



Vintage Karting Association

www.VKAkarting.com
www.facebook.com/VintageKartingAssociation

2018 Promoters' Package



The Vintage Karting Association does not sanction any events. VKA is a promotional organization that gives assistance to promote events and provide consistent guidelines between events. Each event is the responsibility of the promoter and/or track owner.

VKA PROMOTERS' PACKAGE

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VKA wishes to thank you for hosting a vintage karting event. Present-day karting started with these types of karts. The history of karting is shown in these karts. The history of karting is also shown in these karts' ability to demonstrate their capabilities and enables present day karting to move forward.

1. General

- This and other useful documents are available on the VKA website: www.VKAKarting.com
- You may choose to apply a surcharge on the Registration Fee for non-VKA members. (This may be applied to the **voluntary advertising contribution** you make to VKA. See below.)
- Have VKA membership forms available at registration. (See [Appendix G](#) or they can be downloaded from the VKA site (www.VKAKarting.com).)
- VKA is asking for a **voluntary advertising contribution** back from your event. You may do a 50/50 Raffle (50% of the proceeds are given to VKA and 50% are given back to ticket purchasers, but you do have to be licensed in some states in order to hold a raffle) or just make a **voluntary advertising contribution** of \$100.00 to \$200.00 to The *Vintage Karting Association*. If you have fewer than 40 attendees, you don't need to send anything. For 40 to 80 attendees, the recommended amount is \$100.00; Over 80 attendees, \$200.00. In return, VKA promotes your event on their website and magazine, provides guidelines and offers technical support. **VKA provides Kart Show Awards/Certificates.** Any additional prizes could be given at this time and could boost ticket sales.
- Special awards could include: Oldest Driver, Greatest Distance Traveled, and Outstanding Vintage Karter. Be creative.
- Be sure to display the VKA banner provided to you by the *Vintage Karting Association*.
- VKA recognizes two levels of demonstration events: Tier I and Tier II.
 - Tier I events are flagged events with **CIK or** motocross scoring and recognition of at least 1st place winners, although 1st, 2nd and 3rd are preferred.
 - Tier II events are “non-flagged” events, with no scoring and no awards.
 - Promoters should identify which level of event they are holding when they announce their event.
- Promoters should be aware of one of the **major** 2014 VKA membership survey results; **99% want consistency between events!** Before you consider adding a “promoter’s option,” consider the impact it will have on how participants will have to change their equipment for your event. Any changes should be announced well before the planned event date, and should be part of the event flyer. Event flyers will be posted on the VKA website and should be submitted to KartNumber4@yahoo.com well before the event.
- In order to promote pre-registration, the promoter should consider publishing a “Refund Policy,” so those who **do** pre-register will know the extent to which they will or will not be reimbursed if they don’t show up.

2. Safety/Insurance

Safety is the responsibility of the promoter and track owner/operator. VKA Guidelines and this Promoters' Package are intended to create consistency between events. VKA does not accept responsibility for conduct of the event. The Promoter should ensure that VKA is listed as “additional insured” in the track’s insurance policy.



Safety inspection of karts should be done prior to any kart practicing. Helmets must be SNELL APPROVED 2010 or later! (Helmets with SNELL APPROVAL of 2005 or earlier are no longer acceptable and should not be allowed.)

New Drivers: Defined as someone new to the sport or someone who has not driven in years. In the Drivers' Meeting, New Drivers should be told they start in the back of the grid in all Heats. An “X” should be displayed on the back of a new driver’s helmet.

For Demonstration Heat starts: have the flagman **START** the Heat close to the first turn. This keeps the speed down while the karts are tightly packed together. Some tracks have placed cones in the first turn to define and separate karts only for the first lap ... karts gridded on the left, stay to the left; karts gridded to the right, stay to the right. The cones are then removed.

The Black Flag should be used to take control of overly aggressive and reckless behaviors that cause wrecks **and for technical issues with a kart or driver’s equipment after they are on the track.**

Track Owners should be instructed to add the “Vintage Karting Association, Inc.” as an “additionally insured” to their policy or the event.

3. Demonstration Heats (Tier I)

Typically, most **Tier I** events run three Heats consisting of six to eight laps. Your first Heat line-up can be in the order of sign in, “pea pick,” age, or other system. The second Heat is inverted from the first. In the third Heat, high point drivers based on motocross (or compatible) scoring go in front. Regardless of finish, novice participants should start at the back of all Heats. Practice sessions should also be provided and will allow some vintage karts a Tier II-experience (see Paragraphs 3a & 4, below) if they prefer not to enter your Tier I Heats.

3a. Demonstration Heats (Tier II)

Tier II events are not meant to be formal, flagged Heats and are not scored and there are no awards. A Tier II event is for practice, testing, kart/motor shakedown and karter get together. If some karters wish to form their own class and have a friendly Heat, that would be at the promoter’s discretion.

