



## **2019 RKA F100 Regulations and Procedures**

### **Introduction**

RKA F100 is a Pre-2000 Historic Kart Race Series.

The RKA F100 race series will be strictly racing pre 2000 karts and engines & utilising Pre 2000 100cc direct drive air cooled reed or rotary valve engines. RKA is aimed at competitors who wish to race this era of kart. See below Technical Rules for Chassis, Engine & Carburettor eligibility of which all must be submitted & approved by RKA prior to racing.

The emphasis is on competitive, safe, enjoyable and fair kart racing, and to re-live what we consider to be the greatest period in kart racing history.

### **Class Structure**

RKA F100 Light = 148kg

RKA F100 Heavy = 165kg

F100 Light and F100 Heavy will be run as separate classes when possible. These may be run together depending on entry numbers.

### **Administration**

RKA F100 will be utilising various different kart racing circuits to host the events. RKA F100 test and race days will be run within some of these circuit's normal race weekends. At other circuits, RKA F100 will be hiring the track, medical and safety personnel and will run the meeting themselves or in partnership with other karting groups.

Neither RKA nor kart clubs/circuits will tolerate the abuse (physical, verbal or written) of staff, competitors, volunteers or the general public at any race meeting. Any such abuse will be dealt with swiftly by RKA/Officials

Both RKA and the circuit owner/manager reserve the right to refuse entry to the circuit, or discharge persons from the circuit.

### **Event Procedures**

RKA do not require entrants to hold any licenses or medical certification from any other motorsport or non-motorsport organisations/associations. Individual circuits may and generally do, require licenses for race meetings. When this is the case RKA and its competitors must comply.

New/novice drivers may be required to start from rear of grid for their first meeting, depending on their level of experience. RKA reserves the right to instruct any driver/competitor to do so. This is for safety of both new/novice competitors and all other competitors.

## **Entries & Fees**

Entries can be made via the RKA online shop, [www.retrokartingaus.bigcartel.com](http://www.retrokartingaus.bigcartel.com)

Entries close two (2) weeks prior to the event date or the date set by the Race Secretary for each meeting.

A late entry fee of \$60 may apply to entries beyond the date.

Entry fees may alter for different events.

It helps us greatly if you can get your entries in early.

Note: Each entrant must have their chassis ID passed by RKA via the Facebook RKA F100 Owners Group. The entrant must pick a race number that is not being used by another member and supply the engine details. Race numbers are on a first in basis.

Please Note: You cannot race at a RKA F100 event without completing this procedure.

## **Scrutineering**

Scrutineering will be performed prior to the commencement of Drivers Briefing. Scrutineering forms will be made available at the track. Different tracks have different systems. RKA competitors must comply with those requirements.

## **Drivers Briefing**

Drivers Briefing will be held prior to the commencement of qualifying/racing. All drivers entered must attend the drivers briefing or be excluded from the event.

## **Qualifying**

All Karts MUST compete in qualifying. A driver and his/her kart must be present and on the grid for qualifying. Those karts that have had mechanical failures either during starting from the out grid or on track and prior to the completion of their first timed lap will start from the rear of the grid. In the case where there are several drivers starting from the rear of the grid, a random draw for their starting position in Heat 1 & 2 will take place.

Timing will be electronic via a transponder system. The fastest single lap for each driver will determine respective grid position. In the event of a tie the next fastest lap/laps will determine position. RKA can place a driver at rear of field for any safety concerns it may have or a driver may nominate to start from the rear of grid.

## **System of Gridding**

The Grid Marshall shall call all competitors to the grid and allow 5 minutes for all grid positions to be filled. In the event of a grid position being left open at the end of those 5 minutes, the vacancy shall be filled by the next competitor.

During race day, it is each driver's responsibility to have a minimum of one pusher with them whilst on the dummy grid (even if they can start themselves). Failure to have a designated pusher with the kart/driver, as the grid marshall releases the competitors, causes delays and is extremely dangerous.

If a kart does not start before the designated baulk mark, the kart must be returned to the grid for restarting. The competitor is welcome to receive outside assistance, eg. changing a spark plug or getting a push.

Once the lights go green and the race commences, outside assistance is strictly no longer allowed. Helpers and non-started drivers must retreat to a safe area with their kart immediately.

Drivers who do not cross the start line in their rightful grid position as the race starts will have the amount of places gained added to their finishing position, and risk further penalties at the discretion of the Clerk of Course and/or Start Marshall.

If the competitor directly in front of you on the dummy grid oils up, retires, or does not start from the dummy grid, then you are permitted to fill that gap and form up behind the competitor that was directly ahead of the competitor that is missing. If the missing competitor appears during the rolling lap, then you must make space in front of your kart to enable them to take their rightful position. It is the driver's responsibility to make it back to their rightful position in a safe manner (hand up to show you are out of position and not making contact with anyone whilst coming through the field) before the last corner before the start straight. After this point, the driver out of position must not gain any more places.

If using circuit 'cut-throughs' to try and catch the pack on the rolling lap. This must be done at a slow pace, with a hand in the air and in a safe and responsible way, and you must not join in front or within the pack.

### **Racing Starting Positions**

All heat race starting positions are determined by qualifying position.

The Pre-Final starting positions are determined by a points system accrued during the heats.

