



KARTSPORT NEW ZEALAND MANUAL

SECTION V – VINTAGE KARTING

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Updates 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 and Demonstrations. 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 and Demonstrations can be included under normal Club Day (Group F) and Open Sprint (Group E) permits. Vintage Demonstration only events will require their own respective permit (Group E).

V3.3 Parades, Demonstrations 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.

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 as long as the following part of the rule is complied with:

Era 5 karts running side pods are to be run as a separate group/era on track at all times apart from when there are time constraints and a separate group/era cannot be run on track to accommodate karts with side pods. Era 5 karts must then run with their side pods removed and participate in mixed groups/eras with nerf bars.

The splitting of 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 Deleted in Rule Changes 2022-1

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.

V3.4 Push Starting

Direct drive karts may be push started by the use of a Quad Bike especially set up for the purpose of push-starting Vintage karts. This can only take place within the out-grid area and at NO time is the Quad Bike to enter the race track. The rider must wear long pants and long sleeves, an approved helmet and foot wear that complies with Rule G3.4. The push-starting procedure will be under the direction of the Pit Marshal and the Chief Steward. Approval to carry out this push-starting procedure will be made by the Competitions Manager or the National Steward on a case by case application with a summited plan of the procedure in the area where it will take place.

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:** 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:** Only clothing which complies with Rule G3 must be worn.

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:** Being drivers aged in the calendar year of their 9th birthday and under 13 years. Engine: 100cc McCulloch or Yamaha KT 100s fitted with a Yamaha KT100 JR box muffler. Single engine powered karts only.
 - V6.3 Junior:** Being drivers aged in the calendar year of their 12th birthday and under 16 years. Engine: 100cc McCulloch or Yamaha KT 100S. Single engine powered karts only.
 - V6.4 Senior:** Being drivers aged in the calendar year of their 15th birthday and over.
- 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)/Log Book.
- 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 1995.
 - 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)/Log Book 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 1995.
 - V8.1.5** Engines first produced after 31 December 1989 are only permitted to be run on Era5 karts.
 - V8.1.6** Apart from a Nassau panel (front console) must not have any bodywork/plastic.
Exception: For Era 5 karts only, period correct side pods are optional.
Era 5 karts running side pods will run as a separate group/era on track at all times. If due to time constraints a separate group/era cannot be run on track to accommodate karts with side pods, Era 5 karts must run with their side pods removed and participate in mixed groups/eras with nerf bars.
 - V8.1.7** A moratorium is in place for Rule V8.1.1 and Rule V8.1.4 whereby the 31 December 1995 cut-off date cannot be reviewed before May 2032.
- 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 Open** All karts equipped with an engine over 110cc.
 - V8.2.7 Superkart** "Class IV 250", "250 International", "Formula E". For demonstrations at Vintage Karting New Zealand Group E permitted events only. These karts must run on track as a separate class at all times. Engine/s from 175cc

to 255cc (collectively i.e. maximum 255cc). Superkarts must be equipped with a minimum of 4 forward gears. Chassis to be equipped with aerodynamic aids i.e., rear wings, front noses, side and top fairings, limited to pre 1990 models only. The Vintage Karting New Zealand Log Book technical team to have the final determination of the eligibility of kart/engine/s combination.

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.
- V8.3.3** The maximum width of karts must remain as the kart was originally specified/relevant period maximum width rule and as noted on its Kart Identity Card (KID)/Log Book. Regardless of the previous sentence, width not to exceed 1400mm.
- V8.3.4** 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.
- V8.3.5** 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.
- V8.3.6** Chain Oilers are not permitted (Ref K1.13).
- V8.3.7** 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 this equipment must be safe and secure.

V8.5 Tyres

- V8.5.1 Era 1, Era 2, Era 3** It is recommended that tyres be commensurate with the type and age of the kart. "SL" tyres are permitted to be used.
- V8.5.2 Era 4, Era 5, Open Class** Only the following tyres are permitted for use on vintage karts run on KartSport New Zealand tracks.
 - Slick tyre: MG SH – Front 10x4.60-5, Rear 11x7.10-5
 - Slick tyre: Dunlop DFH - Front 4.50x10-5, Rear 7.10x11-5
 - Slick tyre: MG AZ (commonly referred to as MG Red tyres) - Front 4.60x10-5, Rear 7.10x11-5
 - Slick tyre: Bridgestone YJL - Front 4.50x10-5, Rear 7.10x10-5
 - Slick tyre: Dunlop SL5 - Front 4.50x10-5, Rear 7.10x10-5
- V8.5.3** Superkart tyres are to be commensurate with the age and specification of the kart.
- V8.5.4** The use of tyre dope/softeners is strictly prohibited. (Ref: L3.10).
- V8.5.5** There are no restrictions on the use of wet tyres in any Era, Open or Superkart class.

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.