



100 National Technical Regulations 2026

Please read these regulations (and appendix) in conjunction with the Retro Kart Championship Sporting Regulations and 2026 Noise Regulations

1. Chassis

- 1.1 Any chassis first produced or used up to and including December 1988
- 1.2 The onus is on the competitor to prove eligibility.
- 1.3 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 are allowed.

2. Bodywork, Bumpers and Pedals

- 2.1 Front and rear bumpers are mandatory and made from magnetic steel.
- 2.2 Pedals must not be able to exceed the front bumper.
- 2.3 Throttle and brake pedals must be fitted with a return spring.
- 2.4 Rear bumpers and side bars must not protrude beyond the outermost part of the rear wheels.
 - 2.4.1 Rear bumpers may include an extension to accommodate the protrusion of the exhaust.
- 2.5 Bodywork is not permitted
- 2.5.1 Side bars / nerf bars are mandatory and should be in keeping with those originally fitted.
- 2.5.2 Period nassau can be used in place of the front number plate

3. Steering & Front Geometry

- 3.1 The maximum diameter of the stub axle shafts must not exceed 17mm. (See Appendix for types)
 - 3.1.1 The main stub axle shaft must comprise of 2 pieces see appendix for stub axle types. A run of weld around a CNC type stub axle is not permitted (See Appendix)
- 3.2 Castor and camber adjustment is permitted.
- 3.3 Ackerman steering is permitted.
- 3.4 Steering column safety locking collar must be fitted below the upper column support to prevent the column pulling out of the lower bearing.
- 3.5 Maximum front track width 1150mm (wet or dry). (See Appendix).

3.6 Steering Wheels

- 3.6.1** Steering wheels must be of metal construction and fully enclosed type
- 3.6.2** Steering wheels must be 3 bolt fitting type only with 3 spokes
- 3.6.3** Steering wheels must be round
- 3.6.4** Can be covered in Suede, Leather, Vinyl or Rubber
- 3.6.5** Data logger types are not permitted.
- 3.7** Angled steering bosses are not permitted. No form of wedge or any other method of tilting the steering wheel from the column, eg nut between the steering wheel and column/boss

4. Rear Axle

4.1 Rear Axle

- 4.1.1** Maximum rear axle diameter - 30mm, measured at any point.
- 4.1.2** Axles must be the same diameter across the full length, tolerance +/- 0.2mm
- 4.1.3** Axle must be magnetic steel
- 4.1.4** Solid and Hollow types are permitted
- 4.1.5** Axle stiffeners are not permitted.
- 4.2** Maximum rear track width 1400mm (wet or dry). (See Appendix)
- 4.3** Circlips must be used with rear hubs having an overall length (excluding wheel studs) of 60mm or less with a single pinch bolt. Longer hubs may be used to exceed the ends of the axle without circlips provided they have 2 or more pinch bolts.

5. Brakes

- 5.1** Brakes are to act on rear axle only (No front brakes permitted).
- 5.2** Brake systems, must be in keeping with the age of the kart, and should be of the same type originally fitted e.g. either mechanical disc or hydraulic disc. Self-adjusting brakes are not permitted unless proven to be originally fitted when manufactured.
- 5.3** Maximum of 1 pad per side and 1 pistons per pad
- 5.4** Brake discs must be of a ferrous material
 - 5.4.1** Brake disc must have a round circumference
 - 5.4.2** Cross drilled, slotted or vented discs are permitted.
 - 5.4.3** Maximum width 13mm.
- 5.5** Brake cables must be a minimum of 2mm thickness. If a rod is used, this must be a minimum of 5mm diameter. Material must be steel
- 5.6** A secondary brake safety cable is mandatory and the cable must be a minimum of 2mm thickness.

6. Wheels & Tyres

- 6.1** Split or mono rims are permitted. Front mono rims must have integral bearings. Maximum overall rim width for Fronts 132mm, Rears 212mm. Wet or Dry
- 6.2** Aluminium or Magnesium rims are permitted.
 - 6.2.1** The only tyres permitted are as follows:-
 - Slick – Maxxis Sport.
 - Wet – Komet K1W Maxxis MW
- 6.3** Only 1 set of slick tyres can be used per event, barcodes will be recorded and checked.

- 6.4** 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 Regulations 2.6).
- 6.5** Wet tyres must have visible tread across the full tyre width to gain access to the circuit
- 6.6** Wet tyre usage is not restricted but will be subject to the circuit conditions as defined by the Clerk of the Course.
- 6.7** Mixing of wet and dry tyres is not permitted.
- 6.8** Pre heating of tyres is not permitted.
- 6.9** Chemical applications to the tyres is not permitted. Only Water based lubricants are permitted for fitment of tyres.
- 6.10** 2 sets of slick tyres will be allowed for the championship; 2 sets may be registered and used in any combination but only 4 barcodes may be used per meeting.

