



## Regulation 2022

### 1. Introduction

GKC100 Pre2000 Cup is a Karting event dedicated exclusively to 100ccm Karts built in '90s era with CIK FIA or CSAI homologation valid till 2000.

The GKC100 Pre2000 Cup is composed by a single class named "PRE2000". Only rotary and reed 100ccm engines are allowed that have direct drive and they have to be air cooled.

GKC100 Pre2000 Cup equipment for races must be used in the same form and way as it was used in those days.

The Spirit is all about creating kart races founded on accessibility and competition to make the golden era of karting shine again. Clutches, Touch and Go, radiator, RPM cutters are not allowed.

### 2. Class Definition

#### Pre 2000

Technical Specifications: Chassis and Engines built before 2000 with overall weight of 150kg (kart+driver+fuel after each session on the scale in the parc fermé). The overall weight for the Heavy Class is 158kg. Both classes will race together. The separate ranking for the heavy class comes out of the total ranking.

### 3. Races:

Race start will be in line (grid) with group starting respecting the maximum allowance of the track. If the karts will be more than the track capacity race will proceed as described below at "Race Structure".

### 4. Drivers and Licenses

Races	Licenses Admitted
Serie	National C or higher  For foreign drivers please check with your local association and with the German association DMSB what license is required → NEAFP

### 5. Race Structure

GKC100 Pre2000 Cup is a single race event, organized one or more race days.  
For this race foreign drivers are allowed (NEAFP).

## **6. Scores of the GKC100 Pre2000 Cup**

Position	Points Race 2 (Final)
1	25
2	22
3	20
4	19
5	18
6	17
7	16
8	15
9	14
10	13
11	12
12	11
13	10
14	9
15	8
16	7
17	6
18	5
19	4
20	3
21	2
22	1
23	1
24	1
25	1
26	1
27	1
28	1
29	1
30	1
31	1
32	1
33	1
34	1

In case the number of starters exceed the maximum capacity of drivers allowed on track we will not proceed in heats. The track allows 34 drivers on track. The registration mode will be “first come first serve”. For all further registered drivers there will be a waiting list. Drivers will be listed in the order their registrations come in. If one of the first 34 drivers cancels his registration drivers from waiting list will move up in the order they are listed.

In qualifying the competitors will determine the lineup for the starting grid of Race 1 (Pre-Final). The result of Race 1 equals the starting grid for Race 2 (Final). Winner of the GKC100 Pre2000 Cup is the driver who wins the Final race (Race 2).

## **7. Prizes**

At the GKC100 Pre2000 Cup trophies will be given for the first 5 classified drivers and to the winner of the Heavy Class.

The ceremony will take place as soon as possible after the final race. It is part of the event and participation for all drivers is obligatory!

## **8. Advertising**

The promoter reserves the right to use the advertising spaces on the fairings of each kart to promote any partners / sponsors of the GKC100 Pre2000 Cup or the cup itself.

## **9. Race procedures**

The race takes place over a single day or over two days it will be specified in the Specific Race Regulations.

### **- FREE PRACTICE**

One or more free practice sessions are scheduled

### **- QUALIFICATION (two types possible):**

**Standard:** Duration of 10 minutes for all competitors

→ leaving the track into the pits will end the qualifying for the competitor

### **Original (if possible),**

1 out-lap and 2 laps launched for each competitor. The best lap will be considered, the other two are to be considered in the event of a tie with other competitors. In the event that a competitor stops in the out-lap, he must necessarily restart within 10 minutes, triggered when he enters the track. In case a competitor stops during the first lap without being able to finish it, he has the possibility to restart, always with a maximum time of 10 minutes, taken from the moment he enters the track. In the event that a competitor manages to complete only one jump lap, his qualification practice must be considered as finished. The maximum number of drivers on the track, the interval between them, and the number of groups, must be reported on the race RPG

### **- STARTING PROCEDURE**

- Line up in pre grid
- One maybe two out Lap
- One Formation Lap
- The starting procedure foresees the disposition of the pilots in two rows;  
the start is launched by race director when the red lights go out

### **- Distances**

Class	Qualifying	Race 1(Pre-Final)	Race 2 (Final)
PRE 2000	10 minutes	14 minutes + 1 Lap	14 minutes + 1 Lap

## **10. Petrol**

Free choice of fuel as long as bought at a commercial gas station (ROZ 98).