4. Practice

You should offer a “Practice Only” pass at your event for people who don’t want to be in Demonstration Heats, **especially for Tier I events.** But, be aware, that when you are practicing karts, you should take precautions against karts of different speeds being on the track at the same time causing an accident. The promoter should consider speed groups like: Single Rear, Dual Rear, Single Sidewinder, Dual Sidewinder and Junior.



5. Classes (Sprint and Enduro)

The VKA has instituted a class format guide for running vintage karts at events, 2018 VKA *Guidelines* (see [Appendix H](#)). It is recommended that event promoters follow these classes when they prepare for an event. Vintage karters prepare their karts to conform to these class guidelines and want to show up at your event ready to run. VKA realizes that promoters control their class format, but by having a consistent format among tracks, entrants will not have to change their karts. Promoters should also consider allowing vintage enduro karts to participate in demonstration runs when there are enduro entrants. At the time an event is announced and flyer is prepared, the promoter should identify it as either a Tier I or a Tier II event, and any deviations from VKA *Guidelines*.

6. Other Activities

Events usually offer a dinner, picnic, or cookout (which is included in the driver's entry fees) on the second day of a three-day event, or the first day of a two-day event. Since karters like to mingle at these dinners, it's nice to introduce any famous, old karters attending your event. *Karting events could be structured as follows:*

2 DAY EVENT – Day 1: Registration, practice, 1st Heat¹ (local option), Kart Show, meal. **Day 2:** Registration, Practice, 1st, 2nd and/or 3rd Heat, after-Heat get together.

3 DAY EVENT- Day 1- Registration, Practice. **Day 2-** Registration, practice, 1st and/or 2nd Heat, Kart Show, meal. **Day 3-** 2nd and/or 3rd Heat, after-Heat get together.

The event flyer should address the classes, **Tier I or Tier II**, activities, accommodations, directions, costs of event and point-of-contact. The event flyer should be made available to the VKA website and the VKA *FirsTurn*® Editor (see [Appendix B](#), below) as soon as possible.

Remember, the main themes of any event are safety and fun. The people attending your event this year may not remember who won in what class, but rather, how much they enjoyed themselves. Make your event special! Some suggestions include: encouraging all drivers to walk the track after the first Drivers' Meeting, hiring a singer to perform the "National Anthem" at the start of your event, providing an event announcer, recognizing famous karters, providing "special awards" (see [General](#), above), planning an *hors d'oeuvre* dinner party, etc. Think out of the box. Do something that will make them remember your event – and want to return next year.

7. Kart Show – Categories

- | | | |
|-----------------------------------|----------------------------|--------------------------|
| • Unrestored Original Rear Engine | • Unrestored Sidewinder | • Unrestored Historic |
| • Restored Original Rear Engine | • Restored Sidewinder | • Restored Historic |
| • Modified Rear Engine | • Modified Sidewinder | • Modified Historic |
| • Rear Past Champion | • Sidewinder Past Champion | • Past Champion Historic |
| • People's Choice | • Enduro | • Mini Bike |

You or the promoter, will select three judges at your event who are best qualified to choose winners.

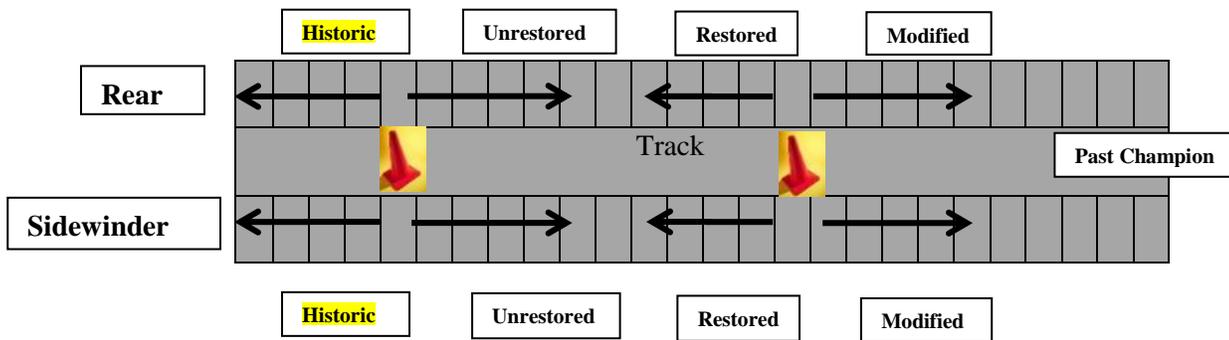
VKA certificates are available from the kart show contact (see [Appendix B](#), below) upon request for Kart Show awards.

¹ Heat structure may be for Tier I or Tier II.



7.a Kart Show Organization

1. To streamline and simplify the Kart Show, sidewinders should go on one side of the track, and rear engine karts on the other side. That will get things started (see chart). Then, starting from the left, moving to the right, line them up with the rear “Historic” on the far left, “Unrestored” next, “Restored” next, then “Modified.” “Past champion” should be placed at the end or in the infield to accent their progress.
2. Promoters may want to “pre-stage” temporary cones or signs to make placing participants’ kart easier. This effort will pay off in the time saved for the judges to evaluate the participants. This in turn will expedite the entire process and get the karters to the next part of the event ... dinner, practice, awards, etc.



