



FORMULA A - LC TECHNICAL REGULATIONS 2025

Please read these regulations in conjunction with the Retro Kart Championship Sporting Regulations and 2025 Noise Regulations

1. Chassis

- 1.1 Any chassis first manufactured or homologated prior to or as part of the 2008 CIK homologation. If the chassis does not bear clear homologation marking or is not a homologated chassis, it must be proven to have been manufactured and raced in, or prior to, the era of class being entered.
- 1.2 The onus is on the competitor to prove eligibility.
- 1.3 Chassis from earlier homologations may be used. For example, a Pre1995 chassis may be used.
- 1.4 All components used on the kart must be in keeping with the period of the kart.
- 1.5 Removal/adding of any part of the chassis that varies from its original design is not permitted, Example: removing/adding a bearing hanger. Minor modifications of brackets for brake mounting or bodywork mounting are allowed.
- 1.6 Replica chassis are not permitted.

2. Bodywork, Bumpers & Pedals

- 2.1 The use of Nose cone, Nassau panel and Sidepods is mandatory.
- 2.2 All bodywork must be CIK02 style or earlier.
- 2.3 Front and rear bumpers are mandatory and made from magnetic steel.
- 2.4 Rear bumpers must be period Style and can be either euro loop or full width. The use of newer CIK plastic rear bumpers is not permitted.
- 2.6 Pedals must not be able to exceed the front bumper.
- 2.7 Throttle pedal must be fitted with a return spring.
- 2.8 Rear bumpers and side pods must not protrude beyond the outermost part of the rear wheels when running slick/dry tyres.

3. Steering & Front Geometry

- 3.1 The maximum diameter of the stub axle shafts must not exceed 17mm.
- 3.2 Stub axles must be constructed from 3 parts - CNC type not permitted.
- 3.3 Castor and camber adjustment is permitted but must be in keeping with the age of the chassis.
- 3.4 Ackerman steering is permitted.
- 3.5 Steering column locking collar must be fitted below the upper column support to prevent the column pulling out of the lower bearing.
- 3.6 Maximum front track width 1220mm (wet or dry). See Appendix C.

4. Rear Axle

- 4.1 Maximum rear axle diameter - 50mm.
- 4.2 Axle must be magnetic steel.
- 4.3 Rear hubs with an overall length (excluding wheel studs) of less than 60mm are not permitted to overhang the ends of the rear axle.
- 4.4 Maximum rear width 1400mm (wet or dry). See Appendix C.

5. Brakes

- 5.1 Brakes are to act on rear axle only (No front brakes permitted).
- 5.2 Self-adjusting brakes are not permitted except where originally homologated.
- 5.4 Brake discs must be of a ferrous material.
- 5.5 Brake safety cable is mandatory and the cable must be a minimum of 2mm thickness.

6. Wheels & Tyres

- 6.1. Only mono rims are permitted. Front rims may have integral bearings or may use separate hubs. Maximum overall rim width for Fronts 132mm, Rears 212mm. Wet or Dry
- 6.2 Aluminium or Magnesium rims are permitted.
- 6.3 The only tyres permitted are as follows:-
 - a) Dry – Maxxis CIK Prime.
 - b) Wet – Komet K1W
- 6.5. Only 1 set of slick tyres can be used per event, barcodes will be recorded and checked.
- 6.6 Wet tyre usage is not restricted but will be subject to circuit conditions as defined by the Clerk of the Course.
- 6.7 In case of dry tyre failure (eg puncture) you must report immediately to the scrutineer and the decision of a replacement tyre may be permitted. A tyre of similar wear may be required (see Sporting Regs).
- 6.8 Mixing of wet and dry tyres is not permitted.
- 6.9 Pre heating of tyres is not permitted.
- 6.10 Chemical applications to the tyres is not permitted.

7. Seat

- 7.1 Seats must be free of damage and support the driver.
- 7.2 Seats must be securely fitted by a minimum of 4 bolts of at least 8mm diameter and must have washers between the seat and all seat supports, steel washer or plastic washer is permitted. Washer dimensions: a minimum of 1.5mm thick, 40mm diameter.
- 7.3 A maximum of 2 additional seat stays per side is permitted.

