



Vintage Event Rules/Guidelines

These Rules/Guidelines are for Vintage Karts manufactured in the years 1956 through 1975. The GVKC is promoting Vintage Kart exhibitions in two ways; Display of karts for judging with emphasis on originality and workmanship, and active class practice and demonstrations where the karts operate on a track in a safety minded manner.

A. Safety

Safety is the most important aspect of any motor sport and is paramount in the exhibition/demonstration of Vintage Karts. Safety is addressed in the relative portions of this document, Personal Protective Equipment, Drivers Meeting, and Technical Inspection. Safety should be High-Lighted at each event.

The GVKC requires a signed liability waiver by the participant for each event.

Safety issues peculiar to the host track will be discussed at the Drivers meeting.

All participants are required to attend the Drivers meeting.

Persons with acute or chronic medical conditions or pregnancy will not be allowed to participate in demonstration events.

An ambulance and trained medical personnel must be available in a timely manner at all demonstration events including all practice sessions.

B. Drivers

- a. All drivers must attend the Drivers Meeting to be eligible to participate in the event.
- b. Juniors: 8 years minimum and under age 16 shall run in the Junior Sportsman Class with a single engine. Additional safety briefing and compliance is required for this class.
- c. Drivers 16 years of age or older are permitted to operate any type of Vintage Kart. There is no maximum age.
- d. Drivers of dual engine karts must be 18 years minimum age.
- e. All first time drivers, novice and juniors in a GVKC event will demonstrate their driving ability to the track owner/operator satisfaction prior to the event in order to participate. They will also require a highly visible "X" on the back of their Helmet
- f. No Alcohol, illegal drugs or legal drugs that would impair driving ability.
- g. No pregnant women are allowed in any driving event.
- h. Drivers must demonstrate proficiency and control of a kart on the track.

2. Driving Rules

Procedures and driving rules will follow those of the Avon Kart Speedway and as follows:

- a. Contact between karts and overly aggressive or reckless driving will not be tolerated. Rules and acceptable conduct on the track and in the pits will be conveyed at the Drivers Meeting prior to group participation. Safety is paramount. Clean passes, no contact, no strafing, no cutting off, no "Texas starts" up the middle.
- b. Drivers must attend Driver Meeting with special emphasis on safety and vintage driving: Brief Drivers and Starter/Flagmen regarding pace lap speeds and techniques. Discuss direct drive starting procedures and the presence of a safety man at the controls when starting the engine.
- c. If you bump at anytime during an event you must go to the back of the pack; raise you hand and pull over until everyone has passed, then continue. If you bump a second time during the heat you must self-black flag and go immediately to the pits.

3. Official Entrant/Entry

The driver is the official entrant for an event when properly documented by the track owner/operator and having participated in the Drivers Meeting. The driver (entrant) may enter more than one kart (entry) at an event. Entered karts are classified according to Vintage Classification and participate according to Exhibition Grouping.

4. Personal Protective Equipment

- a. Snell approved helmet with goggles or face shield required. Use of latest Full face helmet is required. Vintage Helmets are not allowed.
- b. Helmet support (Neck Collar).
- c. Leather, Vinyl, Cordura or abrasion resistant nylon jacket. Driving suits, Nomex undergarments and earplugs are permitted but not required
- d. Full finger protection Gloves, leather or nylon.
- e. Long pants of a durable material.
- f. Shoes or boots.
- g. Hair protruding more than 4" from the helmet must be secured under the helmet.
- h. Junior Sportsman shall wear approved rib protectors.

5. Kart Equipment

- a. All karts (except reproductions) must be 1975 or older.
- b. Can be an original production kart from the Historic Era (1961 and before), a Continuation Kart (identical to the original model but produced after the Historic era), a Reproduction of a Historic Era production kart, or a homebuilt design actually produced during the vintage era. Newly built designs that are in the vintage style will not be allowed.
- c. Every effort should be made to use appropriate equipment from the kart's proper era. Documentation of questionable items encouraged. If a similar part or accessory didn't exist during the Vintage Kart Era then it doesn't belong on the kart now (approved safety issues being the exception).
- d. Authentic variations will be authorized at the race official's discretion.
- e. Seat belts are not allowed in any open frame karts.
- f. Modifications that increase performance or handling to later or contemporary standards are not permitted.
- g. No bodywork permitted except number panels.

