brother that was manufactured during the 1994 to 1996 homologation period. So the question can be asked, which class do they fall into?

It is not possible to identify exact year of manufacture of all of these re-homologated chassis, as the year of manufacture was not stamped on all of these chassis. On some of these chassis only the 1994 homologation number is stamped, even if it was manufactured during their second homologation period and post 1996.

F100 rules that a chassis that is as 1994 homologation, even if manufactured during the 1997 to 1999 homologation period, can be used in the Pre 1995 class. This is providing all other regulations are adhered to, notably bodywork and bumper regulations.

Bodywork – Pre 1995 Class

Nose cone, nassau panel and side pods optional.

If nose cone is used, must be Pre 1995 style.

Late 1990's pod bars and pods allowed, but pre 1995 style favoured.

Post 1999 bodywork and bumper fixing designs are not permitted.

Competitors who are found to have used a chassis in F100 competition that has had post 1999 style bodywork fixings and/or bumper fixings removed and pre 2000 fixings installed will not be allowed to participate as this is blatant cheating to try and use newer karts than the rest.

*See **Appendix 1(a), 1(b) and 1(c)** for bodywork styles permitted. (If you have another style please consult F100 for eligibility).

Karts must conform to bodywork dimensions (where applicable).

*See **Appendix 3** for bodywork dimensions and placement.

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3.9 - Chassis Regulations - Pre 2000 Class

Any chassis that is FIRST homologated during the 1997 homologation period, or any other earlier homologation period is eligible. If not a homologated chassis, then it must be proven to be manufactured no later than 1999.

There is no lower age limit to chassis permitted.

For example: A competitor can race a 1985 chassis in any F100 class if they wish.

Remanufactured/replica chassis banned.

The vast majority of Pre 2000 chassis were homologated for one 3 year period and so it is easy to identify what class they fall into. But some were re-homologated, these being manufactured post 1999, but sharing their chassis homologation number with their older brother that was manufactured during the 1997 to 1999 homologation period. So the question can be asked, which class do they fall into?

It is not possible to identify exact year of manufacture of all of these re-homologated chassis, as the year of manufacture was not stamped on all of these chassis. On some of these chassis only the 1997 homologation number is stamped, even if it was manufactured during their second homologation period and post 1999.

F100 rules that a chassis that is as 1997 homologation, even if manufactured during the 2000 to 2002 homologation period, can be used in the Pre 2000 class. This is providing all other regulations are adhered to, notably bodywork and bumper regulations.

Bodywork – Pre 2000 Class Only

Full bodywork preferred, but not mandatory.

If running bodywork, then all bodywork to conform to the 1997 homologation specifications, see diagrams for examples. CIK02 plastic bodywork style is allowed as this is the same/similar to the older forms.

Post 1999 bodywork and bumper fixing designs are not permitted.

Competitors who are found to have used a chassis in F100 competition that has had post 1999 style bodywork fixings and/or bumper fixings removed and pre 2000 fixings installed will not be allowed to participate as this is blatant cheating to try and use newer karts than the rest.

*See **Appendix 1(a)**, **1(b)** and **1(c)** for bodywork styles permitted. (If you have another style please consult F100 for eligibility).

Karts must conform to bodywork dimensions (where applicable).

*See **Appendix 3** for bodywork dimensions and placement.

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3.10 - Number of engines and chassis:

A maximum of 3 engines and one chassis can be used from the start of the first heat and for the remainder of the race meeting. Chassis and engine numbers are to be detailed on the scrutineering forms when presented at scrutineering. In extreme circumstances (E.g.: cracked chassis) and only with the permission of the organisers, a chassis change may be permitted.

