

Southern Kart Club

2009 Vintage Guidelines and Safety Rules

All vintage karting activities on our tracks are purely for demonstrations and not of a racing nature! Anyone failing to follow this spirit will be black-flagged, removed from the track, and asked to go home. No exceptions!!

Classes of Karts: Given the history of karts over the years, there are three primary eras of racing karts:

Historic: Pre-1962

Vintage: 1962 - 1972

Classic: 1973 – 1984

No distinction is made between sit-up and laydown karts from each era. Both types of chassis are eligible for on-track demonstration sessions.

Historic and Vintage rear-engine karts are required to use hard compound tires (this is a tech item) and American fan-cooled engines. The only exception is that a participant may run a fan-cooled Saetta V-12 engine (see note 1).

Historic and Vintage demonstration sessions will be restricted to passing only on the front straight of Roebling Road. (Check with the Vintage Race Director at other venues for allowed passing zones.) A set of cones will be set up to indicate the start and end of each passing zone. Passing another kart outside of this zone will result in a black flag for that session or disqualification from that particular event. As of 1-8-08 only Roebling Road allows Historic and Vintage karts to run on the track. Check with the Vintage Race Director at other venues about running Historic and Vintage karts at those events.

Tech: All karts are subject to a safety-tech inspection prior to on-track sessions. All floor pans must be within the main frame rails. No bodywork is allowed on any kart. No add-on weights and/or ballast are allowed on any chassis (see note 2). All steering fasteners, brake fasteners, and pedals are to be cotter pinned regardless of class. In addition, all axles and spindles are to be cotter pinned or secured with snap rings.

Brakes: Upgraded brakes are recommended. No scrub brakes are allowed. Bendix 6" drum brakes are allowed on Historic and Vintage karts only. The use of a hydraulic master cylinder with at least a 6" disc and a hydraulic

caliper is encouraged. Multiple master cylinders with a back-up caliper per current WKA rules are encouraged. Separate independent braking systems are required on all Classic karts with total engine displacement greater than 100cc, except single McCulloch 101s and single West Bend 820s.

Clutches: All oil or dry engine shaft clutches are allowed (for example, the Horstman 4-spring DXL clutch). The dry disc Burco axle clutch is NOT allowed. All other dry drum-type axle clutches are allowed (i.e., Brystrom, Hegar, Hartman, Proline, and Tripp). The Horstman oil axle clutch is not allowed on any Historic or Vintage karts. The Horstman oil axle clutch is allowed only on Classic karts with foreign engines of 135cc or greater displacement. All clutches must conform to their respective periods. Any Classic kart with a Horstman clutch will be ineligible for show judging and applicable show awards.

Engines: Engine cut-off date is 1984, as per the 1984 and prior WKA Tech Manuals. Additional engines approved are the BM-130, K-99, K-299, and all American fan-cooled engines designed prior to 1975. Resleeving and stroking are allowed. There are no porting restrictions. No four cycle engines and no Yamaha engines are allowed.

Ignition: Open

Fuel: Gas or Methanol allowed. Additives other than oil are discouraged.

Pipes: Due to noise restrictions at the tracks, no open headers or stingers are permitted. There are no other restrictions concerning pipes.

The **Southern Kart Club** looks forward to your participation at our events.

For questions, contact vintagekarts@southernkartclub.com

Notes: Note 1 - Although quite rare, the fan cooled Saetta V-12 engine was available and raced during the Historic and Vintage period.

Note 2 - Since the Vintage chassis are all quite old and have had quite a lot of stress applied to them over their racing lives, no add-on weights and/or ballast are allowed that would increase the chances of chassis failure and a possible accident resulting from chassis failure.