



Regulation 2024

1. Introduction

GKC 100 Pre2000 Cup is a Karting event dedicated exclusively to 100ccm Karts built in '90s era with CIK FIA or CSAI homologation valid till 2002.

The GKC 100 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.

GKC 100 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 built/homologated before 2002 and Engines built/homologated before 2002 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

At least a National C license or higher is required.

IMPORTANT

Foreign drivers have to check at their local association and at the DMSB which license is required. Additional the DMSB Race Card is necessary! You have to apply the necessary DMSB Race Card by yourself!
(<https://mein.dmsb.de/web/start>)

5. Race Structure

GKC 100 Pre2000 Cup is a single race event, organized one or more race days. For this race foreign drivers are allowed (NEAFP / DMSB Race Card).

6. Scores of the GKC 100 Pre2000 Cup

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

If the number of entries is higher than the maximum number of drivers allowed on the track, a waiting list will be created. If a driver cancels participation, the first driver on the waiting list will move up.

The result of qualifying determines the starting grid for the pre-final. The result of race 1 corresponds to the starting grid for race 2 (final). The winner of the GKC 100 Pre2000 Cup is the driver who wins the final race (race 2).

7. Prizes

At the GKC 100 Pre2000 Cup trophies will be given for the first 3 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 GKC 100 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:

8 minutes driving time, simultaneously for all participants. If there are more than 34 starters, two randomly selected groups will be formed. Each group then has 8 minutes driving time. The result of the qualification determines the starting line-up for the pre-final.

➔ Leaving the track in the pit lane ends the qualification for the driver

- Races:

- o Line-up according to qualifying results in the pre-start
- o At least one, possibly two out-laps
- o One formation lap
- o The starting procedure requires the pilots to line up in two rows.

The race will be started by the race director when the lights go out.

- 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

Qualification: 8 Minutes

Pre-Finale: 14 Minutes + 1 Lap

Final: 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 GKC 100 Pre2000 Cup is 158kg.

13. Tires

The choice of tires is free and up to the driver. The restriction is the tire hardness, which must be medium or harder for example Vega XM3 (Vega white), Komet K2M or K3M and MG SM2 etc. Vega tires with the type designation **XP F-Prime (Vega yellow)** are **not allowed**. The tires must be manufactured in serial, prototypes are prohibited.

From the start of qualifying, only one set of tires, new or used, is permitted. The tires will be marked in the Parc Fermé after qualifying. No joker tires!

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.

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 GKC 100 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 with homologation until 2002 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 2002. There is no lower limit of the homologation year of the frame. Reproduction of frames is prohibited.

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 GKC 100 Pre2000 Cup he has the right to participate.

For GKC 100 Pre2000 Cup it is allowed to participate with frames originally produced for the purpose of being used for categories with gearboxes (front break must be removed!). 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 GKC 100 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)

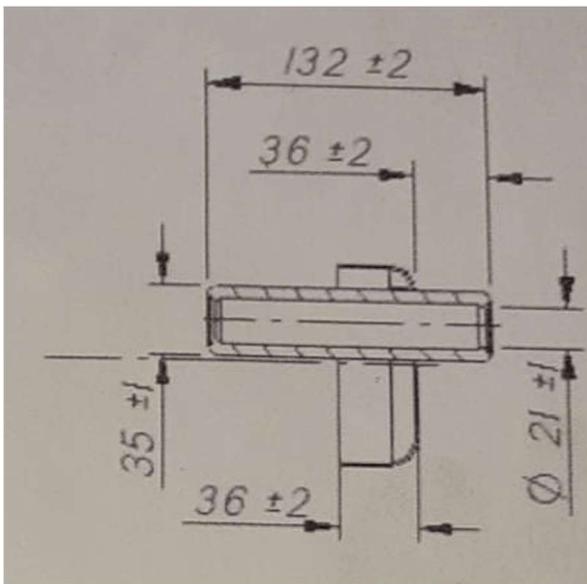
l)

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. These silencers must reflect the style of the 90s. The use of filters (like a net) on the openings is allowed.

In the intake silencer in the style of the 90s, it is permitted to use the "air filter with rubber" from the lame X30. Only this air filter is permitted. The use of the air filter is optional.

Example image:

Additional or other types of air filters are prohibited.



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

For rotary valve engines contemporary slide carburetors (homologation before 2000) with a maximum venturi diameter of 30mm are permitted. Alternatively, carburetors with a throttle valve with a maximum venturi diameter of 24mm may be used.

Reed valve engines may only use carburetors with a throttle valve and a maximum venturi diameter of 24mm.

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

13. Brakes

Only a rear wheel brake without self-adjustment is permitted. The reset (pad return) must be spring-loaded. Self-adjusting brakes, which adjust themselves using an appropriate system, are prohibited. Exempts are the chassis in which a self-adjusting brake was installed and homologated at the factory within the homologation period. In this case only the corresponding brake that was homologated with the chassis may be used.

The secondary brake cable is mandatory. This must be passed between the hole in the pedal and the arm of the master brake 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 GKC 100 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



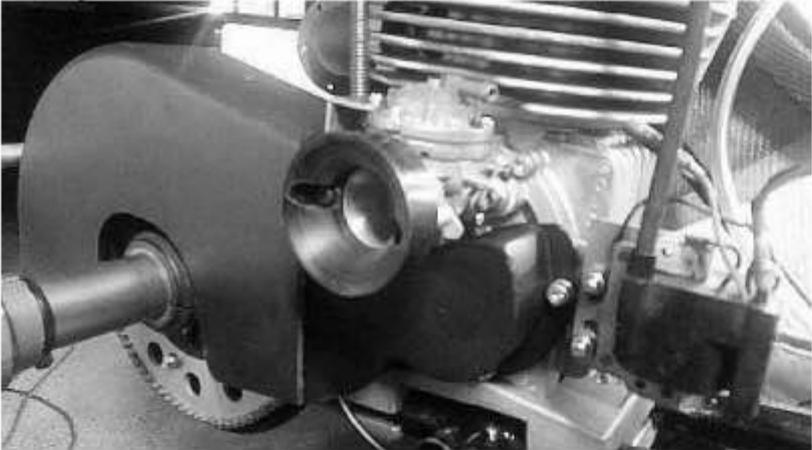
Airboxes



Integral Chainguard / Finger Protection



Rotary Valve:



Rear Bumpers

