

# **RETRO RACER LTD**

## **HISTORIC KART SERIES**



Website : [www.retroracer-hks.co.uk](http://www.retroracer-hks.co.uk) Email : [retroracerhks@yahoo.co.uk](mailto:retroracerhks@yahoo.co.uk)

### **Historic Class, 210 National/ 250 Historic:**

## **Class Specific Regulations 2021**

### **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.

**Historic Class** – January 1971 to the end of December 1978 (1973 – 1978 inclusive)

#### **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 1<sup>st</sup> 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. Engine stroke must be original manufacture, liners must be as near as possible to the original material used, outer 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. Villiers engines are already using this option.

210 National – Villiers 9e and 11e fitted with alloy barrel, 2 port and 4 port barrels to compete for the 'Alloy Barrel Challenge'

250 Historic – Moto – Villa, Maico, Husqvarna, Montesa, Bultaco, Ossa etc, period engines.

#### **3.2, Brakes:**

Brake system choice is free, but must be in keeping with the age of the kart, and should be of the same type originally fitted e.g. drum, mechanical disc or hydraulic disc.

Drum or disc brake front and rear system

#### **3.3, Bodywork:**

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

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### **Class Specific Regulations 2021**

#### **3.4, Weights:**

Minimum weight limits for these classes are 170kg.

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

#### **3.5, Rev Counters:**

**NO MYCHRON OR ALFANOS ETC**

Period only

### **4.0, Historic Class, 1973 to 1978 – 210 National / 250 Historic**

#### **4.1, Chassis Types:**

Examples: Blow Victor / Hustler / Minstral, Barlotti Barracuda and BB, Dale Cutlass, Zip Silverstone with discs brakes Zip Espada, Deavinson, 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 Mk 1 and 2, Bing, Tillotson, Dellorto, Mikuni etc, or other proven to have been used in this period.

#### **4.3, Ignition Systems:**

**NO RETARDER OR DIGITAL SYSTEMS**

No retarders or Digital systems. Only original, Motoplat, PVL, Selecta, Femsa, or other proven to have been used in this period.

#### **4.4, Fuel System:**

**NO MODERN FUEL PUMPS, (FACET Etc)**

Glass fibre, steel, or alloy tanks.

Gravity feed systems. Pulse pump systems. Axle pump systems.

#### **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 stoke 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**

#### **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 Nylites, Connelly, Spit Alloy, Blow etc.

Modern one-piece rims can be used on the grounds of safety.

**NO TYRE SOFTENER OR CHEMICALS ARE PERMITTED**

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### **Class Specific Regulations 2021**

#### **4.8, Steering Wheels, Seats, Exhausts:**

Wherever possible these items are to be period to the chassis and class, see seat regulations item 1.2. Column safety bush to be fitted where possible.

#### **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:**

210 National – Red Plates or Background with White Numbers.

250 Historic – Yellow Plates or Background with Black Numbers.

Novice Drivers – Black Plates and White Numbers

**All plates to be displayed Front and Rear**

#### **4.11, Grids:**

250 Historic will start at the front of the 125 P&R Class

210 National will start at the rear of the 125 P&R class.

Wherever possible grids will be split.

Starts will be rolling at walking pace.

#### **4.12, 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 is to be made in writing or via email.

**SAFETY SCRUTINEER - RICHARD BUTLER [rpbmotorsport@gmail.com](mailto:rpbmotorsport@gmail.com)**

**TECHNICAL SCRUTINEER - PAUL GUNTER [bglandrovers@aol.com](mailto:bglandrovers@aol.com)**

**TECHNICAL SCRUTINEER ASSISTANTS - TBA**