3.11 - Engines:

Engines must:

- Have their original as homologated external appearance (with the exception of bent, broken or missing fins). This regulation includes subtly larger crank case reed housing areas of the later than 1998 reed engines, and any other such variations, these are not allowed.
- Be air-cooled.
- Be homologated no later than 1998 for the Pre 2000 classes.
- Be homologated no later than 1992 for the Pre 95 classes.
- Be homologated no later than 1986 for the Pre 89 classes.
- Have their original homologated stroke length.
- Have the original homologated connecting rod length.
- Have a capacity no larger than 106cc (to allow for the older engines to have more life).
- Have static, analogue PVL, Selectra, Ital Sistem, Ducati or Motoplat ignition. Programmable ignitions are not permitted.
- Internal section of reed valve pyramid must not be greater than 68mm in length. See reed block diagram to support this regulation.
- A scrutineer can stipulate that a competitor's ignition coil must be swapped for another ignition coil, identical in make and model, which will be provided by F100 at any time during the meeting.
- No material is to be added to any part of the engine, internal or external. Material is allowed to be removed only.

Liners:

- No material is to be added to any part of the homologated liner. Material is allowed to be removed only.
- Liner must show evidence of originally being double spigot either side of the middle transfer port, with at least one of these spigots displaying a minimum of 5mm in length. The gap between said spigots must also be no less than 10mm in length. If a competitor has an engine they deem to be originally double spigot, but does not conform to the length of spigot regulation, please present the engine to the scrutineer for examination before using the engine in competition.
- Evidence of later style singular central spigot liners being put into 90's engines is not allowed. Liner replacements are allowed, but only replaced with two spigot, 90's style liners.
- In Pre 89 class, liners must have a vertical bridge in the centre of the exhaust port.

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Reed Clock Diagram



3.12 - Seat Fixings:

Safety washers of a minimum 2mm thick and 40mm diameter must be fitted between all seat stays/fixings and the seat itself.

3.13 - Fuel:

All competitors must obtain their fuel from an F100 nominated petrol station for each particular track. This petrol station location will be announced nearer to the race date.

All competitors must use the F100 chosen oil. This oil is '**Shell Advance Racing M**'. No other oil make/brand is allowed.

All fuel additives (except for Shell M oil) are forbidden.

Competitors must provide a fuel sample when requested by a scrutineer, failure to do so will result in exclusion from the meeting.

3.14(a) - Silencers: Exhaust

Period style exhausts are compulsory.

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3.14(b) – Silencers: Air Box

Period style air boxes are compulsory. Please see pictures in **Appendix 2** for examples of which air boxes are permitted in each class. If you have an air box you believe to be in-period, but is not listed in the picture section, please contact F100 to get it included in the list before using it in competition.

Air boxes are to have a maximum of 2 intake holes in them, each hole measuring no more than 23mm diameter, and each intake trumpet must be a minimum of 80mm in length.

The use of a gauze on the inlet trumpet is permitted.

3.15 - Rear Axle:

The rear axle is to be of magnetic steel material.

Pre 2000 classes – Axle diameter no larger than 50mm.

Pre 95 classes – Axle diameter no larger 40mm.

Pre 89 classes – Axle diameter no larger 40mm.

3.16 - Hubs

17mm bearing front hubs permitted in pre 2000 class only.

Maximum front hub width in Pre 2000 Class- 100mm.

Front Hubs are not permitted for use in Pre89 or Pre 95 classes.

Adjustable and non-adjustable 25mm bearing modern style front hubs not permitted.

Rear hubs with an overall length (excluding wheel studs) of less than 60mm are not permitted to overhang the ends of the rear axle.

3.17 – Wheel Rims

Modern style and material wheel rims are permitted, but not mandatory.

3:18 - Stub Axles/Steering:

Maximum stub axel shaft diameter – 17mm.

Stub axles must be in the style and period of the chassis manufacture.

Steering column safety locking ring is mandatory in all classes.

Ackerman steering columns are not permitted in Pre89 class.

Flat top steering wheels are not permitted in pre 89 class.

Castor/camber kits should be in keeping with the karts age. Modern style camber kits are not permitted.

