



Class Specific Regulations 2021

125 P&R Class:

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.

125 P&R Class – Chassis up to the end of December 1982.

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 1st 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. Stroke must be as original manufacture, if a liner is replaced it must be as near to the original material as possible and the liner outside 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.

125cc production piston or reed induction – Aspes, Yamaha, Suzuki, Honda, KTM, Husqvarna, Cagiva, Sachs, etc production engines proven to have been built and raced in this time period.

3.2, Brakes:

Brake system must be in period and as originally fitted to the kart and should be of the same type originally fitted e.g., drum, mechanical disc or hydraulic disc. Disc should have a round outer edge and an 8mm maximum thickness. Discs can be drilled or slotted but **vented discs are not allowed**.

Hydraulic disc brake front and rear system.

Must have a brake away tether for safety reasons.

3.3, Bodywork:

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



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3.4, Rev Counters:

Period only

NO MYCHRON OR ALFANOS ETC

Data loggers only permitted on practice day. Must be completely removed for race day.

4.0, 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 165kg

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

4.1, Chassis Type:

Examples: Barlotti BB, Zip GP and Shadow, Deavinson, Star Kart, Lynx, Regent, Dale etc or any other chassis proven or considered to have been built in this period.

All chassis must be as originally manufactured. Tubes and rails must be in the original position. Castor, camber and wheel base must be as originally factory specification.

4.2, Carburettors:

NO FLAT SLIDES ARE ALLOWED.

Amal Mk2, Bing, Mikuni, Keihin, etc or others proven to have been used in this period.

Maximum size 36mm

4.3, Ignition System:

Fixed systems only. No retarders or digital systems.

Only original, Motoplat, PVL, Selecta, Femsas, or others proven to have been used in this period.

4.4, Fuel System:

NO MODERN FUEL PUMPS, (FACET ETC).

Glass fibre, steel, plastic or alloy tanks are allowed

Pulse pump and Axle pump systems only are permitted.

4.5, 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 stroke pre mixed oils.

4.6, Axles:

Up to 30mm diameter. No rear axle to protrude to the outside edge of the rear wheel, **MUST BE LEVEL**

RETRO RACER LTD

HISTORIC KART SERIES



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4.7, Tyres and Wheels:

Rear Tyre to be Maxxis Sport 11 x 7.10-5

Front Tyres to be Maxxis Sport 10 x 4.50-5

Wet Tyres are Mojo W2 for the 2021 season only or Maxxis Green SLW

Tyres available for RetroRacer via Dartford Karting.

Wheels should be of period design when possible. i.e, split alloy, modern one-piece rims can be used on the grounds of safety.

NO TYRE SOFTENER OR CHEMICALS ARE PERMITTED

4.8, Steering Wheels, Seats, Exhausts:

Wherever possible these items to be period to the chassis and class. A column safety bush must be fitted where possible.

Steering wheels must be leather or vinyl. No flat tops permitted.

Seats must be plain coloured shell. 40mm Seat washers must be fitted between the seat and the stays. **Covered or part covered seat not allowed**

4.9, Transponders:

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

4.10, Number Plates and Numbers:

Blue Plates or background with White Numbers

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

4.11, 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 is to be made in writing or via email.

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