The points system used will be 0,2,3,4 etc.

Final starting positions are determined by the Pre-Final finishing order.

### **Starting**

A Driver must maintain his/her grid position until the starting signal has been given. Failure to do so may incur a penalty. The Starter will be in a position near the starting area. A driver not in his/her correct grid position should signal by raising his/her hand above his/her head. The field will complete approximately one or two full formation laps before the start signal will be given. It is the driver's responsibility to maintain his/her grid position and the Starter is not obligated to allow additional formation laps to allow a driver who lost his/her place to regain his/her position.

The practice of weaving to warm tyres during the first rolling lap is permitted.

The driver on pole position under direction of the Starter shall set the speed at which all competitors shall approach the starting area in anticipation of the start signal.

The Starter will give the start signal as soon as he is satisfied with the formation.

### **Re-Starting**

Under no circumstances is a driver permitted to re-start after the commencement of racing. This includes qualifying. Failure to adhere to this rule will result in exclusion from that qualifying session or race.

## **Racing**

RKA encourages hard but fair racing. Unnecessary contact will not be tolerated and will be penalised. Please always remember the many hours and dollars you have spent on your kart but also that of your fellow competitors. As we all know some original parts are nearly impossible to replace on karts of this era and we would all like to take our equipment home in the same manner it arrived. On track incidents will be dealt with by the Clerk of Course/RKA.

The RKA officials reserve the right to apply any penalty.

## **Change of Chassis**

Change of chassis shall be permitted if after the inspection by RKA the original chassis is deemed beyond repair.

## **Clarifications**

A driver whose kart fails to comply with the technical regulations after finishing a heat or final, is classified as a disqualification (DNF) for that race and may be subject to further penalties.

If a race is red flagged after  $\frac{3}{4}$  completed, finishing results will be taken from the last full lap completed.

Race day issues can be brought to the attention of the RKA appointed Clerk of Course. Under no circumstances are RKA organisers to be approached with race day issues by anyone other than staff appointed by RKA. If you have an issue on race day please see the Clerk of Course only. The Clerk of Course may approach RKA organisers if he/she sees fit.

Remember RKA organisers are racers too and want to enjoy racing.

## **RKA F100 Series Points System**

1st	150	6th	102	11th	72	16th	57
2nd	138	7th	96	12th	69	17th	54
3rd	129	8th	90	13th	66	18th	51
4th	120	9th	84	14th	63	19th	48
5th	111	10th	78	15th	60	20th	45 and so on.

Points are allocated from the finishing position of the final only at each event.

Combined points over all rounds will determine the RKA F100 Series champions in both Light and Heavy categories.

The green number 1 plate will be allocated to the Series Winner. The winners of the Series will be permitted to run the green number 1 plate for the following year. Winners have the choice, and may choose to run the green plate with their own number rather than the number 1.

DNF and DNS will receive 0 points.

RKA reserves the right to deduct points for various infringements.

## RKA F100 Technical Rules

Owners of F100 karts please note that we have considered all the opinions on the regulations regarding chassis. As a group we are allowing karts homologated or first manufactured in 1999. This extension of the rule outside the 90's allows us to attract a bigger range of available karts.

One chassis is to be used at a race meeting, with the exception that another kart may be used in exceptional circumstances eg. unavailable parts after a crash, or a broken chassis. It will be an 'ask the field' decision.

100c air cooled reed and rotary kart engines 1999 and before, and must be homologated.

Original stroke and number of ports must be maintained.

Addition to engine regulations, maximum of 103cc. It must be a homologated engine, and the only way it can be 103cc is by an increase in bore size due to its age. The formula used is 'bore x bore x .7854 x stroke'.

The carburettor must be 24mm maximum at the venturi. Butterfly operated, 2 or 3 jet, and be manufactured before 2000.

Weights. RKA F100 Light = 148kg and RKA F100 Heavy = 165kg.

A model kart that was homologated or manufactured prior to 2000 is acceptable, even if the manufacture date is after 1999.

Airbox or induction silencer is compulsory. The airbox must be 90's style unless the track is declared wet, then the airbox is free.

A chain guard to prevent finger injury is compulsory.

A secondary brake cable is mandatory.

Dry weather tyres are restricted to MG Yellow. One set per race meeting.

Wet weather tyres are restricted to MG White only and must be the new pattern as per pic below. One set per meeting. If the track is declared wet it is then the decision of the driver if he/she wishes to run wet weather tyres.



Side pods, nose cone and nassau panel are compulsory. Must be visually period correct. CIK O2 and before bodywork is requested to be used.

Brakes must be mounted in the original position. The disc must be original width and diameter. Brand and manufacture date is free.

Race numbers must be shown on the front and rear of the kart. Side numbers are optional.

Race clothing, race suit, helmet, race gloves and race boots must be worn during practice and racing. All race clothing should be designed for competition use and be in good condition.

A full face helmet is compulsory, and must be in good condition with no visible damage.

Engines and carburettors will be checked and measured when possible depending on staff and individual race meetings. RKA reserves the right to check engines and carburettors at anytime. Competitors are encouraged to use all original kart components where possible. While not enforced, we should all endeavour to maintain this series for the preservation and racing of 90's karts and the spirit of its intent.