



## **2.0 Vintage Class 1 – before the end of 1971:**

### **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:**

**Spirit of the 60's:** Up to the end of 1971 (1971 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.

#### **Class 1 Karts – Technical Regulations:**

#### **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. Maximum bore size of commonly used 100cc engines are as below;

**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, Bodywork:**

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



### **Class Specific Regulations 2021**

#### **2.6, Front Stub Axles:**

**NO CNC MANUFACTURED STUB AXLES.**

Must be in period and originally fitted to the kart.

#### **2.7, Rear Axles:**

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

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

#### **2.8, Finger guards:**

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

#### **2.9, Seat & Seat Stays:**

No additional seat stay are allowed and seat washers must be fitted between the seat and stays. 40mm Seat washers must be fitted between the seat and stays. Seats must be black in colour, covered or part covered are suitable if period correct.

#### **2.10, Rev Counters:**

The only rev counter to be fitted is period only

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

#### **2.11 Transponders:**

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

#### **2.12, 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.

#### **3.0, Engines Homologated before the end of 1971:**

BM F100, F100JB, F100C, Guazzoni VR2, VR2, VR3, VR4.SVR2, SVR2A, SVR3, SVR4, VR1, VR7, VR8, VR10, JLO L99, KOMET K22, K33, K44, K55, K96, K77, K88 early (no feet), McCulloch MC7/8, Mc8, Mc9, Mc40, Mc45, Mc45D, Mc91, Mills HK99, Montesa M100, M100S, Parilla S13, S13AC, BA13, TG14(L), GP15(L), MK16, HF17, Petry SFK100,SFK100R, Seatta, V16, V17, V18, Starr SS100, Stihl SK140, SK150, Vega VIC19, VIC19L

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

#### **3.1, 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 machinal disc or hydraulic disc. **NO CNC BRAKES**

Vented or slotted discs are not allowed in Class 1 Vintage, **SOLID DISKS ONLY.**

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.

Out of period KP hydraulic style brakes are not permitted.



### **Class Specific Regulations 2021**

#### **3.2, 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**

#### **3.3, Slick Tyres:**

**SPLIT RIMS ONLY, MONO RIMS ARE NOT PERMITTED**

The tyre to be used are Vintage speed fronts Duro Rear tyres both are available from **RetroRacer**.

Front – maximum 4” wide wheels with Vintage Speed 4.10/3.50-4 Tyres

Rear – 5” diameter maximum 4” wide wheels with Duro 4.10/3.50-5 Tyres.

#### **3.4, Wet Tyres:**

**SPLIT RIMS ONLY, MONO RIMS ARE NOT PERMITTED**

Wet weather tyres should be fitted if the race is declared ‘wet’.

Front-5”dia. Max 4” wide wheels with Dunlop 10x3.60-5 wet tyres marked KT3 RAC

Rear-5”dia. Max 4” wide wheels with Dunlop 11x4.50-5 wet tyres marked KT3 RAC

Tyre conditions will be checked at scrutineering.

Maximum total kart width must not exceed 1100mm. Front maximum width 980mm wet or dry.

#### **3.5, Ignition Systems:**

Motoplat static type only.

#### **3.6, Steering Wheels:**

**NO FLAT TOPS**

Must be in keeping with the class and must be round and a leather or vinyl material. Where possible a column safety bush must be fitted.

#### **3.7, Exhausts:**

Exhausts systems should be period correct wherever possible or small bore vevey style straight 40mm bore including manifold.

#### **3.8, Carburettors:**

Carburettors are to be in keeping with the age of the kart, e.g. if a cast type Tillotson was originally fitted, this is not to be replaced with a modern cnc machined version.

Carburettors with a venturi diameter larger than 25.4mm are not permitted. Three jet or flat side. **ARE NOT PERMITTED**

See class rules for specifics

Carburettors are to be a round or butterfly type with a maximum venturi diameter of 25.4mm



### **Class Specific Regulations 2021**

#### **3.9, 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.

Vintage 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

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

Spirit of the 60's Class Karts are to use Green Plates with White Numbers.

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

#### **3.11, Grids:**

Class 1 Vintage will start at the back of the Class 1 Historic grid. Wherever possible grids will be split. Starts will be rolling at walking pace.

#### **3.12, 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**