



## KARTSPORT NEW ZEALAND MANUAL

### SECTION V – VINTAGE KARTING

Issue 2018-1 published and effective 1-1-18

#### Changes underlined

#### **V Vintage Karting**

##### **V1 Preamble**

The goal of this Vintage Karting Section is to help preserve, promote, monitor, co-ordinate and regulate New Zealand Vintage Karting and its related activities and to provide an avenue for the demonstration and preservation of karting history while ensuring KartSport New Zealand, its Officials and its affiliated bodies comply with government legislation and are covered by KartSport New Zealand's various insurance policies. Vintage karts will only participate in Parades, Demonstrations and Regularity Trials. Vintage karts will not race each other.

##### **V2 Participation**

All participants must hold at least one of the following for their respective Age Group:

- Current Vintage Demonstration Licence (ref D1.1.2 and D2.2)
- Current Competition Licence (ref D2.1)
- One Day Competition or Vintage Demonstration Licence (ref D2.3)

##### **V3 Events**

###### **V3.1 Control**

All events will be under the control of the nominated KartSport New Zealand officials. The decisions of the Chief Steward of the event will be final. KartSport New Zealand's behaviour Rules and Driving Codes apply. Host Club entry forms and indemnities must be completed before on track activity.

###### **V3.2 Permits**

All events will be required to be permitted. Vintage Parades, Demonstrations and Regularity Trials can be included under normal Club Day (Group F) and Open Sprint (Group E) permits. Vintage Demonstration and/or Regularity Trials only events will require their own respective permit (Group E).

###### **V3.3 Parades, Demonstrations, Regularity Trials and Displays**

At all events karts will be started from the Out Grid as best possible fastest to the front and in larger groups in single file to provide separation.

At all times all drivers must be aware of the potential risks and whilst driving at speed is permitted, care must be taken to avoid any incident with other drivers and to stay on the track. Drivers must be especially mindful of the difference in speed of karts from the various eras and the ability and attitude of drivers.

Drivers must always give way to fellow drivers in all corners and allow them room to take their own line. This is a simple way to ensure incident free Demonstrations and Regularity Trials.

If a driver is compelled to stop his/her kart, it must be moved off the track to a safe position as rapidly as possible. The driver must stay close to the kart, in a flag point, until the session is over.

Any driver intending to stop or leave the track or to enter the pits shall demonstrate his intention by raising his/her hand in due time and making sure that it is safe to stop or exit the track before doing so.

When permitted, due to small attendances, eras may be mixed. However splitting the senior classes based on speed difference and ability must always be considered.

- Up to 14 seniors a split may not be required.
- 15-20 seniors a split must be considered.
- 20+ seniors must be split.

**V3.3.1 Parade:** Lead kart/driver must be appointed/approved by the Chief Steward. Karts will proceed at moderate speed only. No overtaking unless otherwise specified.

**Junior Age Groups:** Midget, Junior Restricted and Junior Age Groups may participate in a Parade together provided they go out the gate with oldest Age Group to the front and fastest to the front within the respective Age Group. If any kart is 'caught' it MUST NOT be overtaken. The 'caught' kart will be shown the Blue/Red flag and MUST return to the pits IMMEDIATELY.

**Senior Age Group:** All senior class karts may participate in a Parade together provided they go out the gate with the fastest kart to the front. If any kart is 'caught' it MUST NOT be overtaken, unless the 'caught' kart is clearly not running properly.

**V3.3.2 Demonstration:** In specific Age Groups/classes only. Karts may run at full speed. Passing permitted. No results/times recorded or declared.

**V3.3.3 Regularity Trial:** In specific Age Groups/classes only. Run over a specific distance or time where karts are driven to a nominated lap time. (see event Supplementary Rules). Passing permitted.

**V3.3.4 Static Display:** It is important that all participants behave in a fitting manner at all times. You will be dealing with members of the public and it is essential that participants present the best image possible at every opportunity.

All karts should be displayed in the best possible condition; clean, tidy and as near original as possible. All karts should be displayed with a Data Sheet giving as much information about the kart as possible in a clear and precise way. A basic sample Data Sheet is available on request from the Vintage Karting NZ Club.

#### V4 Flags

KartSport New Zealand flags and control will apply (ref Section H).

#### V5 Apparel

##### V5.1 Helmets

**V5.1.1** **Parades:** Either period helmets or helmets which comply with Rule G2 must be worn. **Exception:** Rule G2.5 does not apply.

**V5.1.2** **Demonstrations and Regularity Trials:** Only helmets which comply with Rule G2 must be worn.

**V5.1.3** **Note:** The Chief Steward has the discretion to prohibit the use of any helmet not considered fit for use.

##### V5.2 Clothing

**V5.2.1** **Parades:** either period clothing or clothing which complies with Rule G3 must be worn.

##### V5.2.2 Demonstrations and Regularity Trials:

- **Effective from 1-1-18:** Only clothing which complies with Rule G3 must be worn.
- **Exception: Effective until to 31-12-20:** The 12 race suits inspected/approved by KartSport New Zealand and listed in the [Vintage Kart Suit Register Issue #9](#). These overalls have been issued with a unique label (see Pic).
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**V5.2.3 Note:** The Chief Steward has the discretion to prohibit the use of any apparel not considered fit for use.

