

# **RETRO RACER LTD**

## **HISTORIC KART SERIES**



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### **2.0 Historic Class 1972 to 1977- Class 1 Historic:**

#### **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:**

**Historic Class:** January 1972 to December 1977 (1972 – 1977 inclusive)

##### **2.3, Class Eligibility:**

The class that a kart will race is determined by whichever of these is the latest period. Chassis, Engine, Tyres, Exhaust manifold diameter and rear axle diameter. A chassis is dated from when it first proven to have been produced and raced, or when it was CIK homologated. Non-homologated chassis will be dealt with as they arise and their dates will be established by the owner or driver before race use. An engine is dated as when it first appeared in the RAC blue book or the CIK homologated book.

Karts with an exhaust manifold diameter greater than 40mm must race in the classic class. Karts with a rear axle greater than one inch diameter must race in the classic class, (it may be possible that some vintage class karts have a rear axle greater than one-inch diameter, these are not affected by this rule.)

It is the driver's responsibility to establish the age of his / her kart and hence the class that it will race in and confirm with **RetroRacer** officials before being raced. The scrutineer will point out any eligibility issues that they identify to the kart owner/driver, but they are primarily checking the kart for safety and not eligibility. However, any eligibility issues the scrutineer does identify will be noted and if not addressed then raised with the class representative. Similarly, if a driver thinks a kart in their class has eligibility problems they should raise these issues with the class representative. The class representative should then discuss the issue with the kart owner with the aim of finding a solution acceptable to all drivers in the class. The aim of this initiative is to arrive at a friendly and informed solution to issues of eligibility.

##### **2.4, 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 stroke randomly throughout the course of events.

##### **2.5, Engines Homologated before the end of 1977:**

All engines eligible for the spirit of the 60's Class plus the following. Arisco C75, BM FC/52, FCL, K96/3, DAP Corsair T70, T71, Delta VRS74, Fieldhouse Manx 100, Hewland Arrow KE3, KE4, Guazzoni CT11A, Komet K75, K78, K78TT, K88 (with feet mount), K89, Parlla SS20, TT22, IMI Milano 100FVT, McCulloch Mc91B, Mc92, Petry, P100L, SFK100RR, Sirio SC504, ST/50, ST/52, ST/L, Zip Zed1

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

**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.**



### **Class Specific Regulations 2021**

#### **2.6, Bodywork:**

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

#### **2.7 Steering**

**NO ACKERMAN STEERING IS ALLOWED** A Colum safety bush must be fitted wherever possible.

#### **2.8, Steering Wheels:**

**NO FLAT TOPS**

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

#### **2.9, Front Stub Axles:**

**NO CNC MANUFACTURED STUB AXLES.**

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

#### **2.10, Rear Axles:**

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

Historic class must be 1" or 25mm.

Extended hubs are NOT PERMITTED

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

#### **3.0, Brakes:**

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

Vented discs are not allowed in Class 1 Historic. Slotted or drilled disks are permitted but must be a complete disk.

NO CNC or billet master cylinder or calliper unless originally fitted i.e. Zip

Discs must have a round outer edge.

Twin piston operated callipers are permitted.

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

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

#### **3.1, Finger guards:**

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

#### **3.2, Seat & Seat Stays:**

Seats must be plain coloured shell, no quarter or carpet covered seats allowed. 40mm Seat

washers must be fitted between the seat and stays. **NO ADDITIONAL SEAT STAYS**

**ALLOWED**

#### **3.3, Rev Counters:**

The only rev counter to be fitted is period only

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



### **Class Specific Regulations 2021**

#### **3.4, Transponders:**

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

#### **3.5, 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.

#### **3.6, Tyres:**

Tyres will be checked for eligibility and condition at scrutineering. No more than one set of 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**

#### **3.7, Rims:**

No magnesium rims allowed.  
Front maximum width 120mm, Rear maximum width 180mm

#### **3.8, Slick Tyres**

Rear tyres – Maxxis (Rookie) 11 x 5.00 - 5  
Front tyres – Maxxis (Rookie) 10 x 4.00 - 5  
These tyres can be purchased from Dartford Karting.  
Maximum total kart width must not exceed 1250mm rear  
Maximum width Front 980mm wet or dry

#### **3.9, Wet tyres:**

Tyres to be either Vega or Mojo W2 (yellow or green barcode) For the 2021 season only.  
Maxxis Green SLW (available through Dartford Karting  
Maximum total kart width must not exceed 1250mm Rear. Front maximum width 980mm wet or dry.

#### **3.10, Ignition Systems:**

Motoplat static type only.

#### **3.11, Exhausts:**

Exhaust systems should be in period correct wherever possible for silencing reasons.  
Historic karts will fit a vevey style straight small bore 40mm exhaust including manifold.

#### **3.12, 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



### **Class Specific Regulations 2021**

#### **3.13, 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.

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

Minimum weight limits apply.  
Historic Class 140kg

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

Historic Class Karts are to use yellow plates with black numbers.

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

#### **3.15, Grids:**

Class 1 Historic will start at the Front of the Class 1 Vintage grid. Wherever possible grids will be split. It will be a rolling start for this class.

#### **3.16, 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**