



2025 EVK RULES



EASTERN VINTAGE KARTING



The Mission Statement:

To create an environment where safety is always considered first and where respect and camaraderie for all Vintage Karters can flourish.

To be ever mindful that Vintage Karting can be something different to many different people and to always tailor events to allow for those differences.

To grow participation in both the kart shows and all on track activities, and to help facilitate the preservation of Vintage karts and their history.

To keep a watchful eye for opportunities to call for a return to period correctness within individual classes whenever possible.

To always remember we are here to have fun and to celebrate the sport of Vintage Karting that we all love.

THE PROMOTER'S CUP SERIES

It's a 6 event series which uses the best 5 out of 6 race events to track points through out the season. There is no extra charge for participating in the "Promoters Cup Series". Each venue in the series is a separate event having its own race day results and awards. All participants have the choice to be scored (Tier I) or to run as non-scored (Tier II).

Series participation will be constituted by a minimum attendance of 4 events in the same class. In order for a class to be eligible for season awards the class must have had a minimum of 3 participants at least 3 separate events. At the final event of the season, points will be totaled for each eligible class and season awards presented for 1st, 2nd, and 3rd place.

Additional classes may be added to individual events in accordance with local participation. For more information regarding individual events, please refer to the individual event flyers for each event.

The ultimate goal of the series is to create an atmosphere that will add incentives and increase the participation at all events. The Series also allows for the recognition of an individual or group, not only on a particular day, but, it also allows for a celebration of accomplishments across the entire season. It's all about consistency in participation, consistency in engineering, and consistency in driving. Most of all, it's all about friends and having fun!

ON AND OFF THE TRACK

As indicated in the EVK Mission Statement safety is our number one priority. We realize the risk and the reality that accidents can happen. We also ask and require that all participants acknowledge that there is a real difference between "Racing" and "Vintage Racing".

Many of the karts have been meticulously restored. Aside from the cash and time invested, these karts have truly become irreplaceable works of art. Also, many of our drivers are older and just won't heal like they used to. In the end, what we are really looking for is ZERO contact. If there is behavior observed that is contrary to both the respect of the driver and his equipment, the black flag will definitely be thrown.

Always be aware of your surroundings. You are responsible for your own safety and the safety of the others around you. If you are involved in an incident where your kart may have been damaged you must self inspect your equipment for possible issues that could be considered a safety issue. If anything is in question please seek a track official to help you with the situation.

In the event that there is an incident between drivers do not confront each other on the track or in the pit area. Take some time, think about the situation, find the Track Director and then discuss things calmly.

Drivers are expected to conduct themselves in a professional manner at all times. Drivers are also responsible for the conduct of their crew and guests. Behavior infractions that are deemed unacceptable could lead to a suspension or probation. All drivers must attend the drivers meeting.

The driver is the official entrant. If a driver substitution is needed, to avoid confusion, you must fill out a "Driver Substitution" form and present it to an EVK scoring official.

Tech will be preformed for the Yamaha Limited and 4 Cycle stock classes. In the event of a disqualification all points for that day's event will be lost.

***TIRES:**

All Single Engine Sidewinders are to have a minimum durometer reading no lower than 56. Listed below are some tires within this group range. Included, but not limited to, are:

- Bridgestone YKC, YLC, YPC
- Hoosier R70
- MG Red
- Evinco Blue
- Vega Red
- Maxxis Prime

Twin Engine C Open, and 135 and over can use a min durometer read of 48.

Straight Axle Sidewinders running in REAR must use original style hard compound tires.

* (no tire prep, tire alterations, or tire cutting)

CLASS STRUCTURE

Yamaha

1987 and older sidewinder chassis • KT100S piston port • max. bore 2.100", max. stroke 1.816" • factory ignition system only (exception: "RLV" TCI replacement module OK) • Walbro WB3A carburetor only. Horstman DXL, Steel Nytro, Hartman, L&T, Burco wet clutches allowed, Max-Torque clutches allowed, no modern clutches, no direct drive or Tomar clutches, no axle clutches.

- 1" or 1.25" axles • 219-chain allowed • gas+oil only Modern tires
- Max kart width of 50"
- Yamaha LTD
Weight Lt - 300 / H - 340
- Yamaha LTD pipe (VKA Sr Y -- / K1 / K2) at 12" minimum length (piston to start of first cone); no tapered headers)

- 100cc Foreign Stock App
Internal modifications allowed, no carb triggers, any pipe.

HISTORIC

Karts and engines 1964 and prior.

Yamaha Limited 60+
The only factor seperating the Yamaha Limited 60+ class from Yamaha Limited is driver age.
(One class with min. wt. of 340 lb)

4 CYCLE

All 4 Cycle engines are per WKA 4 Cycle Stock class rules.
The only clutches legal for the 4 Cycle classes are the Noram GE Series and the Premier Magnum.
Exhaust pipe must utalize a muffler
4 Cycle Light - 300 lbs
Heavy - 350 lbs

YAMAHA AND 4 CYCLE STOCK ARE SUBJECT TO POST RACE TECH

Karts: All Karts (reproductions are eligible but must be built utilizing original specs) should have been available during the vintage class years they are being entered in.

Karts may be an original production kart from a particular era or a factory continuation of a kart that is produced after the said production era may have officially ended.

Homebuilt karts actually produced during the vintage era are also acceptable.

Every effort should be made to use period correct equipment from the kart's original era. Documentation of questionable items may be required.

If a similar part or accessory did not exist during the Vintage Kart Era, then it doesn't belong on the kart.

Authentic variations may be authorized by the track director.

