



F100 90's Tour - 2023

F100 Classic TKM – Technical Regulations **Classic TKM Class Regulations 2023**

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 Classic TKM and Classic TKM Extreme classes for 2023.

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

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

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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.
- A15 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 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. Minimum 2mm Diameter.

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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 **Used tyres are permitted. New tyres can only 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.
- C8 **Used tyre rule:- Drivers may present one used set of slick and one set of rain tyres per race meeting. Tyres must have at least 1mm of tread wear when compared to a new benchmark set. Tyres presented to a scrutineer for inspection will be tested with a shore hardness gauge and should be within 5 points shore hardness when compared to a new 'benchmark' set. Once the tyres have been inspected and passed by our scrutineer, the tyre barcodes will be added to the drivers virtual garage.**
- C9 **Used tyres must must ONLY be presented during the times notified in the published timetable.**

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.

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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 they are fitted with larger main 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.
- 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 the fitting of 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.

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F Kart Weights:-

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

Classic TKM - 154 Kgs

Classic TKM Extreme -170 Kgs

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.
- G4 Lubricant must be any lubricant from the 2023 CIK Lubricant list. Additionally, competitors may also use Shell Advanced Racing M or any other lubricant we notify you about.
- G5 Automatically adjustable or manually adjustable (Onboard) exhaust systems are prohibited.
- G6 A throttle return spring must be present both on the accelerator pedal and the throttle arm linkage.
- G7 Data logging equipment is not restricted.
- G8 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.
- G9 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
- H4** Once logged into Alpha, goto your profile. Now 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 TALKO 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 TALKO HOMOLOGATION NUMBER, YOU MUST CONTACT F100 FOR FURTHER ADVICE.**
- Contact:- 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.
- H14** F100 purchased tyres will be automatically logged into your virtual garage. This includes your existing 2020, 2021 & 2022 F100 purchased tyres. Be sure to give your tyres 'Nicknames' so you know when they were purchased or used, i.e. 'Rissy Round 1'.

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END OF DOCUMENT

Drivers Notes:-