

# 2012 DKC Vintage/Classic Class Rules

## **Safety Inspection -**

All Vintage/Classic karts must pass a DKC Safety Inspection.

Dual brake systems must be utilized on all karts except Vintage USA Class McCullochs and West Bend engines.

All karts must utilize a brake tether which is connected to the brake pedal and either the master cylinder or the braking device.

All safety equipment must meet DKC Requirements (Approved Snell Rated helmets, suits, etc...)

## **Numbers -**

Permanent numbers are allowed on Vintage/Classic karts (check with DKC to make sure your number will not be a duplicate).

## **Chassis –**

Any laydown style enduro chassis permitted. No Sprint Chassis allowed.

Any brand axle clutches allowed.

Floor pan may NOT exceed outside the frame rails or past the rear of the chassis.

If running only one tank, tankless side must have a double rail nerf bar that starts behind the front wheel and extends rearward to in front of the rear wheel. If you are using a plastic fuel tank, it must be protected by a double nerf bar.

Absolutely NO bodywork unless it came as a standard item on that kart.

## **Classes –**

Vintage Euro – Vintage/Classic karts with foreign engines

Vintage USA – Vintage/Classic karts with American Fan engines (McCulloch/West Bends)

Duals will be placed in one of these two classes depending on the type of engines on the kart. No 4-cycle engines permitted.

NO MINIMUM WEIGHT.....

## **Race Rules –**

30 Minutes

Prior to the start of the race, each entrant must "declare" the fastest time s/he feels they will turn. The entrant who gets closest to their "declared" time will be awarded 1st Place, next closest time 2nd Place, etc...

No onboard active Timing devices.... (Mychron's Timing Program must be deactivated and no stop watches)

Each entrant must start the race, take the checkered flag, and weigh-in (weight is not an issue, but a way to monitor who finishes the race).

All on track rules apply to all Vintage/Classic kart entrants.