Classic Karting Cup - 2025 - Published
F100 Super Libre / Super ICA - Technical Regulations

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1 – Introduction

1.1 Foreword

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.
We embrace and uphold the cherished historical rights of 100cc air cooled kart racing previously known as Formula A and Formula ICA

Racing on a light and nimble kart chassis that responds to your every command, coupled to an intensely responsive 100cc air cooled engine revving to well over 20,000 RPM. Just touching the throttle as you feel the engine pick up the revs immediately and deliver you more power and noise than you could ever imagine and without any hesitation.

That's the unmistakable sight, sound and smell of F100.

Emphasis in this race series will be on affordable kart racing but shall also be competitive, fair, safe and enjoyable.

Somehow, we have created a 'Grass Roots' and 'Accessible' karting class from what were once top flight karting classes in the 90's. Now, by allowing open tuning in both the FA (Rotary) and ICA (Reed) engine formula, both the reed and rotary engines can now race competitively together side by side; making our incredible F100 race series.

F100 is pure unadulterated karting at its very best and only racing under a Motorsport UK permit at the country's best Karting venues.

No Clutch, No Starters, No Battery, No Radiator, No Pump, No Rev Limiter, No Gears, No Clutter.

What are you waiting for…. race with us today for the thrill of a lifetime.

F100 - Giving your dreams another chance….

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Formula Super Libre & Formula Super ICA
Variations and amendments against CL1.1

A: CHASSIS

A1 Any chassis that is FIRST homologated during the 1997 CIK homologation period or any other earlier CIK homologation periods.

A2 There is no lower age restriction limit on the chassis.

A3 Re-manufactured and replica chassis are not allowed.

A4 External chassis rails must be original. Repairs to cracks are permitted but the rail must retain its original shape and position with original mounting points for seat stays, cross members etc. Please seek clarification from F100 before commencing any major repairs.

A5 Chassis must be complete. Removal of any part of the chassis is forbidden, i.e. bearing hanger, 4th rail, etc.

A6 If a chassis is re-homologated in name, but not an exact replica of its original in-period homologation, then the re-homologated later version of the kart will be deemed “not in period” and therefore will not eligible for the earlier class.

A7 For chassis manufactured within the homologation period but do not exactly match the homologation papers, there must be proven period evidence (photos or video for example), to support its validity. F100 will make the final decision on whether a log book is granted.

A8 Full bodywork including front fairing is mandatory on karts homologated in 1997.
For chassis homologated or manufactured before 1997, bodywork is optional.

A9 Front stub axle diameter will be maximum 17mm.

A10 Maximum of two additional seats stays are permitted on either side of the kart.

A11 Pedals are free choice.

A12 Magnesium parts are permitted.

A13 Only bodywork homologated for use up to and including CIK02 is permitted.

A14 Maximum front axle width must not exceed 1220mm.

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A: CHASSIS Continued

A15 For 1997 - 1999 Chassis the maximum rear axle diameter must not exceed 50mm. For karts manufactured earlier than 1997, the maximum axle diameter must not exceed 40mm.

A16 Where the 4th chassis rail is permanently fixed by design, the rail must not be removed.

A17 It is permissible to make a single cut through the 4th chassis rail.

A18 Only non-metallic protectors may be used for chassis, sprocket or brake disc.

A19 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.

A20 For clarity, supplementary torsion bars are permitted but must only be installed using removable clamps.

B: BRAKES

B1 Brakes must be hydraulic or cable operated and effective on the rear axle only.

B2 Brake systems are free but must be non self-adjusting unless OE by design/homologation.

B3 Maximum one pad per side and two pistons per pad.

B4 Brake disc must be steel or cast iron. Type free.

B5 ABS is not permitted.

B6 The Brake system must be fitted with a back-up brake safety cable in case of failure. Cable diameter must be 2mm minimum.

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C: WHEELS AND TYRES

C1 Wheels must be one piece aluminium or magnesium.

C2 Front hubs are permitted. Maximum length to be 100mm. This dimension excludes removable locating rings if fitted and the studs.

C3 Maximum internal wheel width for front is 122mm. Maximum internal wheel width for rear is 210mm. Maximum widths measured externally will be 133mm & 217mm respectively.

C4 The only tyres permitted in Super ICA and Super Libre will be as follows:-

Dry – Vega SL4 ACR
Compound - Slick Tyre
Size 10 x 4.50 - 5
Rear Size 11 x 7.10 - 5

Rain – Komet K1W
Compound - Rain Tyre
Front Size: 10 × 4.20 - 5
Rear Size: 11 × 6.00 - 5

C5 Artificial heating or any chemical treatment of tyres is prohibited.

C6 Only one set of Slick dry tyres may be used per race day.

C7 There will be no Rain tyre restrictions.

C8 Ackerman steering and period castor camber kits are permitted.

C9 Slick Tyres for racing must be purchased from the championship organiser.

C10 Rain tyres may be purchased from any source.

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D: BODYWORK & REAR BUMPER

D1 Karts to use side pods, period in style up to and including CIK 02.

D2 Karts to use front fairing (nosecone), period must be in style up to and including CIK 02.

D3 Karts to use Nassau panel, period in style up to and including CIK 02.

D4 Rear bumper must be metal. The use of the narrower rear bumper of that era may be used.

D5 The rear wheels must be outside or level with the outer edge of the rear bumper at all times. Never inside, including in wet conditions.

E: ENGINES

E1 Engines must be CIK homologated, Direct Drive and Air Cooled. Engines must be from any period up to and including the 1998 Homologation period

E2 Super Libre must use 100cc Rotary valve engines.