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3:19 - Kart Width:

Pre 2000

Maximum width of rear wheels/tyre, outside edge to outside edge = 1400mm

Maximum width of front wheels/tyre, outside edge to outside edge = 1220mm

Pre 95 and Pre 89

Maximum width of rear wheels/tyre, outside edge to outside edge = 1350mm

Maximum width of front wheels/tyre, outside edge to outside edge = 1150mm

Outside edge of rear bumper may not protrude past that of the outside edge of the rear wheel (including in wet conditions).

3.20 - Carburettor:

All classes:

One carburettor per engine only (no duel carburettors).

Single butterfly carburettor with centre axle only (no slide carburettors).

Maximum venturi diameter of 24mm for a minimum distance of 2mm.

All Ibea carburettors that are unstamped (no L2/L3 marking) must be presented to a scrutineer before they are allowed to be used in competition.

A throttle return spring must be present at the accelerator pedal **AND** at the carburettor.

Pre 95 and Pre 2000 classes are permitted to run carburettors homologated up to 1999 (no carburettors homologated post 1999).

Pre 89 classes must only use Tillotson 360 carburettor. Modifications to this carburettor are permitted.

3:21 – Brakes:

Brakes are to be acting on rear axle only.

Self-adjusting brakes are not permitted.

Period style brakes are requested, but not mandatory. Please make the effort to keep things period, thank you.

Secondary brake cable is mandatory. This must run through the loop in the pedal and attach at the master cylinder lever arm.

3:22 – Finger Guards

Finger guards for both reed and rotary engines are mandatory.

There are a number of different types available to purchase.

Some people fashion their own inventions to meet this regulation which is acceptable.

The engine sprocket must be completely unattainable by the fingers of the driver when seated in the kart.

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Brief Regulation Outline

Regulation	Pre89 & Pre89 Heavy	Pre95 & Pre95 Heavy	Pre 2000 & Pre2000 Heavy
Number Plates Reg: 3.3	Green Backing White Number (Heavies – Line under N ^o)	White Backing Black Number (Heavies – Line under N ^o)	Yellow Backing Black Number (Heavies – Line under N ^o)
Log Book Reg: 2.9	All karts must send Log Book info to F100 before entering.	All karts must send Log Book info to F100 before entering.	All karts must send Log Book info to F100 before entering.
Transponder Reg: 3.4	AMB 160	AMB 160	AMB 160
Data Logging Reg: 3.5	Lap timers and rpm only No GPS	Lap timers and rpm only No GPS	Lap timers and rpm only No GPS
Minimum Weight Reg: 3.6	148kg (Heavies, 158kg)	148kg (Heavies 158kg)	152kg (Heavies 162kg)
Tyres Reg: 3.7	Slick: MITAS SRC Wet: Komet K1W	Slick: MITAS SRC Wet: Komet K1W	Slick: Komet K1H New or used option. Wet: K1W
Chassis Reg 3.8	Up to and including 1988 No replicas	Up to and including 1994 No Replicas	Up to and including 1999 (Last homologation 1997) No Replicas
Bodywork Reg 3.8	Nassau and pods optional Nose cone not permitted. Pre 89 Style bodywork only.	Nassau, pods, nose cone optional. If nose cone is used, pre 95 or 89 style only. Pre 2000 pods permitted.	Full bodywork Preferred, but not mandatory. If used, Pre 2000 style only.
Engines/liners: Reg 3.11	See Reg 3.11	See Reg 3.11	See Reg 3.11
Seat Fixings Reg 3.12	Large seat washers on all seat fixings	Large seat washers on all seat fixings	Large seat washers on all seat fixings
Fuel/oil Reg 3.13	Super Unleaded only. Purchased from nominated fuel pump only. Oil: Shell Advance Racing M only.	Super Unleaded only. Purchased from nominated fuel pump only. Oil: Shell Advance Racing M only.	Super Unleaded only. Purchased from nominated fuel pump only. Oil: Shell Advance Racing M only.
Exhausts Reg: 3.14(a)	Big bore type is permitted.	Big bore type is permitted.	Big bore type is permitted.
Air Boxes Reg: 3.14(b)	Mandatory. 2 holes only, each hole 23mm diameter. Must be pre89 style.	Mandatory 2 holes only, each hole 23mm diameter. Must be Pre95 style.	Mandatory. 2 holes only, each hole 23mm diameter. Must be pre2000 style.
Axles Reg 3:15	Max 40mm	Max 40mm	Max 50mm
Hubs Reg: 3:16	No front hubs permitted	No front hubs permitted	Front hubs permitted. Max Front hub width 100mm
Rims Reg 3:17	Modern style permitted. Bearing style fronts only.	Modern style permitted. Bearing style fronts only	Modern style permitted.
Stub axles/Steering Reg 3:18	Max 17mm shaft. Pre 89 style and length and correct for chassis. Ackerman columns not permitted. Flat top steering wheels not permitted. No modern style castor/camber kits.	Max 17mm shaft. Pre 95 style and length and correct for chassis. No modern style castor/camber kits.	Max 17mm shaft. Pre 2000 style and length and correct for chassis. No modern style castor/camber kits.
Kart Width Reg 3:19	Rear 1350 Front 1150	Rear 1350 Front 1150	Rear 1400mm Front 1220mm
Carburettor Reg 3:20	Tillotson 360 model only Max 24mm venturi. Internal modification open.	Pre 2000 model only. Max 24mm venturi Internal modification open.	Pre 2000 model only. Max 24mm venturi Internal modification open.
Brakes Reg: 3:21	Action on rear axle only Self-adjusting not permitted Pre 89 brakes requested. 2 nd brake cable mandatory	Action on rear axle only Self-adjusting not permitted Pre 95 brakes requested. 2 nd brake cable mandatory	Action on rear axle only Self-adjusting not permitted Pre 2000 brakes requested. 2 nd brake cable mandatory
Finger guards Reg 3:22	For both reed and rotary – mandatory.	For both reed and rotary – mandatory.	For both reed and rotary – mandatory.