8. Before and After Your Event

Early in the season, you will receive this Promoters’ Package. It will also contain VKA Membership Application Forms and VKA *Guidelines*².

BEFORE the event, consider contacting local radio and television stations to run FREE Public Service Announcements (PSAs). Also consider contacting local newspapers to run your event in their “Upcoming Community Events” section. (see [Appendix B](#), below).

BEFORE the event, be sure to line-up reliable, dependable, conscientious people to help. In addition to EMS, you should have support with administration, safety tech, grid management, flagging, scoring, announcing, and photography. (It will be necessary to arrange for someone to take pictures at the event and to write an event summary for the VKA *FirsTurn*®. The Editor of the VKA *FirsTurn*® or other VKA members may be available to help. If they are not available, when making arrangements with a professional photographer, you should make him aware that a few photos of the event, including the Kart show, should be made available for the VKA website and to the VKA *FirsTurn*® at no charge, or as part of his fee.)

The Monday **BEFORE** your event, you will be e-mail a current VKA membership list. **This will be helpful if you want to apply a surcharge to non-VKA members.**

² VKA *Guidelines* may include recommendations regarding classes, safety tech procedures, flagman duties, etc.

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AFTER the event, send the statistic sheet and contribution money to your Regional Coordinator. Please make sure all checks are made payable to *Vintage Karting Association* (see [Appendix B](#), below).

AFTER the event, send completed Membership Applications to the membership contact, together with checks made payable to *Vintage Karting Association* (see [Appendix B](#), below).

AFTER the event, you should email (see [Appendix B](#), below) a written event summary and pictures of the event, including the Kart Show and the Peoples' Choice in time for publication in the next issue of *FirsTurn*® (see [Appendix B](#), below).

The photographer should be advised to send a [link](#) to photos to the Editor of the VKA *FirsTurn*®. Photos should be available from DropBox or other similar service and the link accessible to VKA Website Director and the Editor of the VKA *FirsTurn*® (see [Appendix B](#), below).

Although not mandatory, failure to meet the publication deadline will mean your event results and photographs will not appear in the next issue of the VKA *FirsTurn*®. (If you provide the mailing address of your track owner, a **complimentary** copy of **that** edition of the VKA *FirsTurn*® will be sent to the track owner.)

AFTER the event, the event results (at least 1st, 2nd and 3rd positions should be provided to the Editor of the VKA *FirsTurn*® (see [Appendix B](#), below).

9. Guidelines

Go to VKAKarting.com. Click on “Members” area. Scroll down to “Download Links for VKA Documents.” Click on “Event Guidelines.” (see [APPENDIX H](#), below, for Class Guidelines)

10. Grid & Scoring

10a. Tier I Events are flagged and scored.

- The event should consist of three Heats of equal value.
- Starting positions for Heat One may be determined by one of the following methods:
 - **In order of Registration**- Starting position will be assigned at registration – Earliest entry will start with the pole position,
 - **Pea-Pick System**- Karts will be grid in descending pea-pick number, or
 - **Qualifying System**- Karts will grid with fastest time to the front.

Regardless of the starting position for Heat One, the grid for Heat Two will be completely inverted from Heat One and Heat Three will be based on the combined score from Heats One and Two.

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All novice and rookie drivers should have an 'X' on the back of the helmet and start at the back of the grid.

NOTE: Vintage karts are scored different than the Modern Karting-Heat & Feature-system. More and more promoters on the VKA circuit are going with the AMB Trans X 160 transponder for ease of scoring the Heats. Most tracks have this electronic system in use already. Until more karters own a transponder, you will need to make rentals available. Entrants still need to put a number on their front panels. If there are no transponders used, then use the old-fashioned way with scorers "in the tower."

10b. Moto-Cross Point System:

Moto-Cross Point System

Three Heats Completed In All Classes

1 st	400	6 th	95	11 th	22
2 nd	300	7 th	71	12 th	17
3 rd	225	8 th	53	13 th	13
4 th	169	9 th	40	14 th	9
5 th	127	10 th	30	15 th – 20 th	1

Two Heats Completed In All Classes

1 st	600	6 th	142½	11 th	33
2 nd	450	7 th	106½	12 th	25½
3 rd	337½	8 th	79½	13 th	19½
4 th	253½	9 th	60	14 th	13½
5 th	190½	10 th	45	15 th – 20 th	1½

One Heat Completed In All Classes

(Finish position in 1st/Only Heat establishes 1st Place, 2nd Place, 3rd Place, etc.)

