

RetroRacer



RETRORACER FORMULA – A SUPPLEMENTARY REGULATIONS

(PRE1995 and PRE2000).

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**PLEASE TAKE THE TIME TO READ THESE REGULATIONS FULLY AND IN CONJUNCTION
WITH THE RETRO RACER SPORTING REGULATIONS**

Formula-A Regulations

1.0 General Regulations

1.1 Class Structure

RetroRacer Formula –A is a class of historic karts as originally raced in the 1990’s and is split into two distinct sub classes.

Formula-A Pre1995.

Formula-A Pre2000.

1.2 Class Eligibility

A chassis is dated from when it was first proven to have been produced and raced, or from when it was CIK homologated.

Non-homologated chassis will be dealt with as they arise and the class scrutineer will need to be satisfied that evidence presented confirms that the chassis type was available and raced in the era.

It is recommended that your chassis eligibility is confirmed prior to attending its first race meeting to avoid any potential disappointment on the day.

An engine is dated as when it first appeared in the RAC blue book or the CIK homologation book.

The aim of the Formula A and RetroRacer is to arrive at a friendly and informed solution to issues of eligibility.

Any combination of era equipment is permissible but would only be eligible to race in the class of the newest era equipment used. For example, it is permissible to run a Pre1995 chassis fitted with a pre2000 engine, entered in as a Pre2000 class but not as Pre1995.

Please refer to Sections 3 and 4 of the regulations for more details.

1.3 Race Meetings and Procedures

Please refer to the RetroRacer Sporting Regulations. Formula-A class adheres to all aspects of these sporting regulations unless specifically stated otherwise.

The nominated Formula A contacts are:

Drivers Representative: Rob Walton 07737 168035

Formula A Class Scrutineer: Steve Cook-Martin 07754 326341

The organisers reserve the right to run Pre95 and Pre2000 on the same mixed grid or on separate grids as dictated by number of race entries and maximum numbers allowed on track. The primary objective is to ensure the maximum sized grid possible to race together.

1.4 Formula-A Scrutineering cards

Specific Formula-A Scrutineering cards will be issued to drivers at signing on.

Scrutineering cards must be fully completed and handed to the Formula-A scrutineer prior to the kart being scrutineered.

Formula-A Regulations

Under exceptional circumstances a competitor may request amendments to his scrutineering card (for example if an engine/tyre fails during the three-lap transponder/morning practice). In this circumstance the driver will need to approach the Formula-A Class Scrutineer to request this.

Absolutely no changes may be made to the Scrutineering cards after the pit lane closes at the start of Heat 1.

A maximum of 4 engines per competitor can be used during racing at any one race meeting.

The same chassis must be used for all races during any one race meeting.

Scrutineer cards require the following information:

- Engines Makes/Models/Numbers (Maximum of four engines).
- Chassis Make/Model/Number (Maximum of one chassis).
- Dry Tyre serial numbers
- Drivers name
- Race number

Any driver caught using equipment not logged on their scrutineer card will be disqualified from that race.

It is the driver's sole responsibility to ensure that information provided on the scrutineering cards is correct.

NOTE: During practice sessions, you may use any number of chassis or engines.

If during racing a chassis or a tyre becomes damaged / unsafe beyond repair, please refer to the RetroRacer Sporting Regulations for further details.

2.0 Technical Regulations

2.1 Tyres

Only the following tyres may be used:

Dry Tyres: Maxxis MS1 Sport (purchased from Dartford Karting Only)

Wet Tyres: Komet K1W (purchased from any available source)

All Dry Tyres must be originally purchased from Dartford Karting. All barcode numbers are recorded at time of sale and this database will be cross checked against tyres being submitted on scrutineering cards. It is permissible to exchange tyres between drivers providing they were originally purchased from Dartford. If you wish to purchase any 'used' tyres, you are welcome to contact the Formula A Drivers rep or Class Scrutineer who will be able to confirm if they are on the database.

The use of any chemical softener or any other process to alter the rubber compound is strictly forbidden. Tyre testing will be carried out at all meetings and any infringement will result in automatic disqualification.