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Appendix 1(a): Bodywork – Side Pods



Arrow



D & D



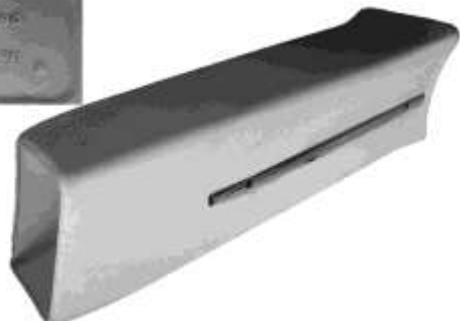
KG – Style 1



KG – Style 2



CIK 99/02



Righetti Ridolfi

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Appendix 1(b): Bodywork – Nassau Panels



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Appendix 1(c): Bodywork - Nosecones



(Pre 2000 class only)

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Appendix 2: Air Boxes

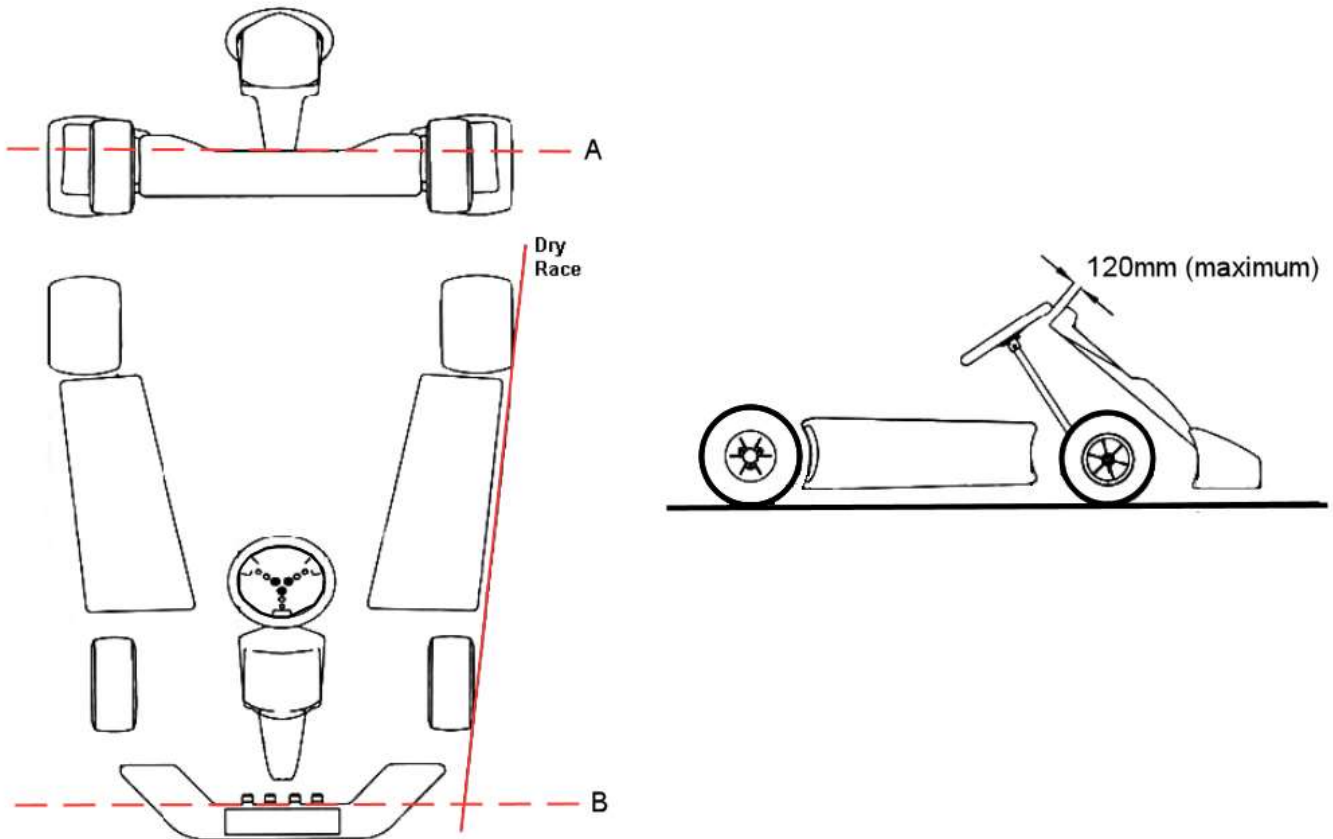


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Appendix 3: Bodywork Dimensions



A: Maximum height of lower edge of Nassau panel (where no nosecone is fitted this is the upper front bumper bar).







B: Maximum forward position of lower edge of Nassau Panel (where no nosecone is fitted this is the front bumper bar(s)).

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Appendix 5: Flags

<p>Black Flag:</p> <p>The driver must stop at his pit within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag. This flag is always displayed with a board showing the relevant competitors kart number.</p> <p>Rest assured if you see too many of these, your time with F100 will be a short one!</p>	
<p>Black flag with Orange disc:</p> <p>Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p>Black and White Flag:</p> <p>A warning, to the driver that his behaviour is suspect and that he may be Black-flagged on further reports. This flag is always displayed with a board showing the relevant competitors kart number.</p>	
<p>Red Flag:</p> <p>Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>	
<p>Yellow Flag:</p> <p>Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.</p>	
<p>Green Flag:</p> <p>All clear, at the end of a danger area controlled by yellow flags. Maybe used to signal the restart of the race following a pace flag.</p>	

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<p>Safety Flag / Pace Flag:</p> <p>Used to control the speed of karts to a safe pace, single file, no overtaking. Be prepared to stop. Used to keep the race running as an alternative to a red flag.</p>	
<p>Blue Flag:</p> <p>Usually shown when the leaders are coming to lap you.</p> <p>Stationary: Another competitor is following close behind. Waved: Another competitor is trying to overtake.</p>	
<p>Slippery Surface Flag:</p> <p>Stationary: Slippery surface ahead. Waved: Slippery surface imminent.</p>	