☞ If a driver has a "DNF" (Did Not Finish) in a Demonstration Heat, he receives points based on his place finish. **Example:** If a driver starts a Heat with six other drivers, but is the first to drop out, they receive points for 6th place. The next driver to drop out would receive points for 5th place, and so on. If a driver "DNS" (Does Not Start/does not take the Green Flag) they receive **no points** for that Heat.

10c. CIK SCORING

The CIK Scoring system awards points base on finishing position as listed below; lowest-points are the winners. First Place is awarded "zero" which gives them a two-point advantage over the second-place finisher and the others who are awarded points equal to their finishing position.

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The DNS and DNF points shown in this table are a guide until VKA makes a better recommendation.

Position	Position Points	DNS Points = Number of gridded karts PLUS 4.
1 st	0	DNF Points based on drop-out position PLUS 2. (e.g., for a grid of 5 karts, the first to drop out receives 7 points; the second to drop-out receives 6 points, and so on.)
2 nd	2	
3 rd	3	
4 th	4	
5 th	5	
... and so on		

In the event of a tie, the winner should be determined by the fastest time. If times are not available, then the winner of the third Heat shall prevail.

In the event of a tie with less than three Heats, the winner should be determined by the fastest time, if times are not available, then the winner of the last Heat shall prevail.

All DNF will start ahead of DNS. (Novices should start at the back of the grid.)

Participant must take the Green Flag to be eligible for **Position Points**.

This is Vintage Karting!

... where it's starting all over again!

JOIN THE FUN

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Appendix A

Vintage Karting Association

www.VKAkarting.com

2018 VKA Board of Directors

OH	Gary Wlodarsky	President/Judging	g.wlodarsky@gmail.com
CA	Louie Figone	Vice President	louiemtb@aol.com
TX	Bill Bloodworth	Secretary/Membership	BillBloodworth@gmail.com
CA	Joe Swantek	Treasurer	joe.stonepros@verizon.net
---	VACANT	Executive Director	
MI	Dean Kossaras	Safety Director	amstar@ameritech.net
MI	Jeff Campbell	Website	jscampbe@comcast.net
IN	Sonny Gerber	Board Member	sonnygerber@gmail.com
TN	Lynn Haddock	Board Member	lynnhaddock@epbf.com
PA	Skip Owen	Board Member	jowen0729@yahoo.com
IN	John Copeland	Board Member	john@foxvalleykart.com

When any of these VKA officers are in attendance, they can provide technical support for your event.

OTHER VKA VOLUNTEERS:

IL	Bill McCornack	Public Relations	bill.mccornack@comcast.net
MD	Rolf Hill	Editor, VKA FIRSTURN [®]	KartNumber4@Yahoo.com
TX	Bill Bloodworth	VKA FIRSTURN [®] Distribution	BillBloodworth@gmail.com
IL	Jim Donovan	Accountant	Jim@MaxTorque.com

Regional Coordinators are listed in **Appendix D**.

It should be noted that the *Vintage Karting Association* does not sanction any events. VKA is a promotional organization that gives assistance to promote events and provide consistent guidelines between events. Each event is the responsibility of the promoter and/or track owner.





Appendix B

Important Event Contacts

Below listed VKA members can provide assistance on questions in order to make your event successful.

Regional Coordinator (See APPENDIX D)

General information, incident reporting, event set-up and class structure.

Mail event statistics and **voluntary advertising contributions** or raffle money to your regional coordinator *immediately after event*.

Gary Wlodarsky – President/Judging 440-315-9235 g.wlodarsky@gmail.com

Dean Kossaras – *Guidelines/Safety* 810-694-0411 amstar@ameritech.net
Safety issues, VKA *Guidelines* and tire questions.

VACANT – Enduro VACANT
Promotes and coordinates vintage enduro karting.

Bill Bloodworth – **Sec/Membership/ *FirsTurn***® 817-429-3444 BillBloodworth@gmail.com
Current membership lists for event registration.
Membership Support and VKA *FirsTurn*® distribution.

Rolf Hill, Editor – VKA *FirsTurn*® Magazine 301-717-2872 KartNumber4@Yahoo.com
Event articles and Show Winner photos. Email Demonstration Heat Results and Show Results immediately after event to Rolf. Post all photos on VKAkarting.com and attach at least Peoples' Choice photo on email to Rolf.