## **11. LUBRICANT**

The lubricant is free as long as commercially available 2-stroke oil.

## **12. Weight**

The minimum total weight of driver (with race clothing) + kart and fuel for the GKC100 Pre2000 Cup is 150kg.

The minimum total weight of driver (with race clothing) + kart and fuel for Heavy Class of the GKC100 Pre2000 Cup is 158kg.

## **13. Tires**

CLASS	SLICK	RAIN
Pre-2000	Komet K2M	Free choice

The slicks (Komet K2M) have to be bought at the event from one specially named provider. The choice of rain tires is free and each driver can bring his own rain tires to the event. Rain tires have to be manufactured in a serial production. Prototypes and cut tires are prohibited.

From the start of qualifying only one set of tires new or used is allowed.

The tires will be marked after the qualifying in Parc Fermé.

In the event of a puncture or irreversible damage to a tire it is possible to replace it only after the consent of the technical steward. It will NOT be possible to replace the damaged tire with a new tire.

## **14. Racewear**

Race clothing, overalls, helmet, gloves and racing shoes must be worn at every time of the event (test and race). Helmet must be valid according to the "DMSB Kart-Clubsport" regulations. Race suit must show a CIK/FIA homologation for karting purpose. Homologation on race suit does not have to be valid!

## **15. Race Numbers:**

All participants must show their race number in black on a yellow background on all four sides.

The participants of the Heavy Class will have an additional marking on their numbers.

# **TECHNICAL REGULATION**

## **1. Identification and Approvals**

For participation on GKC100 Pre2000Cup the equipment (chassis, engine, carburetor) will be checked and given a label indicating that it is suitable to participate on this event. To take part in the official tests of the events (qualifying tests, heats, pre-finals, finals), it is mandatory to show the label on all the equipment listed above. There is no type of restriction on the number of punchable material for this event. There is no constraint regarding make and model.

## **2. Chassis Regulation Pre2000**

Any chassis that was first homologated during the 1997 homologation period or any other prior to this period is eligible. If the frame is not homologated it is necessary to prove that the frame was produced by 1999. There is no lower limit of the homologation year of the frame. Reproduction of frames is prohibited.

Most of the frames in the Pre 2000 category have been homologated for a period of 3 years so it is easy to identify which frames fall into this category.

Some frames have been re-homologated and produced after 1999 but have the same homologation number as those produced between 1997 and 1999. It is not possible to identify exactly the year of production of all the frames that were re-approved because the year of production is not always printed. On some of these chassis there is only the 1999 homologation although they were produced after 1999. The GKC100 Pre2000 Cup regulation allows karts with the 1999 homologation to participate in the Pre 2000 category although they may have been produced in the period between 2000 and 2002.

In any case all chassis with the 1999 or simply '99 year number on the identification plate are admitted. In the case of a frame without an identification plate the owner has the possibility to request by email the origin of it and in case it is part of the group of homologations which is allowed to participate at GKC100 Pre2000 Cup he has the right to participate.

For GKC100 Pre2000 Cup it is allowed to participate with frames originally produced for the purpose of being used for categories with gearboxes. If a frame has not been designed for supporting sidepods then it is not suitable as they are mandatory.

## **3. PODS**

For the entire duration of the GKC100 Pre2000 Cup the kart must be equipped with side plastics, front bumper, rear bumper (see Nr. 4!!!) and number holder shield. The simple yellow table placed as number holder is not allowed.

All 90s style fairings with homologation of those times are allowed. Fairings with CIK 02 homologation are allowed, as they have a similar design to those of those times.

Fiberglass fairings are forbidden only plastic or derivatives are allowed. Replicas of these fairings are allowed even without homologation but which respect the measurements of the time (see appendix). In this case they will have to be inspected by the scrutineers before being used in

official tests to verify the robustness. Examples of admissible fairings will be shown in the appendix. Side plastic models with incorporated side bars are allowed see appendix for examples.

#### **4. Rear Bumper**

The rear bumper is mandatory. Because of German regulations the current rear bumper of modern karts is mandatory. All types of iron bumpers or derivatives are prohibited (types of suitable bumpers will be listed in the appendix)

#### **5. Engines**

The engines must...

