

RETRO RACER LTD

HISTORIC KART SERIES



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

Class Specific Regulations 2021

Classic Class, 125 Classic:

2.0, Class IV Karts Specific Regulations :

Class IV refers to karts of various engine capacities up to a maximum of 125cc fitted with gearboxes and able to make an unassisted standing start. These engines must be air cooled only.

2.1, Class Structure:

125 Classic karts will run off the back of the 250 Classic grid. However, wherever possible the grids will be split.

2.2, Class Eligibility:

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

A chassis is dated as when it was first proven to have been produced and raced

3.0, Class IV Karts – Technical Regulations:

3.0, Chassis Type:

Chassis with fixed geometry ONLY

Chassis with track rod style camber castor adjustments are not permitted. The Chassis is dated from when it was first proved to have been produced and raced.

The onus is on the competitor to prove it was used and then verified by the class rep/scrutineer/legibility officer prior to competing. PROVE IT or REMOVE IT!

All components were possible, must be within the front and rear bumpers and side bars with exception of a front nosecone if fitted.

3.1, Chassis Eligibility:

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.

Known chassis to be used: ALLKART, ANDERSON AK, ZIP GP, ZIP BANDIT 1, AERO PANTHER, MAC MINARELLI ITALIA, ZIP 925 & 925s.

Non listed chassis will be dealt with by the technical scrutineer as they arise.

3.2, Engine Capacities:

Air cooled only, piston ported, reed or rotary induction only. Maximum of 6 gears.

Engines will be a maximum capacity of 125cc. Stroke must be as original manufactured.

Engines may have a maximum 1mm over bore if fitted with a steel liner.

No extra ports can be added to the cylinder

A water-cooled bottom end can only be used if an air-cooled variant was available from the factory in the same period.

3.3, Eligible Engines:

ROTAX 124, MAC MINARELLI, REED or ROTARY, PAVESI 125, TM K2, TM K3, TM K5.



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3.4, Brakes:

Brake system must be in period and work on all 4 wheels.
Maximum of 2 pistons per caliper. Brake disc is a free choice and must be a ferrous material with a rounded outer edge as per original spec/manufacture
Sculpted Kelgate calipers are allowed as long as piston amount and size are the same as originally fitted
Must have a break away tether fitted for safety reasons.

3.5, Bodywork:

Sidebars are mandatory on karts that were supplied with them, eg: if it has full length side bars fitted from new it needs to be fitted with the same style full length side bars.

3.6, Weights:

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

Minimum weight for 125 Classic – 170kg

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

3.7, Rev Counters:

NO MYCHRON OR ALFANOS ETC

Period only

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

NO GPS SYSTEMS

3.8, Transponders:

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

3.9, 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.

3.10, Fuel System:

NO MODERN FUEL PUMPS, (FACET ETC).

Glass fibre, steel, plastic or alloy tanks

Pulse pump and Axle pump systems only are permitted

4.1, Carburettors:

Amal Mk2, Bing, Mikuni, Keihin, Dellorto etc or others proven to have been used in this period. Maximum size 38mm.

Power jet or fuel injection methods, Flat slides or D type slides are not permitted

4.2, Ignition System:

No retarder boxes, digital systems or additional rotor weights are permitted.

Only original static type, Motoplat, PVL, Selectra, Femsa, or others proven to have been used in this period. (fixed type)

Minarelli rotary engine must use the Krober fixed ignition system, as supplied from new and the battery must be secured correctly and be of a sealed type.

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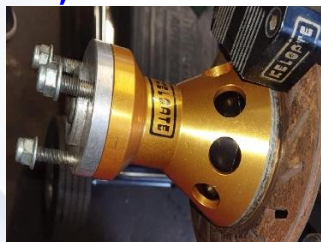
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4.4, Rear Axles:

Up to 30mm diameter. Solid or hollow axles are permitted. Extended hubs are permitted. If they overhang the axle they must have 2 pinch bolts on each side. No rear axle to protrude to the outside edge of the rear wheel.

Kelgate type rear bearing carriers are permitted.

4.5, Front Stub Axles:



Correct



Incorrect

O.E Adapter width (10.5mm) plus maximum of 30mm each side are permitted

4.6, Tyres and Wheels:

Rear tyres – Maxxis Sport 11x7.10-5

Front tyres – Maxxis Sport 10x4.50-5

Wet tyres are Mojo W2 (2021 season only) or Maxxis Green SLW

Maxxis tyres available for RetroRacer from 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. **MAGNESIUM RIMS NOT PERMITTED**

Fronts 130mm and Rears 210mm maximum width.

NO TYRE SOFTENER OR CHEMICALS ARE PERMITTED

4.7, Steering Wheels:

Steering wheels can be suede or leather. Where possible a column safety bush must be fitted.

Flat top, Flat bottom, Mychron or Alfano style wheels are not permitted.

4.8, Seats:

Seats must be in period. Only 1 additional seat stay per side are permitted. These must be fitted to the sides of the seat and not at the rear. 40mm seat washers must be fitted between the seat and stays

No carbon or kevlar seats permitted

4.9 Exhausts:

Exhausts must be securely fitted and not exceed the perimeter of the kart. Silencers must meet the noise regulations 108dBA. Carbon silencers are permitted.

4.10 Airbox:

Must be period if fitted and will be mandatory at some circuits.

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4.11, Number Plates and Numbers:

125 Classic – Green Plates or background with White Numbers

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

4.12, Grids:

125 Classic will start at the rear of the 250 Classic grid. Wherever possible grids will be split. Starts will be rolling at walking pace.

4.13, 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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TECHNICAL SCRUTINEER - PAUL GUNTER bglandrovers@aol.com

TECHNICAL SCRUTINEER ASSISTANTS - TBA