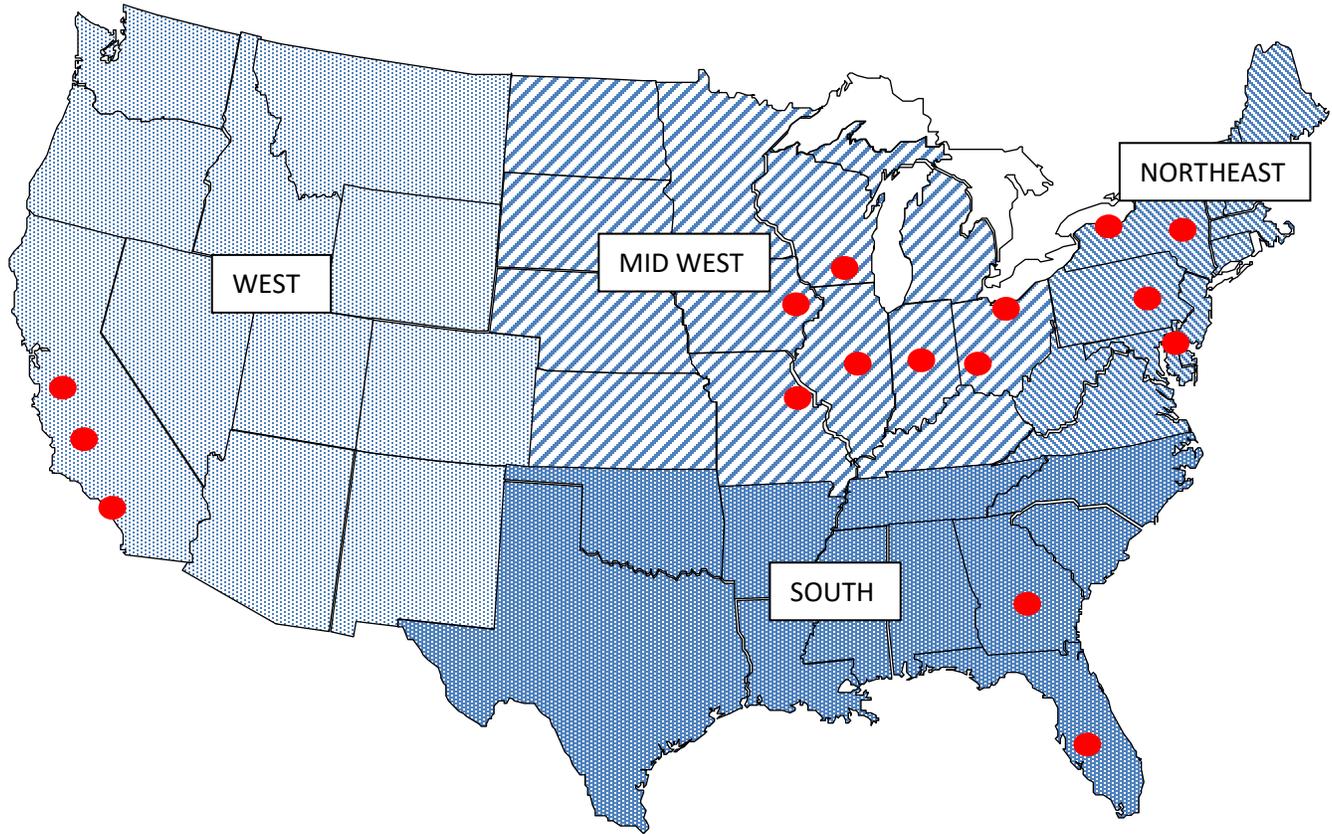
Jeff Campbell – Website Director 734-812-0230 jscampbe@comcast.net
Website event flyer listings. Posts event photos. Use the VKA website application to post photos. Send email to Jeff to notify him photos are uploaded and need to be downloaded.

Bill McCornack – Public Relations 630-400-2645 bill.mccornack@comcast.net





Appendix D



Event MAP

2018 Regional Coordinators

Northeast	Sal Palatucci	703-895-3146	sal.vo@verizon.net
South	Bob Barthelemy (GA)	478-361-3048 (after 5:30PM)	bobb@Lthomson.com
Midwest	Scott Klingler (MI)	248-533-7544	kling4213@hotmail.com
West	Louie Figone (CA)	415-297-0374	louiemb@aol.com
Enduro	VACANT		
Enduro Southern Region Contact	Dick Charest (SC)	803-493-2099	DickCharest@Yahoo.com



Appendix E

FLAGGING DUTIES

START/FINISH FLAGGER

These items should be discussed at drivers meeting

1. **Slow starts are safe starts –**
2. Discuss parade laps
 - a. It is the front row's responsibility to maintain a slow speed to the **Start/Finish Line**.
 - b. Failure to do so will result in moving the front row to the back.
 - c. The Start should be close to the first turn or cones could be placed to keep inside and outside rows separate for the first lap only. (See paragraph [2. Safety and Insurance](#), above.)
3. Explain the flags ... especially the track requirements for Red Flags.
4. Ask 1st timers to start at the back **of each Heat** with "X" on back of the helmet.
5. When taking the Green Flag - No "Texas starts" or passing before the green flag drops.
6. 1st kart in the corner has the right of way.
7. No chopping or blocking in corners – no cutting into grass to pass.
8. Insure drivers raise hand when exiting the track or stopping on the track. (**Get your elbow up!**)
9. If you observe a bump, unsafe, or aggressive driving by someone when it could have been avoided, you should point a rolled-up Black Flag at them. If done twice, you should Black Flag the driver.