Formula-A Regulations

The use of any type of tyre heater, chemical, electrical, or other is prohibited.

The fitting of a combination of Dry and Wet tyres for racing is prohibited. All four tyres must be either Wet or Dry.

A competitor must use the same set of dry tyres for all races during the race weekend.

There is no limit on the number of sets of wet tyres that may be used.

2.2 Fuel

Formula A strictly adheres to the Fuel regulations as defined in the Retro Racer Sporting Regulations. Please ensure you read and understand these regulations. Fuel Testing may be conducted and penalties will be enforced.

2.3 Minimum Weight Limits

The weights of the first three finishers will be checked plus any additional randomly selected other competitors at the scrutineer's discretion.

If you are found to be underweight, you will be disqualified from the heat or final you have just taken part in.

Weight is the total of kart plus driver as weighed at the end of the race. It includes clothing, helmet and fuel and must not be less than:

Pre1995: 148kg

Pre2000: 152kg

Any ballast used to achieve minimum weight must be securely attached with a minimum of 2 bolts. No individual ballast mass may exceed 5kg.

2.4 Transponders

An AMB160 transponder (or alternative as authorised by the clerk) must be fitted for all races.

Transponders must be securely fitted behind the line of the front axles.

If your transponder develops a fault during the meeting please inform the clerk prior to starting the next race. An official will endeavour to find you an alternative unit or where this is not possible the clerk may permit permission to race without one.

If you realise your transponder fails during a race, please inform an official as soon as possible and the timekeepers/scorers will endeavour to include your results from manual records where possible.

2.5 Rev Counters & Lap Timers

On-board Rev Counters and Lap Timers may be used.

The use of additional sensors for steering position or throttle/brake application is forbidden.

Formula-A Regulations

2.6 Number Plates and Numbers

Race numbers are to be securely fitted and displayed on all four sides of the kart at the start of all races.

If no Nassau panel is present, the front number plate must be fixed in a forward facing position.

Numbers plate and text should be in the following colours:

- **Pre1995:** Black Numbers on a White background.
- **Pre2000:** Black Numbers on a Yellow background
- **Novices (Both Pre1995 and Pre2000):** White numbers on a Black background.

3.0 Engine Regulations

3.1 General Engine Regulations

Engines must be Homologated no later than:

Pre1995: 1992

Pre2000: 1998

Engines must have their original external appearance as homologated (with the exception of bent, broken or missing fins).

Engines must:

- Be air-cooled.
- Have their original homologated stroke length.
- Have their original homologated connecting rod length.
- Be direct drive – no clutches.
- External section of reed valve pyramid must not be greater than 68mm in length.
- Have a capacity no larger than 106cc.

No material may be added to any part of the engine, internal or external. This includes Liners.

Liner must show evidence of originally being double spigot either side of the middle transfer port, with at least one of these spigots displaying a minimum of 5mm in length. The gap between spigots must also be no less than 10mm in length.

3.2 Ignition Systems

Digital, programmable or any system/device that allow adjustment of ignition during a race are strictly prohibited.

Only static, analogue PVL, Selectra, Ital Sistem, Ducati, Motoplat or other similar period ignitions are allowed.

A scrutineer can stipulate that a competitor's ignition coil be swapped for another ignition coil, identical in make and model, which will be provided by Formula A at any time during the meeting.

Formula-A Regulations

Ignition coil spades and spark plug caps must be easily removable (without tools) in the event of emergency.

3.3 Carburettors

All Formula-A classes are permitted to run carburettors homologated up to 1999 (no carburettors homologated post 1999 are allowed).

Only one carburettor may be fitted to an engine (no dual carburettors).

Carburettor must have a Single butterfly with a centre axle (no slide carburettors).

At the narrowest point, the venture diameter must not exceed 24mm and this restriction must extend for a minimum distance of 2mm.

A throttle return spring must be fitted at the carburettor.

Any Carburettor that is unstamped (for example no L2/L3 marking) must be presented to the Formula-A scrutineer for approval before being allowed to be used in competition.

3.4 Induction Airboxes

Period Style induction airboxes are compulsory. The use of gauze on the inlet trumpet is permitted.

