



F100 90's Tour - 2020

F100 Classic TKM – Technical Regulations

Classic TKM Class Regulations 2020

Technical Extensions to Classic Formula Libre

1.1 – Introduction:

F100 is a Historic Kart Race Series owned and operated by F100 Spirit of the Nineties Ltd.

It embraces what we believe were the finest eras of karting: The 1990's.

Occasionally, we have an opportunity to create new classes to take part in our championship. In this instance, we are delighted to present to you our new Classic TKM and Classic TKM Extreme classes for 2020.

Emphasis will not only be on affordable kart racing but it shall be competitive, fair, safe and enjoyable.

Pure unadulterated karting at its very best with one of karting's best karting classes racing at the country's best venues.

Tal-Ko Foreword:-

Classic TKM provides a stable and fully sanctioned class structure for those drivers wanting to make full use of the classic TKM BT82 powered class which had its beginnings in the UK in 1989.

These regulations are the ONLY ones officially backed by Tal-Ko, the creators and owners of the Formula TKM classes.

These regulations are a simplified version of the full Formula TKM class regulations and are controlled by Tal-Ko in association with F100 Spirit of the 90s. Unless otherwise stated the Sporting Regulations will be those provided by F100UK who will be the championship and event organisers.

These regulations should be read in conjunction with the current TKM BT82 official engine fiche and will only be changed on an annual basis unless through force majeure.

A copy of the fiche is available online at www.tal-ko.com

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Any specific technical questions on engines should be addressed to info@tal-ko.com

A: Chassis:-

- A1 Any chassis homologated for the TKM class up to and including the homologation which runs out in 2003.
- A2 Any British made non gearbox chassis made between 1983 and 1994 that meets the same criteria. Driver to provide proof of kart age.
- A3 Rear axle 2 bearing, 30mm diameter, hollow is permitted, no ride height adjustment.
- A4 No adjustable torsion bars on any area.
- A5 No adjustable camber. May be removed by fitting central king pin mount.
- A6 No Ackerman steering but these columns can be used with central mounting.
- A7 Extended rear hubs permitted and may overhang rear axle if of 2 bolt design.
- A8 Fully enclosed chain guard must be used. Type free.
- A9 Front stub axles maximum 17mm diameter.
- A10 Maximum of 2 additional seats stays, one either side.
- A11 Pedals free.
- A12 Maximum kart width 1400mm
- A13 Magnesium parts not permitted other than stated.
- A14 Carbon fibre / composites only permitted for floor tray and seat.

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B Brakes:-

- B1 Brakes must be hydraulic or cable operated and effective on rear axle only.
- B2 Brake system free but not self-adjusting. Maximum 1 pad per side and 2 pistons per pad.
- B3 Brake disc must be steel or cast iron. Type free.
- B4 ABS not permitted.
- B5 Must be fitted with a back-up brake safety cable in case of failure.

C Wheels and Tyres:-

- C1 Wheels must be one piece aluminium or magnesium.
- C2 Front wheels must include bearings. Front hubs NOT permitted.
- C3 Max wheel width 122mm front and 210mm rear measured internally. Maximum 133mm and 217 externally.
- C4 Tyres must be purchased from F100 Kart Club.
- C5 The only tyres permitted are Maxxis with the words 'Formula TKM' moulded in their sidewalls. Dry slick tyres will have green labels, wet tyres will have red with a white outline labels.

Tyre sizes / types as follows:

Dry – Formula TKM Front 10 x 4.50-5, Rear 11 x 7.10-5

Wet – Formula TKM Front 10 x 4.50-5, Rear 11 x 6.00-5

- C6 Artificial heating or any chemical treatment of tyres is prohibited.
- C7 Only one set of dry / wet tyres may be used per meeting. If punctured a replacement may be permitted by the scrutineer.

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D Bodywork/Rear Bumper:-

- D1 Post 1993 chassis must use sidepods style up to and including CIK02 type.
- D2 Post 1993 chassis must use front nose, style according to chassis type.
- D3 Pre 94 chassis bodywork is optional.
- D4 Rear bumper must be metal full width except on Pre 94 chassis which may use narrower rear bumper of that era.
- D5 The rear wheels must at all times be outside or level with the outer edge of the rear bumper. Never inside.

E Engine:-

- E1 All engines must meet the official TKM BT82 engine fiche with all internal parts genuine Tal-Ko manufactured / supplied.
- E2 Direct drive or clutched variants may be used – TAG not permitted.
- E3 Only cast liners are permitted. CNC liners prohibited.
- E4 Eazistart head not permitted.
- E5 Original unmodified Motoplat or PVL ignition must be used with maximum advance as detailed in fiche.
- E6 No engines with big main bearings, so no engine after engine serial number 6867. Note S/ Nos 6744 to 6786 also prohibited because fitted with big bearings.
- E7 External repainting of barrel and head permitted but must be in black.
- E8 Engine mount may be aluminium, steel or magnesium.
- E9 Airbox may be original Ramair dome type or later Righetti Ridolfi supplied type with or without TKM stamp.
- E10 Where using original dome type maximum of 3 holes may be drilled to aid mounting. All holes must be used.

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Engine Continued....

- E11 On later type, no additional holes are permitted in the airbox and the 2 trumpets must be a maximum of 23mm internal diameter. Trumpet length must be no shorter than 109mm when measured from the outer tip or radius of the inlet ram to the opposite end of the tube with a vernier gauge.
- E12 Internal air filter must be used and in good condition with no damage or tares. Type free.
- E13 Carburettor Walbro WB19 with TKM stamp must be used in unmodified form except for extension to high jet or low jet to ease adjustment. Helicoil / Timesert repairs are allowed. Spacer block may be fitted with a slot to aid ease of fitting the throttle cable.
- E14 Only small bore exhausts may be used. We would like to phase in the use of TKM stamped exhausts to provide level playing field. End can must be fitted to exhaust, type free.
- E15 The Classic TKM class will use 100cc specification of engine. The Classic TKM Extreme class will use the 115cc specification of engine.
- E16 Maximum of 2 engines may be used at any race meeting.

F Kart Weights:-

- F1 Minimum weight for kart and driver are currently as follows:-

Classic TKM - 154Kgs

Classic TKM Extreme -170Kgs

G Sundry:-

- G1 Classic TKM class to use red number plates with white numbers. Classic TKM Extreme class to use white plates with red numbers.
- G2 Period steering wheels of 3-bolt fixing with flat top or bottom permitted. 3 spoke without shaped area for data logger.
- G3 Clutch engines must have the ON / OFF engine switch mounted in the area of the steering wheel and clearly marked in off position.

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END OF DOCUMENT

Drivers Notes:-