TRACK ENTRY FLAGGER

- A. Insure drivers entering the track, stop and wait until you direct them to enter the track.
- B. Kart speeds vary between low-power and high-power karts. Low-power karts need a longer lead-time when high-power karts are on the track before you direct the slower karts from the grid onto the track.



Appendix F

TECH SAFETY CHECKLIST ✓

- Overall Appearance of Frame
- Tires
 - Condition
 - Vintage/Modern
- Rear Wheels/Rims
 - Cotter pinned/safety wired
 - Valve stem not “torqued³”
- Front Wheels/Rims/Spindles,
 - Bolts/ cotter pinned or safety wired
 - Valve stem not “torqued³”
- Steering & Steering Wheel
 - cotter pinned or safety wired
- Steering “over steer”
- Foot Pedals/
 - cotter pinned/safety wired
- Number Panel – 6 inch number
- Fuel tank(s) –
 - Secure
 - Cap
- Third Bearing Support/Clutch guard – oil clutches
- Chain Guard
- Throttle Linkage/
 - return springs
 - cotter pinned
- Brakes/
 - Locks wheels
 - cotter pinned or safety wired
- Protective clothing
 - Helmet- Number & **Full-Face Snell Rated 2010 or later**
 - Shoes
 - Jacket
 - Pants
 - Neck Collar

- OPTIONAL -

If you want to have a record of each entry that was inspected, make multiple copies of this form and record the following:

Driver’s Name: _____

Kart Number: _____ **Kart Class:** _____

Kart Make/Model: _____

Rear/Sidewinder: Rear Sidewinder (circle one)

Passed Inspection: Yes No (circle one)

Date

Inspector: _____ / ____ / ____

This is a checklist for visual compliance to VKA *Guidelines* and is not an inspection of karts or equipment for structural soundness or ability to perform in compliance to other regulations. This list is for use as a guide only and all safety compliance is the responsibility of the owner and driver. Boxes checked are for reference only.

³ A “torqued” valve stem is a valve stem that is not aligned with valve stem hole in rim.

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Appendix G

Vintage Karting Association, Inc.



VKA Membership Application

12 Month Full Membership: Fee ~ \$35.00 12 Month Associate Membership: Fee \$10.00
 36 Month Full Membership: Fee ~ \$95.00 36 Month Associate Membership: Fee \$30.00
 12 Month Full *International* Membership: Fee ~ \$45.00 ← *International Only*

FULL MEMBER INFORMATION

Name _____ Age ____ Sex ____ Birthdate __/__/__

Address _____

City/State/ZIP _____

Phone (____) _____ - _____ e-mail _____

ASSOCIATE MEMBER INFORMATION¹

Relationship _____ Name _____ Age ____ Sex ____ Birthdate __/__/__

Relationship _____ Name _____ Age ____ Sex ____ Birthdate __/__/__

Relationship _____ Name _____ Age ____ Sex ____ Birthdate __/__/__

Membership: All Members receive a membership card. Full Members receive VKA magazines and newsletters. New Members also receive a patch. Additional patches are available for \$6.00 each plus \$1.00 postage by contacting Bill Bloodworth at the address below.



Patch →



Card →



Magazine →



Newsletter

Volunteering: VKA is run by volunteers. Because the membership is comprised mostly of vintage karters, we not only have drivers and mechanics with a lifetime of experience at and on the track, but are in the unique position of having access to a vast and varied “knowledgebase.” Don’t let it go to waste. VKA is always looking for volunteers at the track, but also to manage, organize and run the organization. Please take a moment and indicate below what life experiences or general interest you have and can contribute to VKA.

Computers(Identify area; typing, website management, programming, spreadsheets, etc.) _____

Finance/Accounting/Taxes

Management/Supervision

Writing/Editing

Photography

Other (describe)

Applicant’s Signature: _____ Date: _____ Amt. Enclosed: _____

Send **CHECK** made payable to **Vintage Karting Association** and this application to:

Bill Bloodworth 4621 Wooded Acres Dr. Arlington, TX 76016 phone: 817-429-3444

¹ Available to the Full Member’s spouse and children under 18 years of age. Duplicate publications will not be sent.

² Associate members must also extend for 36 months.