Air boxes must have a maximum of two intake holes, each hole measuring no greater than 23mm diameter, and each intake trumpet must be a minimum of 80mm in length.

3.5 Exhaust Systems

Period style exhausts are compulsory. Exhaust wrap (or similar) must be fitted under all exhaust springs including the central flexi section.

Exhaust end cans (bean cans) are compulsory and must be securely fitted. End Can exit holes must point downwards (below horizontal).

Exhaust manifold, flex section and internal cones must be retain their fixed dimensions while kart is in motion.

4.0 Chassis Regulations

4.1 General Chassis Regulations

Any chassis that is first homologated prior to the (**pre2000** – 1997) or (**Pre1995** – 1994) homologation period is eligible for pre1995 or pre2000 accordingly.

If the chassis does not bear clear homologation marking or is not a homologated chassis, it must be proven to be manufactured and raced in (or prior) to the era of class being entered. Please also refer to section 1.2.

Chassis from earlier homologations may be used. For example, a pre1989 chassis may be used in Pre1995 or Pre2000. A Pre1995 chassis may be used in Pre2000.

Formula-A Regulations

Remanufactured / replica chassis are not permitted.

A chassis that is (**Pre1995** – 1994) or (**Pre2000** – 1997) homologation, even if manufactured during the following homologation period (**Pre1995** – 1997 to 1999) or (**Pre2000** - 2000 to 2002) can be used in the Pre1995 or Pre2000 class accordingly providing all other regulations are adhered to.

4.2 Bodywork

Post 1999 bodywork and bumper fixing designs are not permitted.

All bodywork must be CIK02 style or earlier.

Pre1995:

- Nose cone, Nassau panel and Sidepods are entirely optional.
- Later 1990's Sidepod bars are permitted.
- Although CIK02 plastic bodywork is permitted, Formula-A encourages the use of Pre95 styles where possible.

Pre2000:

- Fully bodywork is preferred, but not mandatory.

4.3 Maximum Front and Rear Track Width

Overall width for front and rear wheels/tyres (measured for outermost edges) must not exceed:

Rear	= 1400mm
Front (Pre1995)	= 1150mm
Front (Pre2000)	= 1220mm

4.4 Rear Bumper

Rear bumpers must be period Style.

The use of newer CIK plastic rear bumpers is not permitted.

Rear bumper can be either euro loop or full width.

Rear bumper width must not be greater than the outside width of the rear tyres under any circumstances including wet setup.

4.5 Brakes

Brakes are to act on rear axle only (No front brakes permitted).

Self-adjusting brakes are not permitted.

A backup secondary brake cable is mandatory. This must run through the loop in the pedal and attach at the master cylinder lever arm.

4.6 Stub Axles / Steering

Formula-A Regulations

Maximum stub axle shaft diameter – 17mm.

Stub axles must be in the style and period of the chassis.

A Steering column safety locking ring is mandatory.

Castor / camber kits are permitted but must be period style.

4.7 Rear Axles & Hubs

The rear axle must be magnetic steel material.

Axle diameter must be no larger than:

Pre1995: 40mm

Pre 2000: 50mm

Rear hubs with an overall length (excluding wheel studs) of less than 60mm are not permitted to overhang the ends of the rear axle.

4.8 Wheel Rims

Modern style (and material) wheel rims are permitted.

Pre1995: Must use mono front rims fitted with integral bearings. Separate front hub types are not permitted.

Pre2000: May use wheel rims with separate front hubs.

4.9 Chain Protection

Finger and chain guards are mandatory. These must be of a design that fully prevents access to the chain from the top and both sides (i.e. must be 'enclosed' type chain guards). Single strip chain guards are not acceptable. These may be of an 'all-in-one' type or made up of separate items provided they provide the level of protection required.

4.10 Seats and Fixings

Seats must be mounted with a minimum of four bolts directly to the Chassis as per original chassis homologation.

No more than two additional seat stays per side may be fitted.

All seat fixing bolts must include a washer fitted between the seat and the attachment point which must be a minimum of 2mm thick and minimum 40mm diameter. This includes seat stays.