E3 Super Libre may use any homologated butterfly carburettors from the 1998 homologation period or any earlier homologation periods.

E4 Additionally, Super Libre, may use of any period slide carburettor. This means Homologated in 1998 or any earlier homologation periods. If un-homologated, the carb must proven to be manufactured no later than 1999.

E5 Maximum venturi size for slide carburettors will be no more than 32mm.

E6 Super ICA must use 100cc Reed valve engines.

E7 Super ICA must use any 24mm Butterfly Carburettor from the 1998 homologation period or any earlier homologation periods.

E8 Butterfly carburettors must have a maximum venturi size of 24mm and that venturi must be 24mm for at least 2mm in length.

E9 Material may only be removed from the carburettor body. No material may be added what so ever to any carburettor type.

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E: ENGINES Continued….

E10 All engines must retain their original homologated stroke length.

E11 All Engines must retain the homologated connecting rod length.

E12 Eazistart head inserts are not permitted.

E13 Engines must have their original homologated external appearance with the exception of broken, bent or missing fins.

E14 Have a capacity no larger than 106cc.

E15 Have a static, analogue ignition system by PVL, Selettra, Ital Sistem, Vering Ducati or Motoplat.

E16 Digital ignition systems are not permitted.

E17 External section of the reed cage OR where the reed petals attach to a one piece cage and stuffer assembly; that assembly must not exceed 68mm in the longest plane.

E18 Internal air filter may be used. Type free.

E19 Ignition coil connections must be easily removable for testing purposes.

E20 HT lead must be from one single piece of cable from the CDi unit to the HT plug cap.

E21 Repairs to fins and stud threads are allowed and at the scrutineers discretion. Please feel free to ask permission from F100 regarding an acceptable repair method or technique.

E22 A maximum of four engines may be used at any race meeting.

E23 Liners must be traditional Iron liners. Selection is free but must comply with **'E24'.** Material must not be added to any part of the engine, including the liner. Removal of material is permitted.

E24 Liners replacements are free choice but MUST show evidence of originally having double spigots by design on either side of the middle transfer port, with at least one of these spigots displaying a minimum of 5mm in length.

The minimum distance between these spigots, when measured between the two protruding points of the spigots must not be less than 18mm. The scrutineers decision will be final.

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E: ENGINES Continued….

E25 The remaining section of the spigots must not recess into the cross section of the barrel. The spigots must be at least level or protrude in excess of the bottom of the barrel. If a competitor has an engine they deem to be originally double spigot but it does not conform to the 'length of spigot regulation E24', they must present the engine to the scrutineer for examination before using the engine in competition.

E26 Evidence of the later style liners:- Liners from the later water cooled generation of engines, typically from 2000 onwards that generally had a single central spigot liners are not permitted to be installed into the earlier air cooled engines for these classes.

E27 Liner replacements must only be performed with twin spigot, 90's style liners.

F: KART WEIGHTS

F1 Minimum weight for kart and driver is as follows:-

F1.1 - 151Kgs

G: SUNDRY

G1 Super Libre class karts to use yellow number plates with black numbers.

G2 Super ICA class karts to use White number plates and black numbers.

G2 Lubricant must be any lubricant from the 2025 CIK Lubricant list. Additionally, competitors may also use Shell Advanced Racing M or any other lubricant we notify you about.

G3 Automatically adjustable or manually adjustable (Onboard) exhaust systems are prohibited.

G4 Carburettors not appearing in the 1998 CIK homologation list or any earlier homologation list must be presented to F100 for identification and sealing before use.

G5 Air Boxes must be CIK approved and must be pre 2000 in style. Please try to use period air boxes.

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G: SUNDRY Continued….

G7 Air boxes are to have a maximum of 2 intake holes in them. Each hole must not measure more than 23mm diameter. Each intake trumpet must be a minimum of 80mm in length when measured from the external radius of the inlet to the opposite end of the ram tube.

G7 The use of a gauze filters on the external face of the airbox trumpets is permitted.

G8 A supplementary throttle return spring must be present both on the accelerator pedal and the throttle arm linkage.

G9 The scrutineer, at anytime during any practice session, timed qualifying or races, may issue a warning if any driver/vehicle if its noise output is unsatisfactory. Our scrutineer will work with you to help you achieve a permissible noise output. This may include one or more of any of the following.

G9.1 Repairing or enhancing exhaust flex or wrap.

G9.2 Repairing or enhancing exhaust cradle or wrap.

G9.3 Replacing the airbox for another style.

G9.4 Mandating the fitment of an air filter.

G9.5 Withdrawal of any engine that does not meet noise regulations.

G9.6 Ensuring that the end can is fitted correctly or suggesting an alternative angle for the exhaust exit holes on the end can.

G10 Datalogging is unrestricted.

G11 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.

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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 in our Alpha entry system.
This is backed up with physical checks at the circuit against the class rules, homologation fiches and regulations.

H2 The only permitted items of use (Chassis or Engine) are those within the drop down menus within your F100 Alpha Virtual Garage.

H3 In order to obtain your log book, please log into your Alpha driver profile via our website.
www.f100uk.com

H4 If you wish to add equipment that does not appear in the drop down menus, please see seek advice from F100 or the F100 scrutineer as soon as possible. i.e If the chassis does not have a CIK number, you must contact F100 before presenting the kart for racing.

Contact:- **logbooks@f100uk.com**

END OF DOCUMENT

Driver Notes:-

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