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Appendix H

1. HISTORIC	1956 to 1964 rear engine karts and engines; single, dual, or triple engines, 16.5 c.i. (270cc) max displacement; Must have vintage-style dry clutches or direct drive ; box muffler; vintage tire required; Promoter may split class as per VKA Guidelines (Para. 6a, below); duals/triples in front. This is a non-points, Tier II demo class.
2. JUNIOR/WOMEN REAR OR SIDEWINDER	Junior (Boys/Girls ages 10-14) - Single 100cc (6.1 c.u. in.) max. American Fan Cooled Engine (<i>i.e.</i> West Bend, McCulloch, Power Products, Homelite) or West Bend 820. All engines will run single HL 1” or smaller carb throttle bore. Any intake allowed, but West Bend must use V-Reed or Go Power, 4 or 6 petal cage, Vintage-style dry clutch, box muffler and vintage tires required. Yamaha KT100 engine may be used with WA55 Walbro carb, dry clutch, “limited” exhaust system and vintage tires. (See Yamaha Limited Class for pipe requirements.) (Junior and Women class can run rear or sidwinder kart.)
3. SPORTSMAN REAR	Rear American engines; 8.2 c.i. (135cc) max displacement WB-820 with 8.2 c.i. (135cc) max displacement must be industrial-type; McCullochs must be 6.1 c.i. (100cc) max displacement or saw blocks over 80cc. Small single intake manifold allowed (WB V-reed, Homelite reed, Go Power reed, etc.). Manifold to have an HL bolt pattern, single reed cage manifold only. Single HL 1-inch maximum throttle bore carburetor. Small Mac flat-back carb OK. Must have vintage-style dry clutch, box muffler and vintage tires. MC-91, 92 and 93 engines are allowed. Single Carb manifolds only, No V-4, V-6 or V-12 manifolds. No 91-93 Mac Carbs; No 91-93 Mac Manifolds.
4. MAC 49/SAW	Rear engine karts; Mc49 or 80cc saw block engines. 1.375 maximum stroke; Aftermarket small single intake manifolds allowed (WB V-reed, Homelite reed, Go Power reed, etc.) or factory Mc 49 intake. Manifold to have an HL bolt pattern. Single HL 1-inch maximum throttle bore carburetor or small Mac flat-back carburetor; Vintage style dry clutch; Box muffler; Vintage tires.
5. SINGLE REAR 6.1	Rear engine karts; American engines only , 6.1 c.i. (100cc) max displacement; pipes and oil clutches allowed; no disc clutches; any carburetor combinations, vintage tires.
6. SINGLE REAR 8.2	Rear engine karts; American engines only , 8.2 c.i. (135cc) max displacement; pipes and oil clutches allowed; no disc clutches; any carburetor combinations, vintage tires.
7. DUAL REAR, B- & C-OPEN	C-Open: American engines only , 16.5 c.i. (270cc) max displacement; pipes and oil clutches (no disc clutches); vintage tires. Any Historic B or C Class dual engine rear karts may run this class. B-Open: American engines only , 12.2 c.i. (200 cc) max, dry clutch, box mufflers, #35 chain, and vintage tires. (B-Open to be run in concert with C-Open and scored separately.)
8. SINGLE 6.1 S/W AMER.	Pre-1980 sidwinder with American fan cooled engines, 6.1 c.i. (100cc) max displacement; engine clutches only; pipes allowed; modern tires allowed; one-inch axle. Max kart width of 48 inches.
9./10. SINGLE 6.1 FOREIGN 8.2 AMERICAN SW	Pre-1980 sidwinder with American fan cooled engines, 8.2 c.i. (135cc) max displacement or Foreign or American engines, 6.1 c.i. (100cc) max displacement produced before 1980;; engine clutches only; pipes allowed; modern tires allowed; one-inch axle. Max kart width of 48 inches.
11. SINGLE 8.2 S/W FOREIGN	Pre-1980 sidwinder with Foreign or American engines, 8.2 c.i. (135cc) max displacement produced before 1980; engine clutches only; pipes allowed; modern tires allowed; one-inch axle. Max kart width of 48 inches.
12. OVER-60	Drivers 60yrs +; Rear or pre-1980 sidwinder karts; American, fan-cooled, 6.1 c.i. (100cc) max displacement engines; pipes allowed; oil clutches allowed; no disc clutches; vintage tires; any carburetor combinations. Promoters should consider separating the sidwinder and rear engine karts for scoring purposes when participation is sufficient to do so. Allow sidwinders to start in the front. Max kart width of 48 inches.
13. DUAL SIDEWINDER	Sidwinder with Foreign or American engines, 16.5 c.i. (270cc) max displacement; engine clutches only; pipes allowed; modern tires allowed. Tire compound durometer minimum of 48. Bridgestone YLC and MG tires allowed. May use any approved single sidwinder tire (see par. 6b, below); 1¼” axle allowed if original; karts and engines must be manufactured prior to ‘83.

