

100UK

2020 Technical Regulations

A1. Introduction: - The 100UK Is a race series built around the TKM BT82 (100cc) engine and simple chassis ethos to allow all competitors to race competitively with longer life 2 stroke engines, stable class regulations and on a sensible budget.

Whilst the spirit of the early Tal-ko regulations are being embraced, certain changes have been implemented with the sole aim of reducing costs, whilst also opening up the class to as many competitors as possible without affecting performance and allowing majority of equipment to still be mainstream legal

The Series Organisers reserve the right to amend the regulations based on safety at short notice. Minor clarifications to the regulations can be made with 4 weeks' notice from affect and will be published on the 100UK Facebook Page and the 100UK website (www.100uk.co.uk).

Any major rule changes such as, tyres, significant weight limit and chassis will only be done in between a championship finishing and the next commencing unless subject to force majeure.

The 100UK runs within the sporting regulations of 100UK and these shall apply unless otherwise stated.

A2. Engine

A2.1 All engines are to meet the Tal-Ko fiche and all internal components must be genuine Tal-Ko items including base gaskets and number to meet fiche. Except for the follow

- Bearing seals can be another brand to that in the fiche providing they are of same dimensions
- Front Sprocket can be 9t, 10t or 11t but does NOT have to be TKM stamped

A2.2 Direct Drive engines or clutched engine with external starters are permitted – TAG variants are not allowed.

A2.3 Only cast liners are permitted – CNC Liners are prohibited (*see Appendix N1*).

A2.4 Motoplat (9600903-1) or PVL ignition (TKM Stamped version) are both permissible.

A2.4b Ignition timing as per Tal-Ko fiche being Motoplat 2.0mm to 3.0mm BTDC and PVL 1.5mm to 2.1mm BTDC

A2.7 Minimum head volume is 11cc (measure by Burette) or 10.6cc (measured by Digital).

A2.8 Period head only – no EaziStart heads allowed

A2.9 TKM pistons only

A2.10 Maximum serial number of 6,799 on the crankcases to keep the period bottom end

A2.11 Maximum of 2 engines per entrant to be signed on per race day.

A2.12 External repainting of barrel and head allow for aesthetics – outside only.

A2.13 Engine mount may be aluminium, steel or magnesium

A3. Airboxes

A3.1. Airboxes can be either of the TKM versions to maintain the period look or the RR ASR EVO 100 airbox which is the same as the 'Mark 2' TKM system without the TKM badge.

Socorem or other airboxes etc are not allowed. If in doubt seek clarification before attempting to race.

A3.1b Provisional allowance for another airbox to admitted to the allowed items

See (**Appendix N2**)

A3.2. Where using 2 trumpets the maximum *permitted* internal diameter of 23mm applies.

A3.3a. No drilling of the airbox is permitted except for the following:

A3.3b On the original "Dome" TKM Airbox, a maximum of 3 holes expressly used for the sole purpose of securing the dome to the back plate. Where a hole is drilled it must be used.

A3.4 Internal Air Filter must be present – type free.

A4. Carburettors

A4.1 The only permitted carburettor is the Walbro WB19 (TKM Stamped) – No Modification except for the following;

A4.2 Extensions are permitted to both the low and the high jets if required for ease of adjustment by the driver.

A4.3 Carb Spacer block may only be modified, by the means of a slot, to aid the fitment/removal of the throttle cable.

A4.4 Helicoil/Timesert repairs are permissible.

A4.5 Walbro repair kits D10-WB and K10-WB are permitted.

A5 Exhaust

A5.1 Only small bore straight exhausts are permitted with the TKM stamp **ONLY**.

A5.2 End can also referred to 'Baked Bean' can must be fitted – type free

A5.3 JUNIOR – to run TKM GOLD (20.5mm) restrictor between carb and engine. NO modification is permitted

A6 Chassis

A6.1 Permitted Chassis - Senior

- 1) Any chassis homologated for the TKM class up to and including the 1998 homologation
- 2) Any British non-gearbox 2 bearing chassis manufactured between 1983 and 1994 (onus is on entrant to prove age if it is not easily recognised) that meets the ethos and spirit of the TKM chassis regulations. Being :-
 - a) British Chassis
 - b) 2 Bearing
 - c) No adjustable rear ride height
 - d) No adjustable torsion bars
 - e) No adjustable camber system, such as rose joint systems allowed

It is advisable to seek chassis acceptance prior to attempting to race with it.

