

RETRO RACER LTD

HISTORIC KART SERIES



Website : www.retroracer-hks.co.uk Email : retroracerhks@yahoo.co.uk

2.0 Classic Class 1978 to 1982- Class 1 Classic:

Class Specific Regulations 2021

2.1, Class 1 Karts – Specific Regulations:

Class 1 refers to Direct Drive Karts of a designed cubic capacity of 100cc.

2.2, Class Structure:

Classic Class: January 1978 to December 1982 (1978 – 1982 inclusive) /karts and engines built, homologated or raced before 1983.

2.3, Class Eligibility:

Class 1 Classic any chassis built, homologated or in use before 1983. The onus is on the competitor to prove it was used and then verified by the class representative or scrutineer.

2.4, Engines Homologated before the end of 1982:

All engines eligible for the historic class plus the following.

Audax A2, BM 97TT, 98TT, Atlas 15, Atlas 28, Carrell 78A, 80S, DAP T72, T82, Dino 100, Fieldhouse Manx 100L, Komet K55TT, K80TT, Parilla TT23, TT25, TT26, TT27, TT28, PCR TS50/3, Petry FL100, FK100, P101K, P101L, Refo AE3, AE6, Sirio 51TT, TKM FF99, FF99TT, L90TT, S89, VMK100, Yamaha KT100A, KT100S, KT100All, KT100AX, Zip 48, Zip 50, Hewland Arrow KE3/4, Guazzoni CT 11A.

If a competitor wishes to enter an engine that is not listed above, it is up to them to prove its eligibility.

Technical Regulations:

ALL ENGINES ARE TO BE IN PERIOD SPECIFICATIONS, THIS INCLUDES THE EXHAUST PORT WHICH MUST HAVE THE CENTRAL DIVIDE AS PER ORIGINAL LINERS, AND CAN ONLY BE REPLACED WITH A SIMILAR LINER AND NOT OF THE MORE MODERN TYPE LINER. FAILURE TO COMPLY WITH THIS RULE WILL RESULT IN DISQUALIFICATION FROM THE RACE JUST COMPLETED AND NO POINTS SCORED.

2.5, Fuel:

Only road side fuel allowed. A maximum of 99 octane. No race fuels are allowed. Performance or octane boosting additives are not permitted except 2 stoke pre mixed oils.

2.6, Engine Capacity, Class 1:

Maximum engine capacity is 106cc. this is to enable the use of engines that would otherwise require re-lining/scraping. We will be checking bore and stoke randomly thought the course of events.

2.7, Bodywork:

No karts are to have bodywork fitted, apart from period style Nassau panels. Unless originally fitted.

2.8 Steering

NO ACKERMAN STEERING IS ALLOWED.

Wherever possible a column safety bush must be fitted.



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2.9, Front Stub Axles:

NO CNC MANUFACTURED STUB AXLES.

Must be in period and originally fitted to the kart. 17mm Maximum.

3.0, Rear Axles:

Rear axle material and size must be as originally fitted to the kart. Bearing number and style must remain as originally fitted.

Classic class has a maximum of 30mm diameter.

No rear axle to protrude to the outside edge of the rear wheel, **MUST BE LEVEL**

3.1, Kart Widths:

Maximum rear kart width must not exceed 1350mm. (wet or dry)

Maximum front width 1100mm (wet or dry)

3.2, Finger guards:

Finger guards are required to pass scrutineering and should be used throughout the race meeting.

3.3, Seat & Seat Stays:

Seats must be black, red or white in colour, 40mm Seat washers must be fitted between the seat and stays. Maximum of 1 extra seat stay per side are allowed. **Covered or part covered seat not allowed.**

3.4, Rev Counters:

The only rev counter to be fitted is period only. Data logging systems may be used for Saturday practice only and must be completely removed for race day.

Mychron & Alfano GPS Systems etc **ARE NOT PERMITTED PRE 1982**

3.5, Transponders:

To be used for racing is the AMB160 and to be fitted to the rear of the rear seat stay.

3.6, Brake:

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

Vented discs are not allowed in Classic.

Cross drilled, slotted discs are permitted in Class 1 Classic.

No CNC brakes unless they were originally fitted

Note, all karts should have a secondary brake cable fitted even if a brake rod is used.

Dispensation may be given if it's not practical to fit a second cable due to the original design of the kart. This will be checked at scrutineering.

3.7, Tyres:

Tyres will be checked for eligibility and condition at scrutineering. No more than one set of Classic Class karts will use the following tyres which will be available through **RetroRacer**. Slick tyres and wet tyres may be used per meeting. Tyres / wheels must be in keeping with the era of the kart mono or split-rim hubs may be used. If front Mono rims are used they must be fitted with integral bearings. Separate front hubs for mono rims are not permitted.

NO TYRE SOFTENER OR CHEMICALS ARE PERMITTED



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3.8, Wheels:

Split or momo rims are permitted. Front momo rims must have integral bearings. Maximum overall rim width for Fronts 130mm, Rears 210mm. Wet or Dry.

3.9, Slick Tyres:

Rear tyres – Maxxis Sport 11 x 7.10 – 5
Front tyres – Maxxis Sport 10 x 4.5 – 5
Available for RetroRacer from Dartford karting.

3.10, Wet Tyres:

Race series wet tyres to be Komet K1W. purchased through any source new or used.

3.11, Ignition System:

Motoplat static type only.

3.12, Steering Wheels:

NO FLAT TOPS

Must be in keeping with the class Classic must be round and leather or vinyl material.

3.13, Exhausts:

Exhaust systems should be period correct wherever possible, Classic kart will fit a vevey style straight exhaust 50mm. Exhausts must be securely fitted and not exceed the perimeter of the kart. Silencers must meet the noise regulations 108dBA.

3.14, Carburettors:

Carburettors are to be in keeping with the age of the kart and must be as originally fitted. Three jet or flat side. **ARE NOT PERMITTED**
Carburettors are to be a butterfly type with a maximum venturi diameter if 25.4mm or 1 Inch

3.15, Airbox:

Must be in period if fitted.

3.16, Weights:

Weight is the total of karts plus driver as weighed at the end of the race. It includes clothing, helmet and fuel.

Checking of weights will be the first three in each race plus three random. If you are found to be underweight you will be disqualified from the heat or final you have just taken part in.

Minimum weight limits apply.

Classic Class 140kg

If ballast is required, it must be secured using 2 mechanical fixings (on any ballast above 1kg) Each ballast piece must weigh no more than 5kg

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3.17, Number Plates and Numbers:

Classic Class Karts are to use White Plates and Black Numbers.

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

3.18, Grids:

Class 1 Classic will start at the front of the Pre 89 grid. Wherever possible grids will be split.

3.19, Compliance:

Please study and make sure your equipment complies with the regulation. All discussions must be directed to the technical scrutineer.

No alterations will be made to these regulations until after the last race of the 2021 season.

All correspondence are to be made in writing or via email.

SAFETY SCRUTINEER - BRIAN CATCHPOLE

TECHNICAL SCRUTINEER - BRIAN CATCHPOLE

TECHNICAL SCRUTINEER ASSISTANT - TBA