GKC
Pre2000 CUP
@ Kerpen
2./3. October 2026
GKC 100
Gentlemen Kart Challenge
90s
100cc Karting
ICA / FA / FSA
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Reglement Pre2000 Cup 2026

1.Introduction

The GKC 100 Pre2000 Cup is a motorsport event dedicated exclusively to 100cc kart engines that were built during the 1990s era and homologated by CIK FIA or CSAI, with homologations valid until 2002.

The GKC 100 Pre2000 Cup consists of the “PRE2000” class. Only rotary-valve and reed-valve controlled 100cc direct-drive engines are permitted. These engines must be air-cooled.

The purpose of the GKC 100 Pre2000 Cup is to revive motorsport from the golden era of kart racing: no clutches, no touch-and-go starters, no radiators, and no rev limiters.

2. Organization

Technical specifications: chassis up to homologation/model year 2002 and engines/carburetors up to homologation/model year 2000, with a minimum weight of 150 kg (kart + driver + fuel, measured after each session at the scales in Parc Fermé).

Additionally, a “Heavy Class” is offered with a minimum weight of 160 kg. Both classes race together, with a separate classification derived from the overall results.

The number of participants is limited to 36. Race starts will take place in standard grid formation while respecting the maximum number of drivers permitted on the circuit.

The Pre2000 Cup is held on a Saturday. Regular track operations take place from Tuesday to Friday, and practice is possible upon payment of a training fee.

No racing license is required. It is included in the entry fee, including for foreign drivers.

All participants are expected to maintain proper conduct and respect toward organizers and fellow competitors. Violations may result in disqualification or a €100 fine. Drivers are also responsible for the behavior of accompanying persons and mechanics.

Due to mistakes of translation errors, only the German version of the regulations is valid.

3. Race Format

The event consists of:

- 1 Free Practice Session
- 1 Qualifying Session
- 2 Heats
- 1 Final

Qualifying determines the starting positions for Heat 1 and Heat 2. The starting grid for the Final is determined by the combined results of Heat 1 and Heat 2.

The winner of the GKC 100 Pre2000 Cup is the driver who wins the Final.

4. Prize Giving Ceremony

The top three classified drivers in the Final receive trophies.

Additionally, the winner of the Heavy Class receives a trophy.

The prize-giving ceremony takes place as soon as possible after the last race.

Participation in the ceremony is mandatory for all drivers.

5. Advertising

The organizer reserves the right to use the advertising space on the bodywork of each kart to promote partners and sponsors of the GKC 100 Pre2000 Cup.

6. Weight

Minimum weight for driver (including equipment) and kart (including fuel): 150 kg.

Minimum weight for driver (including equipment) and kart (including fuel) in the Heavy Class: 160 kg.

7. Fuel

Any commercially available fuel that can be legally purchased at public fuel stations may be used.

8. Lubricants

The choice of lubricant is unrestricted, provided it is a commercially available two-stroke oil.

13. Tires

Only **Vega XH4 Option (green)** tires are permitted.

Chemical treatment of tires is prohibited.

From the start of qualifying onward, only one set of tires, new or used, is allowed. Tires will be marked in Parc Fermé after qualifying.

No joker tires are allowed.

Rain tires are unrestricted and may be brought by competitors. They must be production tires. Prototype and hand-cut tires are prohibite

14. Driver Equipment

Racing suit, helmet, gloves, and racing shoes must be worn at all times during the event, including practice and races.

The helmet must comply with DMSB Kart Clubsport regulations.

The racing suit must carry a CIK/FIA karting homologation. The homologation does not necessarily need to be currently valid

15. Race Numbers

The race number must be clearly visible on all four sides of the kart.
Numbers must be black on a yellow background.
Heavy Class competitors will receive an identification marking.

Technical Regulations

1. Identification and Approval

For participation in the GKC 100 Pre2000 Cup, chassis, engines, and carburetors will be inspected on-site and marked with an approval label.

Only components carrying the approval label may be used in qualifying and races.

There is no restriction on the number of chassis, engines, or carburetors.

There are no restrictions regarding brands or models as long as they comply with the Pre2000 regulations.

2. Chassis

Any chassis homologated up to and including 2002, or first homologated before that date, is eligible.

If a chassis has no homologation, proof must be provided that it was manufactured by 2002.

There is no lower limit regarding homologation year.

Reproduction chassis are prohibited.

If a chassis lacks an identification plate, the owner may submit evidence of origin and production period by email before the event.

Factory side-pod mounting points must be present. Side pods are mandatory.

Chassis originally built for ICC/KZ (gearbox kart) classes are also permitted, provided the front brakes are removed.

3. Bodywork

Throughout the event, the kart must be equipped with:

- Side pods
- Front fairing
- Rear protection bumper
- Front number panel

Simple yellow front number plates are not permitted.

