

2025 Vintage Enduro Class Rules

Approved by AKRA/Dart Kart/WKC

General Rules:

1. **Safety Tech** – Sanctioning body safety tech and general rules apply to all vintage classes for karts and all personal safety gear
2. **Chassis** - Design must be 1990 or older. No bodywork allowed, except as permitted in Vintage Expert. Floor pans must be within the main frame rails and end before rearmost frame crossmember or rear axle, whichever is shorter, except as permitted in Vintage Expert. Fully adjustable front ends are not permitted unless they are period-correct, i.e., Margay pills.
3. **Seats** – Karts must have a vintage-style seat made of fiberglass or tubing and aluminum, with sides and a bottom
4. **Front Number Panels** – Only one standard plastic number panel is permitted, mounted to front bumper tabs by two bolts. Mounting shall not connect to the floor pan. Mounting shall not reinforce the number panel so as to provide an aerodynamic advantage in any way.
5. **Tanks/Nerfs** - Aluminum tanks or nerf bars allowed. If utilizing plastic tanks and nerf bars, tanks shall be properly attached. Nerf may use a flat panel attached to the perimeter of the hoop area of the nerf bar or a single number panel.
6. **Brakes** - Upgrades are allowed. One six-inch hydraulic disc brake is the minimum allowed on Vintage USA karts. All other Vintage karts are required to have two separate hydraulic braking circuits and a means to prevent complete failure if one circuit fails.
7. **Race Length** - All races will be 30 minutes, unless otherwise specified by the Race Director.

Classes:

1. Vintage Expert

- Age 18 and up
- V-200 - Two Eligible 100cc Engines: Atlas 1; BM-96/96TT/97TT/100/104/107; Dap T-72/T-80/T-80A/T-80R/T-81; Hewland Arrow KE3/KE4; Komet K-11/K-55/K-77/K-78/K-78TT/K-88/K-88TT; Manx; Margay LMR; Parilla SS-21/SS-22/SS-23/SS27TT/TT-25; TKM S-89/S-89TT/FF-99/FF-99TT/V/VL; All Vintage Piston Port and Vintage USA engines.
- V-200 – Engines will be stock appearing with one butterfly carburetor. Overbore permitted up to 110cc maximum. Fixed pipes only. Manifold – stock or 90 degree permitted. Race gas and oil only. Any dry clutch/Horstman black or blue/SMC gold/Burco wet is permitted
- V-200 - Minimum weight: 400lbs
- C-Open – Komet K99/K299, BM 130
- C-Open - Engines will be stock appearing with one or two butterfly carburetor(s). Overbore permitted up to 150cc maximum. Fixed pipes only. Manifold – stock or 90 degree permitted. Open Fuel – no banned additives permitted. Any dry clutch/Horstman black or blue/SMC gold/Burco wet is permitted.
- C-Open – Minimum weight – 435lbs
- V-130 – One Eligible Vintage Open Engine, as listed below.
- V-130 - Engines will be stock appearing with one or two butterfly carburetor(s). Overbore permitted up to 150cc maximum. Open pipes. Manifold – stock or 90 degree permitted. Open Fuel – no banned additives permitted. Any dry clutch/Horstman black or blue/SMC gold/Burco wet is permitted.
- V-130 - Minimum weight: 375lbs
- Bodywork:
 - i. Nosecone – Period-correct nosecones permitted - may not cover any part of the front tires (wheels straight ahead) or any part of the driver's feet.
 - ii. Driver fairing – Connector strip/Nassau panel permitted. It may not cover any part of the driver's body. Must be 3" ahead of any part of the steering wheel and no wider or higher at any point than the steering wheel in the straight-ahead position.

- iii. Side Panels – 90 degree side panels are not permitted. Fuel tank extensions may be added, covering the area between the end of the tank and the front of the rear tire, in the same profile as the fuel tanks.
- iv. Floor pans – Permitted inside and below main frame rails, no further rearward than the leading edge of any part of the rear bumper.
- v. Rear bodywork – The “breadbox” style rear bodywork, consisting of two flat vertical panels and one flat horizontal panel is permitted. It must be behind the headrest, no wider than the frame rails and can’t extend past the rear bumper. It must be a minimum of 2” lower than the top of the head rest. The leading edge of the bodywork must have a rolled edge, a 90 degree bend (minimum ¼”), or protective cover (i.e. split fuel line).

2. Vintage Open F1 & F2

- Age 15 & up
- One Eligible Open Engine: Atlas 1; BM-96/96TT/97TT/100/104/107/130; Dap T-60/T-62/T-72/T-80/T-80A/T-80R/T-81; Hewland Arrow KE3/KE4; Komet K-11/K-29/K-30/K-35/K-55/K-77/K-78/K-78TT/K-88/K-88TT/K-99/K-299; Manx; Margay LMR; Parilla SS-21/SS-22/SS-23/SS27TT/TT-25; PCR 135R; TKM S-89/S-89TT/FF-99/FF-99TT/V/VL; All Vintage Piston Port engines, All Vintage USA engines
- Engines will be stock appearing with one or two butterfly carburetor(s). Overbore permitted up to 150cc maximum. Open pipe. Manifold – stock or 90 degree permitted. Open Fuel – no banned additives permitted. Any dry clutch/Horstman black or blue/SMC gold/Burco wet is permitted.
- No minimum weight.

3. Vintage Piston Port F1 & F2

- *Vintage USA may be run as a separate class at the discretion of the event promoter*
- Age 15 & up
- Eligible Piston Port Engines: Yamaha KT-100, ARC, Dap T-50, TKM BT-82, PCR PP-100, PRD
- PP – Piston Port engines will be stock appearing with Walbro WB3A carb only. Open pipe. Race gas & oil only, no other additives permitted. Any dry clutch/Horstman black or blue/SMC gold/Burco wet is permitted.
- PP – No minimum weight
- Eligible Vintage USA Engines: 100cc McCulloch; 125 cc McCulloch; 135cc West Bend; Any other US-built 100cc fan-cooled reed motor
- USA engines will be stock appearing with one or two HL, HR, Burris or Mac carburetor. Open pipe. Race gas & oil or methanol & oil, no other additives permitted. Any drum-type engine clutch, Horstman 4 or 6 spring DXL, or any dry drum-type axle clutch (i.e. Bystrom, Hegar, Hartman, Proline, Tripp) is permitted
- USA - No minimum weight