

# **100CC** **SOUTHWEST** **CHAMPS** **2026**

## 100cc Southwest Champs 2026

### **Formula A Pre 95 and Pre 2000 Technical Regulations**

### **Version 1 - 07/02/2026**

Thank you for taking the time to read the technical regulations for the 2026 100cc Southwest Champs. We've tried to keep things easy for you, the competitors, and so many of the regulations will be familiar to you. Please do take note of the important bits, such as weight limits which are different to many other series. Non compliance will result in penalties or disqualification.

*For race day event regulations please see Dunkeswell Kart Club supplementary regulations.  
We hope you have a great weekend!*

## CHASSIS

1- Any chassis that is FIRST homologated during the time period applicable to the relevant class:

**Pre 95-** 1994 to 1996 homologation period, or any other earlier homologation.

**Pre 2000-** 1997 to 1999 homologation period, or any earlier homologation.

2- There is no lower age restriction limit on the chassis.

3- Re-manufactured or 'replica' chassis are not allowed.

4- External chassis rails must be original. Repairs to cracks are permitted but the rail must retain its original shape and position with all original mounting points for seat stays and cross members.

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

6- 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 is deemed “not in period” and therefore will not be eligible for the earlier class.

7- For chassis manufactured within the homologation period, but that does not exactly match the homologation papers, there must be period evidence (photos or video for example), to support its validity.

8- Front stub axle maximum diameter must not exceed 17mm. Pre 2000 class karts are permitted to run front hubs. Pre 95 must use bearing style Mono rims.

9- Maximum of four additional seat stays are permitted, two either side.

10- Pedal choice is free.

11- Magnesium parts are permitted.

12- Maximum front axle width:

**Pre 95** this must not exceed 1150mm.

**Pre 2000** this must not exceed 1220mm.

13- Maximum rear axle width in both classes 1400mm.

14- Maximum rear axle diameter:

**Pre 95** must not exceed 40mm.

**Pre 2000** must not exceed 50mm.

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

16- Metallic chassis, sprocket or brake disc protectors are forbidden.

17- 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 to the circuit.

## **BRAKES**

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

- 2- Brake system is free but must be non self-adjusting unless original equipment by design/homologation.
- 3- Maximum one pad per side and maximum two pistons per pad.
- 4- Brake disc must be steel or cast iron. Type free.
- 5- The Brake system must be fitted with a back-up brake safety cable in case of failure. Cable diameter must be 2 mm minimum.
- 6- Any form of anti locking brake system (ABS) is not permitted.

## WHEELS AND TYRES

- 1- Wheels must be one piece aluminium or magnesium.
- 2- Pre 95 karts must run front Bearing rims or 'Mono-rims'.
- 3- Maximum wheel width 122mm front and 210mm rear measured internally. Maximum 133mm and 217mm externally.
- 4- Tyres for both Formula A classes will be...  
  
**Dry – Maxxis Prime (Yellow)**  
  
**Rain – Komet K1W OR Maxxis MW**
- 5- Tyres are open source, so can be bought from any provider available, new or used.
- 6- Artificial heating or any chemical treatment of tyres is prohibited.
- 7- One set of dry tyres and unlimited sets of rain tyres may be used per meeting.
- 8- Ackerman steering and period castor camber kits are permitted.

## BODYWORK & REAR BUMPER

- 1- In Pre 95, the use of side pods, nassau panel and nose cone are optional, but where used bodywork must be CIK 02 style or earlier. When bodywork isn't used, nerf bars must be period in style.

- 2- Pre 2000 karts must use complete period correct bodywork, no newer than CIK 02
- 3- Numbers must be displayed on all 4 sides of the kart.
- 4- Rear bumpers must be metal. The use of the 'Euro Loop' rear bumper of that era may be used.
- 5- Post CIK 02 bodywork is not permitted.

## ENGINES

1- Engines used must be CIK homologated relevant to the particular age of the class the competitor is in:

**Pre95** up to and including the 1992 homologation period.

**Pre 2000** up to and including the 1998 homologation period.

- 2- Reed or Rotary valve engines - Direct drive only.
- 3- Have the original homologated stroke length.
- 4- Eazistart heads are not permitted.
- 5- Have their original homologated external appearance with the exception of broken, bent or missing fins.
- 6- Repairs to fins and stud threads are allowed.
- 7- Engines must be air cooled.
- 8- Have their original homologated connecting rod length.
- 9- Have a capacity no larger than 106cc.
- 10- Have a static, analogue ignition system by PVL, Selettra, Ital Sistem, Vering Ducati or Motoplat.
- 11- Ignition coil connections must be easily removable and not siliconed or tied into position.
- 12- HT lead must be from one single piece of cable from the coil unit to the spark plug cap.
- 13- Digital ignition systems are not permitted.

14- External section of the reed cage OR where the reed petals attach to a one piece cage and stuffer assembly, MUST not be larger than 68mm in height.

15- An internal air filter may be used. Any type.

16- A maximum of six engines may be declared on your scrutineering card.

17- Material must not be added to any part of the engine, including the liner. Material may be removed.

18- Liners and liner 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 5 mm in length.

## KART WEIGHTS

1- Minimum weight for kart and driver are as follows:-

**Pre 95 - 151 kgs**

**Pre 2000 - 151 kgs**

2- Lead ballast to make the weight must not total more than 4kgs in a single position, and be secured by at least two bolts, with self locking nuts.

## FUEL & LUBRICANTS

1- Fuel must be UNLEADED and comply to British Standard BS EN 228.

2- Fuel must have an octane number of no higher than 99.

3- Two stroke lubricating oil choice is free.

4- Fuel may be tested at any stage of the weekend for conformity.

5- Fuel may be 'Washed' in order to remove ethanol.

6- The use of fuel additives is forbidden.

## OTHER REGULATIONS

1- **Pre 95** class to use white number plates with black numbers.

**Pre 2000** class to use yellow number plates with black numbers.

- 2- Numbers 11 to 999 may be used in each class.
- 3- The reigning Southwest Champions in each class may use the SW plate as a number.
- 4- Only Pre 2000 butterfly carburetors are allowed. These must have a maximum venturi size of 24mm and that venturi must be 24 mm for at least 2 mm in length. Material may only be removed from the carburetor body. No material may be added whatsoever.
- 5- Where you can, please use period style air boxes for each class. This is not mandatory. Air boxes must be CIK approved and must be pre 2000 in style.
- 6- Air boxes are to have a maximum of 2 intake holes in them. Each hole must not measure more than 23mm diameter.
- 7- 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.
- 8- The use of a gauze filter on the inlet of the airbox trumpets is permitted.
- 9- A supplementary throttle return spring must be present both on the accelerator pedal and the throttle arm linkage.
- 10- Datalogging is free.
- 11- Race suits must carry a CIK homologated mark. 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.
- 12- Timing transponders must be secured in a fixed position behind the front axle.



SWC 2026 REGULATIONS  
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Notes