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14. 80-87 SIDEWINDER	1980 – 1987 sidewinder with Foreign or American engines, 6.1 c.i. (100cc) max displacement; pipes allowed; engine clutches only; modern tires allowed; 1¼” axle allowed; kart and engine must be manufactured prior to 1988 – see Engine Schedule. (Para. 6c, below) Max kart width of 50 inches.
15. SPORTSMAN S/W (STOCK APPEARING)	Sidewinder (pre-1980) with 6.1 c.i. (100cc) max displacement, American fan cooled engine; single carburetor (Mikuni, Tillotson, or McCulloch), any size throttle bore; Factory V4 intake; modern tires allowed until 12/31/2018 ; box muffler; vintage-style dry clutch (Horstman Rev Grip or Max-Torque). Effective 2019: Vintage tires only. West Bend-Only Class- Stock appearing West Bend 820 with stock bore and stroke (fan cooled), box muffler, small, single West Bend factory manifold and V4 reed cage with a 1” max throttle bore, HL carb, modern style tires, pre-1980 sidewinder with 1” axle, OEM Max-Torque dry clutch with no add-ons. To be run in concert with Sportsman S/W, but scored separately. For drivers 15 years or older. Max kart width of 48 inches.
16. YAMAHA PISTON PORT	Sidewinder karts (thru 1987) with single 100cc (KT100S), 1975 to present; piston port only; max. bore - 2.090”; max. stroke - 1.816”; "stock appearing" - internal modifications allowed; factory ignition system only (exception- “RVL” TCI replacement module OK); Walbro WB3A carburetor only; pipe allowed; Horstman DXL wet disc, Hartman, L & T wet disc, Burco, Max Torque clutches only (no modern clutches); Third bearing support required; 1” or 1¼” axle; modern tires; gasoline only. Max kart width of 50 inches. 219-chain allowed.
17. YAMAHA LIMITED	Sidewinder karts (thru 1987) with single KT100s, piston-port engine, max bore – 2.090” – max stroke = 1.816” – WKA stock specification guidelines to apply; factory ignition systems only (exception- RLV TCI replacement module allowed); Walbro WB3A carb with max 0.950” venture; “limited” pipe (FY-Sr/K1/K2) at 12” minimum length (piston to start of first cone) no tapered headers ; Horstman DXL, Hartman, L+T, Burco, Max-Torque clutches only; no modern clutches; no direct drive or Tomar clutches; 3 rd bearing support required; Max kart width of 50 inches. 219-chain allowed.

The following are PROMOTER OPTION Classes ONLY

OPTIONAL CLASS	Straight FRONT Axle Sidewinder
ENGINES	Period Correct 100cc max; Foreign motors to have single carburetor as manufactured, and must be produced prior to 1975. (See paragraph 6c.iv for allowable foreign engines.).
TIRES	Vintage-style tires (square corners); 6” Max width per durometer guidelines
CLUTCHES	Period correct clutches (e.g., Rev Grip, Horstman, Burco, Hartman, Max-Torque. NO DISC CLUTCHES
EXHAUST	Any can, period correct pipe, or box muffler
REAR AXLE	1” only, unless manufactured with 1¼” from the factory
FUEL	Gas or alcohol
WEIGHT	No weight restrictions
TECH	No tech
CHAIN	#35

OPTIONAL CLASS	CLASSIC DIVISION FOR KARTS 30 YEARS OLD OR OLDER (ALLOWABLE YEAR WILL CHANGE ANNUALLY)
ENGINES	Period Correct 100cc max.
TIRES	Modern tires OK
CLUTCHES	
EXHAUST	Period Correct
REAR AXLE	
FUEL	Gas or alky OK; no performance enhancing additive (e.g. nitro)
WEIGHT	No weight restrictions
TECH	No
CHAIN	#35, 219, or other period correct chain

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OPTIONAL 4-CYCLE STOCK DIVISION; 1988 or older; 16 or older; catch tank required; chain guard.	
ENGINES	Briggs & Stratton; 5hp; Raptor-style Flathead; stock carb & gas tank; Carb max dia. 0.695" no-go" measured from engine side; bore 2.625" "no-go"; stroke 2.440 "no-go"; intake valve 1.125" (plus or minus 0.010") "no-go"; exhaust 1.00" (plus or minus 0.010") "no-go"; no titanium valves; max cam lift 0.234" (check as run); flywheel stock B&S (#555667) no modifications (min. wt. 6#-4oz.)
TIRES	Modern tires OK
CLUTCHES	Any dry clutch
EXHAUST	RLV B91
REAR AXLE	1" or 1 ¼" OK
FUEL	Gas or alky OK; no performance enhancing additive (e.g. nitro)
WEIGHT	No weight restrictions
TECH	Yes
CHAIN	#35

OPTIONAL 4-CYCLE MODIFIED DIVISION; 1988 or older; 16 or older; catch tank required; chain guard.	
ENGINES	Briggs & Stratton; 5hp; Raptor-style Flathead; Tillotson carb allowed; 0.900" "no-go" venturi max; any manifold; external fuel pump allowed (must be pulsed from manifold; bore 2.645" "no-go"; stroke 2.440 "no-go"; intake valve 1.125" (plus or minus 0.010") "no-go"; exhaust 1.00" (plus or minus 0.010") "no-go"; no titanium valves; no cam check; no stock flywheels; billet flywheel mandatory (min. wt. 4.05#-)
TIRES	Modern tires OK
CLUTCHES	Any dry clutch
EXHAUST	RLV B91-MO (#4106)
REAR AXLE	1" or 1 ¼" OK
FUEL	Gas or alky OK; no performance enhancing additive (e.g. nitro)
WEIGHT	No weight restrictions
TECH	Yes
CHAIN	#35

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