



# F100 90's Tour - 2022

## F100 – Technical Regulations

### Classic Libre Technical Regulations

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#### 1 – Introduction

##### 1.1 Foreword

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.

With a light and nimble kart chassis that turns on a sixpence and responds to your every command, coupled to an intensely responsive 100cc air cooled engine revving to well over 20,000 RPM, what more could you ask for as a driver. Just touch the throttle and the engine picks up the revs immediately and delivers you more power and noise than you could ever imagine and without any hesitation.

That's the unmistakable sight, sound and smell of F100 - Spirit of the 90's.

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

Somehow, we have created a 'Grass Roots' and 'Accessible' karting class from the top flight machines of Formula A and Formula ICA of the 90's.

F100 is pure unadulterated karting at its very best and racing under a MSUK Championship permit at some of the country's best venues.

No Clutch, No Starters, No Battery, No Radiator, No Pump, No Rev Limiter, No Gears, No Clutter.

Now you can race F100 in our MSUK Recognised Championship

Come and join us on our magical mystery tour today - The F100 90's Tour of Britain.

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The technical regulations that follow should be read as the series organiser variations or restrictions against MSUK regulation CL1.1

In other words, Classic Libre in the Motorsport UK Yearbook 2022.



#### AQUA - Variations and amendments against the MSUK Classic Libre Class CL1.1

##### A: CHASSIS

- A1** Any chassis that is FIRST homologated during the 2000 homologation period, or any other later homologation
- A2** There is no upper age restriction limit on the chassis.
- A3** Re-manufactured and replica chassis are not allowed.
- A4** External chassis rails must be original. Repairs to cracks are permitted but the rail must retain its original shape and position with original mounting points for seat stays, cross members , etc. Please seek clarification from F100 before commencing any repair.
- A5** Chassis must be complete. Removal of any part of the chassis is forbidden, i.e., bearing hanger, 4th rail , etc.
- A6** If a chassis is re-homologated in name, but not an exact replica of its original in-period homologation, then the re-homologated later version kart is deemed “not in period” and therefore will not eligible for the earlier class.
- A7** For chassis manufactured within the homologation period, but do not exactly match the homologation papers, there must be period evidence (photos or video for example), to support its validity. F100 will make the final decision on whether a log book is granted.
- A8** Full bodywork including front fairing is mandatory. Drop down front fairing systems will not be recognised if fitted.
- A9** The front stub axle's maximum diameter will be 25mm.

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#### A: CHASSIS Continued

- A10** Maximum of four additional seats stays, two either side.
- A11** Pedals are free choice.
- A12** Magnesium parts are permitted.
- A13** Post 2005 bodywork and bumper fixing designs are permitted.
- A14** Maximum front axle width must not exceed 1400mm.
- A15** Maximum rear axle diameter must not exceed 50mm.
- A16** It is permissible to make a single cut through the 4th chassis rail.
- A17** When the 4th chassis rail is permanently fixed by design, the rail must not be removed.
- A18** Only non-metallic protectors may be used for chassis, sprocket or brake disc.
- A19** Chassis protectors are not mandatory but where fitted, they must be in a serviceable condition. If a chassis protector appears excessively worn, the scrutineer may ask for it be replaced or serviced to avert damage the circuit or it falling off entirely.

#### B: BRAKES

- B1** Brakes must be hydraulic or cable operated and effective on rear axle only.
- B2** Brake system is free.
- B3** Maximum one pad per side and two pistons per pad.
- B3** Brake disc must be steel or cast iron. Type free.
- B4** ABS not permitted.
- B5** The Brake system must be fitted with a back-up brake safety cable in case of failure. Cable diameter **must be** 2mm minimum.