7. Seat

- 7.1** Seats must be free of damage to adequately 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** Seat appearance must be in keeping with the age of the Kart/class, and must meet the following criteria
 - 7.3.1** Plain in colour or natural fibreglass colour
 - 7.3.2** High leg type are not permitted, Round/Flat bottom are permitted (See Appendix)
 - 7.3.3** Fibreglass is the only permitted type
 - 7.3.4** Upholstery permitted
- 7.4** Soft seat inserts – the type often found in rental karts - are not permitted.
- 7.5** The fitment of padding is permitted and must be securely attached by adhesive and or adhesive tape. Period-style seat covers are permitted.
- 7.6** A maximum of 1 additional seat stay per side is permitted and must be bolted at both ends if present.

8. Engine

- 8.1** Only engines homologated by MSA or CIK prior to 1992 are permitted. See Engine List
 - 8.1.1** Engines must be air-cooled.
 - 8.1.2** Engine must have same external features as manufactured/homologated. Bent, broken and repaired fins are permissible.
 - 8.1.3** Engines must have a capacity no larger than 106cc
 - 8.1.4** Engines must be direct drive. Clutches are not permitted.
 - 8.1.5** Must use original stroke length.
 - 8.1.6** Must use original con-rod length.
 - 8.1.7** Must use original overall diameter of the crankshaft.
 - 8.1.8** No material may be added to any part of the engine, internal or external.
 - 8.1.9** Minimum squish : 0.8 mm average measured across the axis of the piston pin when measured with maximum 1.6mm solder.

- 8.1.10** 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 material may be added.
- 8.2** A maximum of 3 engines may be used at a single event. Engine numbers must be recorded at pre-race scrutineering.
- 8.3** Permitted engines are shown in the Engine List. Please contact RKC for any clarification of permissible engines.

9. Ignition

- 9.1** Motoplat or PVL systems are the only permitted types. PVL coil must be type 105458. (See Appendix for approved types)
 - 9.1.1** Must be Analogue, consisting maximum of 3 components. Coil, Stator, Rotor (See Appendix)
 - 9.1.2** Digital, programmable or any system/device that allow adjustment of ignition during a race are strictly prohibited.
 - 9.1.3** The use of ignition advance/retard boxes is not permitted.
- 9.2** Maximum ignition advance:
Short stroke engines 2.5mm BTDC for Motoplat, 2.3mm BTDC for PVL
Long stroke engines 2.7mm BTDC for Motoplat, 2.5mm BTDC for PVL.

10. Intake

- 10.1** The Tillotson HL360A carburettor is the only permitted carburettor.
- 10.2** No more than one carburettor is to be fitted to an engine at any time.
 - 10.2.1** Extensions are permitted to both the low and the high jets if required for ease of adjustment by the driver.
 - 10.2.2** The use of power jet systems is not permitted.
 - 10.2.3** Maximum venturi diameter is 25.4mm measured at any point.
- 10.3** A throttle return spring must be fitted at the carburettor, must be in addition to the standard butterfly spring
- 10.4** Airbox is Mandatory (See Appendix for types)
 - 10.4.1** No modifications allowed (eg additional holes)
 - 10.4.2** Must include a foam filter, intact and without splits or tears, sealed to the carburettor mouth. all air entering the carburettor must pass through the foam filter/ intake silencer (See Appendix for types).
 - 10.4.3** Airbox must be sealed to the carburettor mouth
 - 10.4.4** Maximum of 2 trumpets in airbox.
 - 10.4.5** Maximum internal diameter of trumpets - 23mm. Minimum length 80mm. (see Appendix)
 - 10.4.6** No drilling of the airbox is permitted except for the following:
 - a) One small drill hole can be added to the fin on the underside of the airbox to allow for a fixing to be added for stability. This may not perforate the main element of the airbox, nor may it increase airflow to the filter on any way other than maintaining the orientation of the airbox.

11. Exhaust

- 11.1 Period style exhausts are mandatory. Big bore (110mm max diameter) Vevey style, straight/bent stepped exhaust are permitted. Exhaust intake dimension 54mm maximum diameter. (see Appendix)
- 11.2 Exhaust mounting cradle must be contained within the perimeter of the kart.
- 11.3 End cans / Decibel Cans 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.
- 12.4 Fin rubbers are mandatory on cylinders and cylinder heads; these may be solid pieces or moulded using silicone/butyl sealant.

13. Miscellaneous

- 13.1 100 National Karts must display Green number plates with White numbers at the front and rear.
- 13.2 Finger and chain guards are mandatory. They must be securely fitted preventing any access to the chain from above and the frontal area of the engine sprocket
- 13.3 Datalogging is permitted (including GPS) for laptiming and engine rpm only. The use of additional sensors for EGT, steering position or throttle/brake application is forbidden.
- 13.4 Carbon Fibre/Carbon composites are not permitted

14. Weights

- 14.1 Minimum weight - 145kg 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