- a)  
...have the same outward appearance as when they were approved. With bent broken or missing cooling fins, repairs to them are accepted and permitted.  
Larger bases (approved after 1998) are not allowed to mount later production reeds.
- b)  
...be air-cooled.
- c)  
...not have been homologated after 1998 in all its components.
- d)  
...have the original stroke as it was approved.
- e)  
...have the length of the original connecting rod at the time of approval.  
The connecting rod has to be magnetic.
- f)  
...have a capacity not more than 104.00ccm
- g)  
...have a reed valve pack with a length equal or less than 67mm



h)

...have a static ignition. Programmable / variable ignition is prohibited.

i)

...have a cylinder showing the evidence of being equipped from the beginning with two fins placed on both sides of the section with at least one of the two fins with a minimum of 5mm in length. The space between these fins should not be less than 10mm in width.

If a competitor has an engine with an original double fin barrel but does not comply with the fin length rule please show the engine to the technical stewards for checking and approval before using in competition.

j)

It is not allowed to insert a barrel with a single central fin apparently belonging to the later style inside a 90s engine. The replaced barrel must be the same as the original one and declared in chips.

k)

It is possible to use the ItalSistem SV21 engine also with single cylinder fin (the only exception granted as it is the only engine approved with that type of cylinder and used in this configuration before 2000)

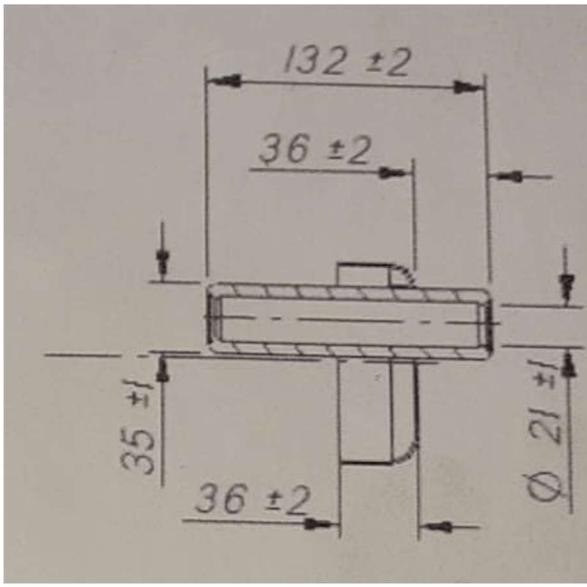
l)

Welds are allowed to repair crankcases or other previously broken components.

Violation to the technical rules will be sanctioned with exclusion from the GKC100 Pre2000 Cup!

## **6. Exhaust systems**

Mufflers and exhaust manifolds originally produced for 100cc engines are mandatory. The dimensions must comply with the diagram below with the relative tolerances as shown.



### **7. Filters and Airboxes**

An airbox is mandatory. The intake silencers must have 2 intake openings. Each one not bigger than 23mm in diameter. Each intake trumpet must have a minimum length of 80mm. Intake silencers with paper inside or any type of air filtration are prohibited. These silencers must reflect the style of the 90s. The use of filters (like a net) on the openings is allowed.

### **8. Rear Axle**

The rear axle must be magnetic steel. The maximum diameter is 50mm

### **9. Wheels**

Wheels of modern style and material are allowed, but not mandatory.

Wheels used with slick tires have to have three safety screws.

### **10. Hubs**

Front hubs are allowed but not mandatory. The maximum diameter of the inner bearing is 17mm.

### **11. Width of the Kart**

The maximum width of the rear of the kart measured between the two outer ends of the rear tires is 1400mm the minimum width is 1350mm.

### **12. Carburetors**

Only one carburetor per engine is allowed (double carburetors prohibited).

Carburetors must be center axle throttle (no guillotine carburetors).

Maximum diameter of the venturi is 24mm measured with a 24.25mm “does not pass” pad.

All carburetors must have the GKC100 Pre2000 Cup label to be used during the competition.