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#### C: WHEELS AND TYRES

- C1** Wheels must be one piece aluminium or magnesium.
- C2** Front hubs are permitted
- C3** Maximum wheel width 122mm front and 210mm rear measured internally. Maximum 133mm and 217mm externally.
- C4** Tyres must be purchased from F100 Kart Club
- C5** The only tyres permitted in Aqua are as follows:-

<b>Dry – MAXXIS New Age Green</b>	<b>Rain – Komet K1W</b>
<b>Compound - Hard Slick Tyre</b>	<b>Compound - Wet Tyre</b>
<b>Front Size 10 x 4.50 - 5</b>	<b>Front Size: 10 × 4.20 - 5</b>
<b>Rear Size 11 x 7.10 - 5</b>	<b>Rear Size: 11 × 6.00 - 5</b>
- C6** Artificial heating or any chemical treatment of tyres is prohibited.
- C7** One set of dry tyres and up to four sets of rain tyres may be used per meeting.
- C8** Ackerman steering and period castor camber kits are permitted.

#### D: BODYWORK & REAR BUMPER

- D1** Aqua must use sidepods, style to be CIK 02 or later, may be used.
- D2** Aqua must use front fairing, style to be CIK 02 or later, may be used.
- D3** Aqua must use Nassau panel, style to be CIK 02 or later, may be used.
- D4** Rear bumper must be fitted and be manufactured from either metal or plastic. The use of the narrower rear bumper of that era is not permitted.
- D5** The rear wheels must be outside or level with the outer edge of the rear bumper at all times. Never inside, including in wet conditions.



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#### E: ENGINES

- E1** The only engines permitted will be the PRD Fireball, Parilla Lynx, Parilla Maxi or Parilla Leopard from the Pre 2000 era.
- E2** Unrestricted water cooled engines only up to 125cc - Clutches can be used.
- E3** Have the original homologated stroke length.
- E4** Eazistart head not permitted.
- E5** Have their original homologated external appearance with the exception of broken bent or missing fins.
- E6** Engines must be water cooled.
- E7** Have their original homologated connecting rod length.
- E8** Have a capacity no larger than 106% of the manufacturer's original fiche.
- E9** Have the manufacturers original ignition system fitted and unmodified.
- E10** The manufacturer's digital or analogue ignition systems are permitted. Must be unmodified.
- E11** External section of the reed cage OR where the reed petals attach to a one piece cage and stuffer assembly, that assembly MUST not be larger than 68mm in height.
- E12** Internal air filter may be used. Type free.
- E13** Ignition coil connections must be easily removable and not siliconed or tied into position.
- E14** HT lead must be from one single piece of cable from the CDi unit to the HT plug cap.
- E15** Repairs to the cylinder and stud threads are allowed and at the scrutineers discretion. Please feel free to ask permission from F100 regarding an acceptable repair method or technique.
- E16** A maximum of four engines may be used at any race meeting.

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#### E: ENGINES Continued.

- E17** Liners are free selection but must comply with 'E19'. Material must not be added to any part of the engine, including the liner. Material is to be removed only.
- E18** Liners replacements are free choice but must show evidence of originally having double spigots by design either side of the middle transfer port, with at least one of these spigots displaying a minimum of 5mm in length.
- The minimum distance between the spigots when measured between the closest two points of the protruding spigots must not be less than 10mm.
- If a competitor has an engine they deem to be originally double spigot but it does not conform to this 'length of spigot regulation', please present the engine to the scrutineer for examination before using the engine in competition.
- E19** Evidence of later style singular central spigot liners being put into 90's engines is not allowed. Liner replacements must only be replaced with twin spigot, 90's style liners.

#### F: KART WEIGHTS

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

<b>Aqua Light</b>	<b>– Lynx Engine</b>	<b>- 160 Kgs</b>
<b>Aqua Heavy</b>	<b>– Maxi Engine</b>	<b>- 175 Kgs</b>
<b>Aqua Ultra</b>	<b>– Leopard Engine</b>	<b>- 185 Kgs</b>
<b>Aqua Ultra</b>	<b>– Fireball Engine</b>	<b>- 185 Kgs</b>
<b>Any other 125cc permitted engines</b>		<b>- 185Kgs</b>