A6.1b Permitted Chassis - Junior

- 1) Any chassis homologated for the TKM class up to and including the 2001 homologation period (1994-2003)
- 2) Any chassis legal for senior 100UK

A6.2 If fitted, camber/caster adjustment must be removed and neutral pins fitted

A6.3 A maximum of 2 seat stays is permitted – No more than 1 per side

A6.4 Axles up to a maximum diameter of 30mm are permitted. 30mm hollow axles are permitted

A6.4b No torsion devices maybe fitted to the kart or rear axle

A6.4c Extended rear hubs are permitted, hubs may over hang the rear axle providing that they are of a 2 bolt design.

A6.5 Any adjustable torsion bars must be removed.

A6.6 Single point steering must be used – NO ACKERMAN, ackerman columns can be used providing only central mounting is used

A7 Chainguards/Fingerguards

A7.1 Fully enclosed chain guard must be fitted to enclose front engine sprocket or full chain guard can be modified and used in conjunction with TKM engine mounted front sprocket guard

A8 Brakes

A8.1 Brakes can be hydraulic or cable operated

A8.2 Caliper and Master Cylinder (is applicable) are free, except for

- 1) Brake disc must be steel, solid or vented, cross drilled is permitted
- 2) No ABS

- 3) Maximum of 1 pad per side and 2 pistons per pad.
- 4) Self-adjusting systems are NOT allowed

A8.3 Brakes must operate on the rear wheels only.

A8.4 Secondary (back-up) brake cable is required between pedal and master cylinder.

A9 Wheels and Tyres

A9.1 Aluminium or Magnesium wheels are permitted but must be of one piece moulding

A9.2 Front wheels are to be bearing type. Front hubs are not permitted.

A9.3 Maximum permitted stub axle size is 17mm

A9.4 Maximum wheel width is 122mm front and 210mm rear, measured internally between the beads. Maximum outer width is 131mm and 217mm respectively.

A9.5 Nominated tyres are

Dry Tyres are Bridgestone YDS

Wet Tyres are Bridgestone YFD

A9.5b Treatment of tyres is not permitted, no chemicals can be added to the tyres and durometer tests will be carried out against the base mark of the tyre

A9.6 No more than one set of slick tyres per meeting. In the event of a puncture/damage, the damaged tyre must be presented to a scrutineer who can authorise its replacement.

A9.6 A maximum of one set of wets can be nominated for a meeting. Tyres to have a minimum of 2mm of tread prior to the start of any race. Scrutineer can and will perform measurements on the grid.

A10 Maximum Width/Track

A10.1 Maximum front track, measured from outer most points of front tyres/wheels – 1150mm

A10.2 Maximum rear track, measured from outer most points of rear tyres/wheels – 1350mm

A11 Exotic materials

A11.1 Magnesium is not allowed except for where specified within the regulations

A11.2 Carbon Fibre/Carbon composites are not allowed except for seat and floor tray

A12 Bodywork – Senior (Provisional)

A12.1 All karts must run side pods and nose cones – style up to and including CIK02 period

~~**A12.2** Pre-94 chassis – bodywork is optional~~

~~A12.3 For post 1993 chassis front nose/bumper is optional if the front hoop has vertical mountings. Modern loops must run nose/bumper and relevant clamps/clips.~~

A12.4 Bodywork – Junior – Pods, nose cones and Nassau must be fitted – style upto and including CIK02 period

A13 Minimum Weights

100UK Senior	– 152kg
100UK+ (driver minimum weight in kit 95 kg)	– 165kg
Junior	– 132kg

A14 Number Plates/Board

A14.1 SENIOR;- Race numbers are to be white on red background. As a minimum, one number plate at the front and one at the rear. 100UK+ to have a white line at the bottom of each number board

A14.2 – JUNIOR;- Race numbers are to be white on blue background. As a minimum, one number plate at the front and one at the rear.

A15 Rear Bumpers (Provisional)

A15.1 Rear Bumpers must be metal, covering at least 50% of the rear tyre. ~~Either single loops (euro loops) of full 'UK Spec' is permissible~~

A15.2 Where a full rear bumper is used the outer edge of the rear wheels must be level or outside of the outer edge of the bumper. The rear bumper **CANNOT** protrude beyond the outer edge of the rear wheels

A15.3 JUNIOR – Full length rear bumper covering at least 50% of the rear tyres. The rear bumper **CANNOT** protrude beyond the outer edge of the rear wheels

A16 Rev Counters / Data Loggers

A16.1 Rev Counters are allowed. Non-GPS system such as the Mychron and Alfano are allowed providing that they are only logging lap time and engine revolutions.

A17 Steering Wheels

A17.1 Steering wheels to be 3 bolt fitting type only

A17.2 Flat top/bottom permitted

A17.3 3 spoke **without** shaped fitment area for data logger