- h. Tires:
Period correct hard tire or modern equivalent size only; No sticky tires on early karts. Sidewinders can use original equipment style tires or modern tires of similar size and hardness.
Period correct or modern equivalent tires only, with a durometer of 60 or harder for both rear engine and sidewinder karts. No Modern design sticky tires.
- i. Engines:
Must be produced before 1975 or if manufactured later to original specifications.
Historic Era must be 1961 or older.
Engines can be stock or modified.
Period correct modifications permitted.
If the engine or accessory was used in the era of the kart, then it can be used at a GVKC event.
- j. Exhaust:
Box-type mufflers, tuned expansion chambers (no slipper types).
No open headers permitted due to Avon noise ordinance.
- k. Clutch:
Dry or Wet clutch permitted on any kart except Historic Class.
- l. Weight:
There are no minimum or maximum weight limits.
Any weights or ballast must be securely secured.
- m. Fuel:
Any safe fuels permitted; Gasoline, Methanol.
No oxygenated fuels permitted except Methanol mix.

Pre-Tech Preparation All drivers and participants should check to ensure they have the proper safety equipment needed for the event. The equipment must be sufficient for the level of participation which includes pit crew duties.

Gloves
Helmet
Helmet collar
Pants
Gloves
Eye protection
Readily accessible fire extinguisher

9. Technical Inspection

All karts must pass a safety tech inspection before being permitted onto the track. The determination of the inspector on questionable items will be final. The following are items for compliance to participate in demonstration events:

- a. Suitability for competition: The basic design of the kart should be suitable for the level of performance in its class while providing the level of safety that was available during its appropriate era. A kart will be considered legal if it remains as it was manufactured.
- b. Appearance: The kart should be neat and clean and provide a professional appearance.
- c. Entry Number: Karts shall prominently display a 3" (minimum) number on a panel, driver, or helmet for track official or spectator reference.
- d. Tires: In good condition and appropriate for the era of the kart. No modern "sticky" tires.
- e. Wheels: Void of defects that would affect safe operation. Wheel bearings should be properly adjusted ball or roller type, no split race bearings, with no excessive play. Clip-on wheel balancing weights shall be securely fastened.
- f. Axle Nuts: Cotter pinned or safety wired, both front and rear.
- g. Brakes: Must be foot operated with proper operation and stopping capability; should be

- suitable for the anticipated performance of the class. Scrubber brakes will be allowed only on Historic Class machines if they were original equipment. Single Rear wheel brake allowed on Historic machines that were so equipped. **Brake linkage must be cotter pinned or safety wired.** Any locking type nuts on the brake mechanism which are subject to heat can not be of the plastic insert type. All hydraulic connections must be tight and free of leaks. **Upgrades to modern brakes are permitted in all classes.**
- h. Throttle: Karts will be equipped with a foot operated throttle with a spring of suitable strength to return the pedal. The carburetor will have its own return spring that will close the throttle in the event that the throttle linkage becomes disconnected.
 - i. Fuel Tanks: Securely fastened, may be front or rear mounted. Historic class karts may have engine mounted tanks. No pressurized tanks are permitted. No portion of the fuel tank may protrude above the frame causing it to be unprotected in the event of a rollover.
 - j. Chain oilers: Not allowed except for enduros.
 - k. Clutches: Not required. Wet clutches are permitted only if they do not leak. No selective gearboxes are permitted.
 - l. Guards: All chain, belt or gear drives must have a suitable guard to prevent injury in the event of drive failure. It is not required that the entire drive be enclosed except for outboard (of the rear wheel) drive types. Any axle mounted sprockets that are not in use must be covered by a chain or completely enclosed by a guard.
 - m. Front Suspension and Steering: Steering shaft to be a minimum of 5/8" cold rolled steel with exception of some historic karts which had 1/2" shaft which must be in good condition. Steering wheel attachment by spline or tapered and keyed hub. The hub can not be welded to the steering shaft or secured by a bolt (in shear) passing through the shaft. (Variations and early original equipment permitted). Steering rod ends must be of universal swivel type joints with jam nuts. Linkage bolts must be a minimum of 1/4" grade 5. (Some very early karts had 3/16" rod end bolts: Replace original bolts with grade 8 and inspect often for signs of failure.) **All steering assembly bolts including spindles and linkage must be cotter pinned or safety wired. Steering wheels must be cotter pinned or safety wired/lock nutted.** Steering must not pass over center, even when reasonable force is exerted.
 - n. Frame: Structurally sound with no defective welds. Minimum wheel tread 28". Seat back and floor pan shall have no voids large enough to allow any part of the driver's body to pass through. Front and/or rear bumpers are not required but if installed they shall be solidly attached. All parts and structures of the kart must be suitably attached so as to prevent them from leaving the kart during operation, thereby constituting a hazard.
 - o. Driver's Compartment: All parts of the driver are to be limited to the confines of the width and length of the kart. The feet must not extend beyond the bumper when the pedals are fully depressed. The seating must provide lateral support of the driver. (Some early vintage karts did not have side support, use single engine only). Seat belts are not permitted.