

RETRO RACER LTD

HISTORIC KART SERIES



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

2.0 Pre 89 Class 1983 to 1989:

Class Specific Regulations 2021

2.1, Pre 89 Karts – Specific Regulations:

Class 1 refers to Direct Drive Karts of a designed cubic capacity of 100cc.

2.2, Class Structure:

Pre 89 Class: January 1983 to December 1988 Inclusive

Pre 89 Karts – Technical Regulations:

2.3, Chassis:

Chassis up to and including December 1988

A Chassis is dated as when it was first proven to have been produced or raced.

CIK Homologated Karts are required to have the full Homologation paperwork.

The onus is on the competitor to prove it was used and then verified by the class representative or scrutineer.

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

All components used on the kart must be in keeping with the period of the kart, Aluminium components must be black or natural in colour.

2.4, Engine Capacity, Pre 89 Class:

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.

Original external appearance except for any bent or broken fins.

Must use original stroke length

Must use original Con-rod length

Must use original overall diameter of the crankshaft

A cylinder liner made from a single piece of ferrous material with an integral centre exhaust divide. The exhaust divide must be in contact with the piston ring, as the piston passes the exhaust port.

No added material

No chemical surface treatments with the exception of Teflon coated pistons.

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.



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2.5, Eligible Engines:

Engines for Pre 89 as follows:

ROTAX R100DS, **DAP** T50, T75, T76, T77, T93, **DINO** 545TT, 50TT, 100TT, **FEBKART** FBS/82TT, **REFO** B3, B5, C3, C5, MA-5, MA-3-JUN, **PARILLA** 28M, TT31, TT95, SS31, **JEABOR** PAJ 19A, **MAC** K 100 V, XX3 MARZO, **MUGEN** MK A 11, **PCR** TS 54/1, TS 54/3, TS50/3 NORDIK, **PETRY** P 101 M, **RDK** IT3-C, CB 82, IT 82-3, IT 82-5, RD86C, RD86L, **TKM** S89 3 PORT, S89 TT, RL80TT, L92TT, L95TT **YAMAHA** KT100 AX-3.

All Engines that are eligible to use in 100cc Classic are also eligible for Pre 89

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

NO REED ENGINES ALLOWED apart from the reed engine in Classic which is the Parilla TT25 and Komet K55

2.6, Airbox:

Must be in period if fitted.

2.7, Bodywork:

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

2.8, Steering

Ackerman steering allowed. Where possible a column safety bush must be fitted.

2.9, Front Stub Axles:

NO CNC MANUFACTURED STUB AXLES.

Must be in period and of a similar design to that originally fitted to the kart. Maximum diameter 17mm

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.

Pre 89 class has a maximum of 30mm diameter.

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

2.11, Finger Guards & Chain Guards:

Finger guards covering the drive engine sprocket are required to pass scrutineering and should be used throughout the race meeting. Chain guards must cover the top of the chain and axle sprocket.

2.12, Seat & Seat Stays:

Seats must be a plain coloured shell, quarter or fully carpet covered seats are allowed.

40mm Seat washers must be fitted between the seat and stays.

Maximum additional seat stays 1 per side are permitted.

Carbon or exotic materials are not permitted.



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2.13 Rev Counters:

The only rev counter to be fitted is period only. Data logging systems such as Mychron & Alfano, may be used for Saturday practice only and must be completely removed for race day.

NO GPS SYSTEMS

2.14, Transponders:

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

2.15, 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.

3.0, Engines Homologated before the end of 1988:

All rotary valved engines homologated for that period including engines allowed in Class 1 Classic.

3.1, Brake:

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

Cross drilled, slotted or vented discs are permitted. Maximum width 13mm and maximum 2 pistons per calliper.

Brake discs must be of a ferrous material and have a round circumference.

No CNC brakes unless they were originally fitted

Self adjusting hydraulic systems are not permitted

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

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

3.2, Wheels:

Split or mono rims are permitted. Front mono rims must have integral bearings. Maximum overall rim width for Fronts 130mm, Rears 210mm. Wet or Dry.

3.3, Tyres:

Tyres will be checked for eligibility and condition at scrutineering. No more than one set of slick tyres and two sets of wet tyres may be used per meeting. With the second set having no more than 4mm of tread measured at 20PSI, to be measure at scrutineering. 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

3.4, Kart Widths:

Maximum rear kart width must not exceed 1400mm. (wet or dry)

Maximum front width 1150mm (wet or dry)



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3.5, Slick Tyres:

Rear tyres – Maxxis Sport 11 x 7.10 – 5

Front tyres – Maxxis Sport 10 x 4.5 – 5

Tyres available for RetroRacer through Dartford karting.

3.6, Wet Tyres:

Race series wet tyres to be Komet K1W purchased through any source new or used.

3.7, Ignition System:

Motoplat or PVL Static type only. **Digital systems not permitted.**

3.8, Steering Wheels:

Must be in keeping with the Pre 89 class, must be round, leather, vinyl or suede material.

Flat tops, Mychron or Alfano style wheels are not permitted.

Angle steering boss not permitted.

3.9, Exhausts:

Big bore (110mm max diameter) Vevey style, straight or bent exhaust are permitted.

Exhaust manifold 50mm maximum diameter. Exhausts must be securely fitted and not exceed the perimeter of the kart. Silencers must meet the noise regulations 108dBA.

3.10, 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**

Carburettors must be butterfly type only with a maximum venturi diameter if 25.4mm or 1 Inch

3.11, Weights:

Weight is the total of kart 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.

Pre 89 Class 145kg

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

3.12, Number Plates and Numbers:

Pre 89 Class Karts are to use Blue Plates and White Numbers.

Novice Drivers – Black Plates and White Numbers

All plates to be displayed Front and Rear

3.13, Grids:

Pre 89 will start at the rear of the Class 1 Classic grid. Wherever possible grids will be split.

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3.14, 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