If the carburetor does not have any mark to be recognized contact the GKC100 Pre2000 Cup Team before using it. A return spring on the accelerator pedal and on the carburetor is mandatory. Only carburetors with homologation prior to 2000 and the followings are allowed:

CMP RACING KART	M1
COMER	MIK FA-NAZ

ITALSISTEM	FA-NAZ
PCR	BF24 FA-NAZ
RPM	MP 10B
VA.MEC.	TRYTON C 005
VITALE	PDM 1
VORTEX	V1

Modifications on the carburetors are allowed as long as the regulations are not violated

### **13. Brakes**

Only rear brakes are allowed. Self-adjusting brakes with self-adjust systems are not allowed.

Category period style brakes are required but are not mandatory.

Modern brake systems are allowed as long as they have a spring pad return system.

The secondary brake cable is mandatory. This must be passed between the hole in the pedal and the arm of the master break cylinder. The use of approved brake pads is not mandatory. The brake system pipes can be either in plastic or derivatives or in mesh or derivatives. Brake pads without homologation can be used as they did not exist for most of the systems of that time.

### **14. Integral Chainguard / Protection for fingers:**

An integral chainguard is mandatory. It has to close/cover the chain and sprocket.

Finger guards are required on both engine types reed and valve engines.

The engine pinion has to be completely unreachable by the driver's fingers when sitting in the kart. This is necessary for the entire crown / chain group. (see appendix for examples)

### **15. Technical Verifications:**

The first three classified drivers/ karts will be technically checked.

The point of time when they will be checked is up to the technical stewards.

They can decide if they want to check after qualifying, prefinal, final. They are allowed to check at every time.

The technical stewards can name additional karts / drivers for technical check.

The technical stewards may decide at any time during the competition that a competitor has to replace the used ignition coil with another one identical in model and shape which will be supplied by GKC100 Pre2000 Cup Team.

### **16. Transponder**

The transponders will be delivered to the drivers after the technical checks or registration by the timekeepers and must be safely placed on the karts as required by the current regulations.

# APPENDIX

## Sidepods



Arrow



D & D



KG – Style 1



KG – Style 2



CIK 99/02



Righetti Ridolfi

**NOSECONE**

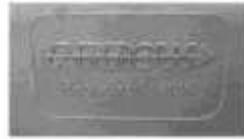


**Front Bumpers**

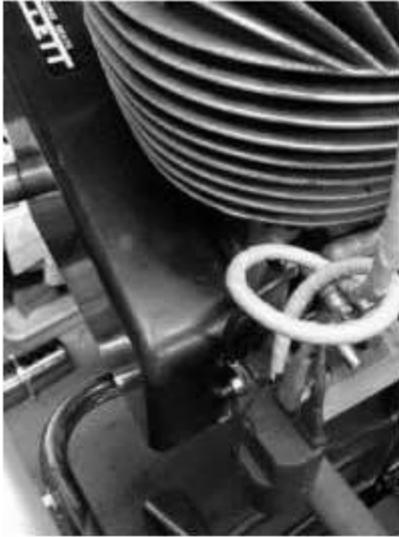


## Airboxes

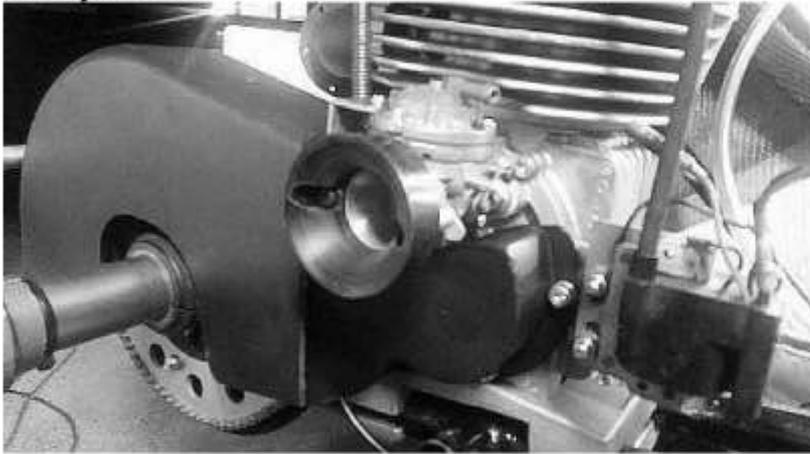
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Integral Chainguard / Finger Protection



Rotary Valve:



**Rear Bumpers**