All bodywork styles homologated during the 1990s are permitted.

CIK 02 bodywork is also permitted due to its similar appearance.

Fiberglass bodywork is prohibited; only plastic or similar materials are allowed.

Replica bodywork may

4. Rear Bumper

A rear protection bumper is mandatory.

Due to current regulations, a modern kart rear bumper must be used.

Any bumper made of iron or similar materials is prohibited.

5. Engines

Engines must:

a) Maintain the original visual appearance as delivered from the factory.

b) Be air-cooled.

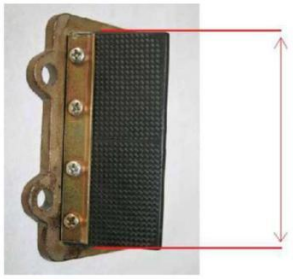
c) Have a homologation no newer than 1998, including all components.

d) Use the original crankshaft as originally homologated.

e) Use a connecting rod of the original homologated length. The connecting rod must be magnetic.

f) Not exceed 104.00 cc displacement.

g) If reed-valve controlled, use a reed block with a maximum length of 67.00 mm.



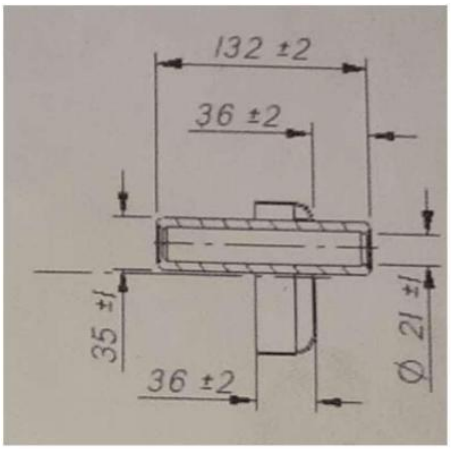
h) Be equipped with a static ignition system. Variable and programmable ignitions are prohibited.

i) Use a cylinder originally manufactured with two wings/fins. One wing must be at least 5 mm long, and the spacing between the wings must be at least 10 mm. Exceptions are allowed for engines originally supplied with alternative cylinders, such as the Italsistem SV21 are also allowed.

6. Exhaust

Only exhaust systems and headers originally manufactured for 100cc engines may be used.

Dimensions must comply with Drawing 1.



7. Airbox

An intake silencer is mandatory and must be in 1990s style.

It must have two intake openings with:

Maximum internal diameter: 23 mm each

Minimum length: 80 mm each

The IAME X30 rubber air filter may be used inside a period-style intake silencer. No other air filters are permitted.

Use of the air filter itself is optional.

Protective mesh over the intake openings is permitted.

8. Rear Axle

The rear axle must be made of magnetic steel.

Maximum permitted diameter: 50 mm

9. Wheels

Modern wheel materials are permitted but not mandatory.

Each slick tire wheel must have three wheel-retaining screws.

10. Front wheel hubs

Front wheel hubs are permitted but not mandatory.

The inner diameter of the wheel hub bearing may not exceed 17 mm.

11. Rear Track Width

Maximum rear track width: 1400 mm.

Minimum rear track width: 1340 mm.

The rear bumper must never extend beyond the tires.

The track width must be at least as wide as the rear bumper.

12. Carburetor

Only one carburetor per engine is permitted.

Twin-carburetor systems are prohibited.

Carburetors must use a butterfly throttle mounted on a central shaft.

Maximum venturi diameter: 24 mm.

Compliance will be checked using a 24.25 mm gauge pin, which must not pass through the venturi.

All carburetors homologated before 2000 are permitted.

For rotary-valve engines, period-correct slide carburetors with a maximum venturi diameter of 32 mm are also permitted.

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

A functioning return spring is mandatory both on the carburetor and on the throttle pedal.

Carburetor modifications are allowed provided these regulations are respected.

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

13. Brake

Only a rear brake without automatic adjustment is permitted. Brake return must be spring-loaded. Self-adjusting brake systems are prohibited unless they were originally homologated and factory-installed during the homologation period. Steel-braided or suitable plastic brake lines are permitted.Brake pad choice is unrestricted. A secondary safety brake cable is mandatory and must be connected between the brake pedal and the master cylinder lever.

14. Chain guard

The use of a full chain guard is mandatory. See photographs in the appendix.

15. Technical Inspection

The karts, engines, and carburetors of the first three classified drivers will be inspected.

Technical Commissioners may select additional drivers and karts for inspection.

At any time during the official event, Technical Commissioners may require a driver to replace the installed ignition coil with an equivalent unit supplied by the GKC 100 Pre2000 Cup team.

Appendix

Bodywork parts

Arrow

D & D

KG – Style 1

KG – Style 2

CIK 99/02

Righetti Ridolfi

Airbox