8. Engine

- 8.1 Engines must be CIK homologated reed or rotary.
- 8.2 Engine cubic capacity must not exceed 106cc.
- 8.3 Must use original stroke length.
- 8.4 Must use original con-rod length.
- 8.5 Must be water cooled.
- 8.6 Must be direct drive without clutch.
- 8.7 Engine must have same external features as manufactured/homologated.
- 8.9 External section of any reed valve pyramid must not be greater than 73mm in length.
- 8.10 No material may be added to any part of the engine, internal or external; this includes liners.

- 8.11 A maximum of 4 engines may be used at a single event. Engine numbers must be recorded at pre-race scrutineering.
- 8.12 Minimum squish: 0.8 mm average measured across the axis of the piston pin when measured with maximum 1.6mm solder.

9. Ignition

- 9.1 Only static, analogue PVL, Selettra, Ital Sistem, Ducati, Motoplat or other similar period ignitions are allowed.
- 9.2 Digital, programmable or any system/device that allow adjustment of ignition during a race are strictly prohibited.
- 9.3 Maximum ignition advance: 2.3mm BTDC or for Motoplat systems 2.5mm BTDC.

10. Intake

- 10.1 Any Butterfly type carburettor homologated up to 1999 may be used.
- 10.2 Any Carburettor that is unstamped (for example no L2/L3 marking) must be presented to the scrutineer for approval before being allowed to be used in competition.
- 10.3 Maximum venturi diameter is 24mm measured at any point.
- 10.4 A throttle return spring must be fitted at the carburettor.
- 10.5 A CIK bullet type airbox is mandatory, no modifications allowed (eg additional holes) (See Appendix A).
- 10.6 Airbox must include a foam filter, intact and without splits or tears, sealed to the carburettor mouth. The only acceptable types are shown in Appendix B.
- 10.7 Maximum of 2 trumpets in airbox.
- 10.8 Maximum internal diameter of trumpets - 23mm. Minimum length 80mm.

11. Exhaust

- 11.1 Period style exhausts are compulsory. Big bore (110mm max diameter) Vevey style, straight or bent exhaust are permitted. Exhaust manifold 50mm maximum diameter.
- 11.2 Exhaust mounting cradle must be contained within the perimeter of the kart.
- 11.3 Bean cans / Decibels must be fitted at all times with the exit holes facing downwards ie: below horizontal.
- 11.4 Exhaust wrap (or similar) must be fitted under all exhaust springs including the central flexi section (between header and pipe); and between the exhaust and support cradle.
- 11.5 Exhaust manifold, flex section and internal cones must retain their fixed dimensions while kart is in motion.

12. Noise

- 12.1. Intake and Exhaust silencing is mandatory.
- 12.2. Competitors must ensure that engines are prepared and equipped in order to meet or better sound level requirements.
- 12.3. Please refer to the RKC Noise Regulations for guidance to ensure the best possible steps are made to ensure compliance is met.

13. Miscellaneous

- 13.1 Karts must display Green number plates with White numbers at the front and rear and on both sides.
- 13.2 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.

- 13.3 Datalogging is permitted (including GPS) for laptiming and engine rpm only. The use of additional sensors for steering position or throttle/brake application is forbidden.
- 13.4 Only road side fuel allowed. A maximum of 99 octane. No race fuels are allowed. Performance or octane boosting additives are not permitted.
- 13.5 Minimum driver age is 16 years.
Drivers whose 16th birthday falls within the racing calendar are also eligible.

14. Weight

- 14.1 Minimum weight - 158kg including kart, driver, clothing, helmet and fuel.
- 14.2 If ballast is required, it must be secured using 2 mechanical fixings. A maximum of 5kgs per fixing point.

Appendix A: Airboxes



Appendix B: Air filters



Appendix C: Maximum Widths

