

# **RETRO RACER LTD**

## **HISTORIC KART SERIES**



Website : [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk) Email : [retroracerhks@yahoo.co.uk](mailto:retroracerhks@yahoo.co.uk)

### **Historic Class, 210 National/ 250 Historic :**

## **Class Specific Regulations 2020**

### **2.0, Class IV Karts Specific Regulations :**

Class IV refers to karts of various engine capacities up to a maximum of 250cc fitted with gearboxes and able to make an unassisted standing start. These engines must be air cooled only.

#### **2.1, Class Structure:**

Karts are split into several classes, regardless of engine capacity, to encompass the Historic changes that occurred with class four karts.

**Historic Class** – January 1971 to the end of December 1978 (1973 – 1978 inclusive)

#### **2.2, Class Eligibility:**

The class that a kart will race in is determined by whichever of these is the latest period. Chassis, engine, tyre or rear axle diameter.

A chassis is dated as when it was first proven to have been produced and raced or when its CIK homologation was 1<sup>st</sup> entered. Non-homologation chassis will be dealt with as they arise, their dates must be established before use.

An engine is dated as when it first appeared in the **RAC** blue book, the **CIK** homologation book or proven to have been used in competition in the period.

### **3.0, Class IV Karts – Technical Regulations:**

#### **3.1, Engine Capacities:**

Engines will be restricted to a maximum capacity according to the class they are competing in. Engine stroke must be as original manufacture, liners must be as near as possible to the original material used, outer diameter must be as original manufacture

Engine capacity for all engines is allowed a 2mm bore maximum increase. This is to enable the use of many engines that would otherwise require re-lining / scrapping, Villiers engines are already using this option.

210 National – Villiers 9e and 11e fitted with alloy barrel, 2 port and 4 port barrels to compete for the “Alloy Barrel Challenge”

250 Historic – Moto- Villa, Maico, Husqvarna, Montesa, Bultaco, Ossa, etc, period engines.

#### **3.2, Brakes:**

Brake system choice is free, but must be in keeping with the age of the kart, and should be of the same type originally fitted e.g. drum, mechanical disc or hydraulic disc.

Drum or disc brake front and rear system

#### **3.3, Bodywork:**

Kart bodywork where fitted must be in keeping with the era of the kart.

#### **3.4, Weights:**

Minimum weight limits for these classes are 175kg.

The weight is the total of the kart plus driver as weighed at the end of the race. It includes clothing and fuel.

#### **3.5, Rev Counters:**

**NO MYCHRON OR ALFANOS ETC**

Period only

# **RETRO RACER LTD**

## **HISTORIC KART SERIES**



Website : [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk) Email : [retroracerhks@yahoo.co.uk](mailto:retroracerhks@yahoo.co.uk)

### **Class Specific Regulations 2020**

#### **4.0, Historic Class, 1973 to 1978 – 210 National / 250 Historic**

##### **4.1, Chassis Types:**

Examples: Blow Victor / Hustler / Minstral, Barlotti Barracuda and BB, Dale Cutlass, Zip Silverstone with discs brakes Zip Espada, Deavinson, etc or any other chassis proven or considered to have been built in this period.

##### **4.2, Carburettors:**

**NO FLAT SLIDES ARE ALLOWED**

Amal Mk 1 and 2, Bing, Tillotson, Dellorto, Mikuni etc, or other proven to have been used in this period.

##### **4.3, Ignition Systems:**

**NO RETARDER OR DIGITAL SYSTEMS**

No retarders or Digital systems. Only original, Motoplat, PVL, Selecta, Femsa, or other proven to have been used in this period.

##### **4.4, Fuel System:**

**NO MODERN FUEL PUMPS, (FACET Etc)**

Glass fibre, steel, or alloy tanks.

Gravity feed systems. Pulse pump systems. Axle pump systems.

##### **4.5, Axles:**

Up to 30mm diameter.

##### **4.6, Tyres and Wheels:**

Slicks to be Duro Historic rear and Classic front tyres as supplied by **RetroRacer** or Dartford Karting

Rear Tyre to be Duro 11x6.00-5 marked D14010 or Maxxis (Rookie) 11x5.00-5

Front Tyres to be Duro 10x4.50-5 marked HF242v or Maxxis Sport 10x4.50-5

Wet Tyres are Mojo W2.

Wheels should be of period design when possible. i.e Nylites, Connelly, Spit Alloy, Blow etc.

Modern one-piece rims can be used on the grounds of safety.

##### **4.7, Steering Wheels, Seats, Exhausts:**

Wherever possible these items are to be period to the chassis and class, see seat regulations item 1.2

##### **4.8, Number Plates and Numbers:**

210 National – Red Plates or Background with White Numbers.

250 Historic – Yellow Plates or Background with Black Numbers.