**(Ask F100 for advice)**

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#### G: SUNDRY

- G1** Aqua class to use cyan number plates with white numbers.
- G2** Aqua Heavy and Ultra Classes must use Cyan Plate with White numbers.
- G3** Lubricant must be any lubricant from the 2022 CIK Lubricant list. Additionally, competitors may also use Shell Advanced Racing M or any other lubricant we notify you about.
- G4** Automatically adjustable or manually adjustable (Onboard) exhaust systems are prohibited.
- G5** Any Pre 2000 style and any later homologated butterfly carburettors are allowed. Carburettors must have maximum venturi of 24mm and that venturi must be 24mm for at least 2mm in length. Material may only be removed from the carburettor body. No material may be added whatsoever.
- G6** Carburettors not appearing to be easily identified must be presented to F100 for identification and sealing before use.
- G7** We ask that you use period style air boxes for each class, but this is not mandatory. Air Boxes must be CIK approved and must be pre 2000 in style.
- G8** Air boxes are to have a maximum of 2 intake holes in them. Each hole must not measure more than 23mm diameter. Each intake trumpet must be a minimum of 80mm in length when measured from the external radius of the inlet to the opposite end of the ram tube.
- G9** The use of gauze on the inlet on the airbox trumpets are permitted.
- G10** A throttle return spring must be present both on the accelerator pedal and the throttle arm linkage.
- G11** Data logging equipment is not restricted.
- G10** Any race suit that carries a CIK homologated mark may be worn. The expiry date of the suit will not be observed. The suit must be in good condition with no rips or tears. The zips must be in good functioning order.
- G11** Every chassis and engine must have an F100 Logbook before being accepted to race in an event. [Please see section H at the end of this document.](#)

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### H: Chassis Log Books

- H1** In order to race at any F100 event, a kart chassis will first require a log book. The initial process is now electronic via your online Virtual Garage and backed up with physical checks at the circuit against the class rules, homologation fiches and regulations.
- H2** Every item that is added to the Virtual Garage will create a notification alert to F100. We will then verify the details you have entered are correct. If we notice a problem with any data entered, a member of F100 will contact you.
- H3** In order to obtain your log book, please log into your Alpha driver profile via our website [www.f100uk.com](http://www.f100uk.com).
- H4** Once logged into your profile, click on 'Vehicle Garage'
- H5** You can now add chassis and engines into your garage as follows.
- H6** Firstly, click 'Add Chassis' chassis tab. You will be presented with some guidance notes to help you add your chassis. Please read them carefully.
- H7** Next, click the drop down menu below the 'Manufacturer' tab and select your chassis make from the drop down menu list.
- H8** Once you have selected your manufacturer, you will be presented with a list of chassis models eligible for your chosen class by that manufacturer. Please select your chassis model by clicking one of the radio buttons on the left hand side adjacent to the model of your chassis.
- H9** Next, you can now give your chassis an optional 'Friendly Name' or 'Nickname'. Type this Nickname in the box below 'Nickname'.
- H10** Next, you MUST add the serial number of the chassis exactly as it is shown on your kart. Please do not add fake or random numbers just to part complete the process as this generates un-necessary notifications.
- H11** Now the next part is most important. Please add the chassis CIK homologation number exactly as it is shown on your chassis. Again, please do not add fake or guessed numbers as this generates un-necessary notifications to the F100 Technical team.
- IF YOUR KART DOES NOT HAVE A CIK NUMBER, YOU MUST CONTACT F100 AND INFORM US.**
- Contact:- [logbooks@f100uk.com](mailto:logbooks@f100uk.com)
- H12** To complete the process, click 'SAVE' located at the bottom left hand side of your screen to save your garage item.
- H13** Next, add engines in exactly the same way; however the CIK Homologation number is not required this time.
- H14** F100 purchased tyres will be automatically logged into your virtual garage. This includes your existing 2019, 2020 and 2021 F100 purchased tyres. Be sure to give your tyres 'Nicknames' so you know when they were purchased or used, i.e. 'Clay Winter Cup'.





## **F100 90's Tour - 2022**

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**END OF DOCUMENT**

**Driver Notes:-**