## **V6 Age Groups**

The following Age groups will strictly apply:

- V6.1 Midget:** from age 6 years to under 11 years. Driving ex KartSport New Zealand Midget (Iron Horse powered) karts 1975-1995 only.
- V6.2 Junior Restricted:** from age 10 years to under 13 years. Driving single engine 100cc McCulloch powered karts or 100cc piston port powered single engine karts fitted with a Yamaha KT100 JR box muffler.
- V6.3 Junior:** from age 12 years to under 17 years. Driving 100cc piston port powered single engine karts only.
- V6.4 Senior:** minimum age 15 years.

## **V7 Scrutineering**

- V7.1** No kart may participate in an event unless it has been checked by a Machine Examiner. Submitting a kart to scrutineering must be considered as an implicit statement of conformity.
- V7.2** Scrutineering will involve checking eligibility and the safety aspects of the kart commensurate with the age of the kart. A driver must not be allowed to change his/her kart or equipment after they have been identified at Scrutineering.
- V7.3** The Driver must ensure that his/her kart and equipment comply with the conditions of conformity and safety throughout the Event.

## **V8 Technical**

All karts must comply with the regulations in force at the time of manufacture of the kart. It is the aim of the Vintage Karting NZ Club to establish records of Vintage class kart types by research into magazines and other records. When this database has been collated the aim is to register karts for their specific period and to issue each kart with a Kart Identity Card (KID).

### **V8.1 Eligibility**

- V8.1.1** The final cut off for a Vintage chassis is that the make/model must have commenced manufacture prior to the 31st December 1993.
- V8.1.2** A Vintage chassis and its engine or engines must be verified for its respective Period on the Register administered by Vintage Karting NZ Inc.
- V8.1.3** It is the owner's responsibility to provide verification and to carry a Kart Identity Card (KID) for engines and chassis respectively.
- V8.1.4** The final cut off for all engines is that the make/model must have commenced manufacture prior to the 31st December 1990.
- V8.1.5** Apart from a Nassau panel (front console) must not have any bodywork/plastic.

### **V8.2 Classes**

- V8.2.1 Era 1** All High Wheeled Karts.
- V8.2.2 Era 2** All 1960's Karts.
- V8.2.3 Era 3** All 1970's Karts.
- V8.2.4 Era 4** All 1980's Karts.
- V8.2.5 Era 5** All 1990's Karts.
- V8.2.6 Supers** All Karts over 100cc.

### **V8.3 General**

**V8.3.1** All karts must be fitted with adequate chain guards, in particular, adequate finger protection on direct drive front sprockets.

**V8.3.2** All karts using glass fibre seats must have a large diameter washer fitted between the seat and any rear seat supports.

**V8.3.2** The maximum width of karts must remain as kart was originally specified but must not exceed 1250mm measured over the outside of the rear rims/tyres.  
**Exception:** When run alone or together Era 4, Era 5 and Supers class karts may run a maximum width of 1300 mm. (IE If run with other Vintage classes Era 4's, Era 5's and Supers will still be restricted to 1250mm maximum width.)

**V8.3.3** Brakes: Must be effective, foot operated and act on both rear wheels as a minimum. Brake rods must be a minimum of 5mm diameter steel rod, only fine thread permitted preferably not chromed. Or a minimum of 1.8mm diameter multi strand cables suitably clamped with cable clamps. Hydraulic brake lines must be flexible and all bolts securing brake parts must have lock nuts or self-locking nuts securing them.

**V8.3.4** All karts at all events must carry number plates. A front number/plate is to be fitted as a minimum requirement. A record of preferred numbers is being assembled by the Vintage karting NZ Club in order to prevent duplications but the same number on different colour plates will be allowed.

**V8.3.5** Chain Oilers are not permitted (Ref K1.13).

**V8.3.6** Overflow Containers are required (ref K1.23).

### **V8.4 Silencing**

**V8.4.1** KartSport New Zealand noise rules/limits apply (ref M4).

**V8.4.2** For Parades, supplementary silencing of a temporary but secure nature may be fitted in order to reduce noise levels to the permitted level.

**V8.4.3** For many direct drive karts the addition of a 'TKM' or 'Decibel' end-can to the current silencer plus some form of inlet air box or filter may well suffice. For less adaptable engines like those with integral silencers, a complete bolt-on alternative may be necessary.

**V8.4.4** Gearbox karts have a similar option, the use of a modern silencer or similar device, coupled with an inlet box.

**V8.4.5** The design and fitting of any supplementary silencer may be of a temporary nature so as to be removable for display purposes. When fitted for Demonstrations and Reliability trials This equipment must be safe and secure.

### **V8.5 Tyres**

**V8.5.1** While it is recommended that tyres be commensurate with the type and age of the karts "SL" or controlled tyres must be used.

**V8.5.2** Unless otherwise stated all previous or current KartSport New Zealand "Control Tyres" are acceptable.

**V8.5.3** The use of tyre dope/softeners is strictly prohibited. (ref L3.10)

### **V8.6 Fuel**

Either Category 1 or Category 2 only (ref L4).

### **V8.7 Coolant**

Glycol type coolants are prohibited (ref L6.3).

### **V8.8 Data/Telemetry**

Telemetry and data logging are prohibited. Only instruments fitted to the kart as in the relevant periods are allowed if they comply with the category concerned and have been approved by a Machine Examiner.