NO REAR AXLE ADJUSTABLE BEARINGS HANGERS OR CASSETTE

All weights must be securely fastened and painted white for easy visibility.

894EVK CLASSES

SPORTSMAN REAR

6.1 c.i., Am. fan cooled engine, single carburetor (Mikuni, Tillotson, or McCulloch BDC-single or double pumper), 1" throttle bore, 4 reed intake, hard compound square edge tires, original style wheels and stepped axle, box muffler, vintage-style dry clutch, no slipper arms on Hartman clutches, after market stuffer plates allowed, #35 Chain.

894EVK
See Pg 10

4 Cycle Stock
See Pg 8-9

Kid Kart
See Pg 11



2025 Expected Classes (Tier I & II)

(Classes may be added in accordance with attendance)



- * **Historic** (1959 - 64), **WB Rdhead, MCs**
- 6.1 (OPEN) **Rear** (6.1 - Incl. "Straight Axle" SW with *PC tires)
- 8.2 (OPEN) **Rear** (8.2 - Incl. "Straight Axle" SW with *PC tires)
(Incl. 100cc Foreign produced prior to 1970)
- ** **100cc Foreign** (up to 1.25" axle) (**Stock App**) All 100cc Foreign. ★ **NEW!**
Includes, but not limited to: Yamaha, TKM, PCR, etc, and 8.2 American Fan Cooled
- † ** **Yamaha LT & H** **LTD** (up to 1.25" axle) Lt **300** / Heavy **340**
- Yamaha 60+** **LTD** (up to 1.25" axle) **340** lbs. ★ **NEW!**
- † **4 Cycle** **Stock** (WKA Legal, see EVK rule book) Lt **300** / H **350**
- * **Sportsman Rear** **6.1 American** (excludes **WB820**)
(Dry Clutch, HL or Small Mac Carb, Non-Tuned Box or Can Exhaust)
- * **894EVK Rear Sealed Box Stock** **All Rear Engine and Straight Axle Sidewinders**
- 894EVK Sidewinder** **Sidewinders with 894EVK** (karts originally equipped with 1" axles) ★ **NEW!**
(developmental class - minor adjustment may be made as the season proceeds)
- * **894EVK Junior** **Rear Engine and Sidewinders combined** ★ **NEW!**

Kid Kart
(non-scored)

Classic/Retro

Classic/Retro is a Tier II (non-scored) "Catch-All" class for karts built from 88 to 95. May be combined when necessary.

Minimum of 3 entries is required for a class to be eligible for event awards.

- * PC - Period Correct Style Wheels, Tires, and Stepped Axle
- ** See the EVK Rule Book on our website for class specifics including tires
- † Light & Heavy Classes may run together and are scored separately.
- Includes 8.2 American Fan Cooled

All scorable classes listed above, providing minimum class requirements are met, will be tracked for "Promoter's Cup Series" end of season awards.

Additional classes may be added as participation warrants. These additional classes are added as a local option and would be eligible for the "day of event" awards. As new class participation grows it may be added to the season expected class list as part of the "Promoter's Cup Series".

SAFETY TECH

All karts and helmets must be safety inspected prior to entering the track. Please use the pre-tech form you will receive at registration or download it from our website to self check your equipment before presenting it to an EVK official. Please list each kart you will be running. Helmets must be Snell, SFI, or FIA and expire 10 years from the date of manufacture. Once you hand in your signed Tech Form you are attesting to your karts compliance and will receive a tech sticker for each kart listed.

Please see the Tech Form on next page.



Remember, you cannot go out onto the track unless you have a current inspection sticker on your kart

Brake Cables

All Karts that utilize a cable in their brake system must be using a cable with a minimum diameter of 2.5mm. A minimum of two cable stops must be used to complete each connection.

Video Cameras must be securely mounted to the kart.
No Helmet Mounted Cams.

All steering and brake components must be cotter pinned or safety wired. All axle nut must be cotter pinned or safety wired. Later model axles must have C-style retaining rings. Please confirm that you have inspected all points below by checking off the appropriate boxes.

Kart

- Wheels
- Spindles
- Tie Rods
- Steering Wheel
- Steering Column (top and bottom)
- Axle
- Kart Number Displayed
- Weights (All weights are painted white)
(Bolted and cotter pinned)

Engine

- Throttle Return
- Chain Guard
- Clutch Guard or Third Bearing
(For all wet clutch applications)

Brakes

- Foot Pedals
- Rods and Clevis
- Disk (pinned/wired or metal lock nut)
- Caliper
- Drum (pinned/wired or metal lock nut)
- Cables
(min 2.5mm, min 2 cable stops per end)

Helmet

- (Full Face, Snell, SFI, or FIA - expiration date is 10 yrs from date of manufacture).
- Neck Collar*
- Race Suite or Jacket
- *Gloves & Shoes

Junior drivers, 12 and younger, must also wear an approved vest rib protector.

Please use this tech worksheet to check the safety points of your equipment. After completion please sign and present it to a EVK official to receive your inspection verification sticker.



**“Eastern Vintage Karting”
Tech Form**



Name (Print)

Kart # (Please list additional kart #'s)

I have checked my equipment and find it to be in compliance with the safety points listed.

Signature



4 Cycle Stock (WKA Engine Specs)

Engine specifications are as per WKA rules

- Approved Engines: Any 5hp Briggs and Stratton horizontal shaft base engine i.e. Raptor series.
- Engine Components: OEM Briggs block and crankshaft only. Stock 5hp flywheel only! (No Billet or 3hp flywheel allowed). Aftermarket parts are permitted providing they meet WKA Box Stock Class rules. i.e. carb, camshaft, valve springs, lifters, pistons. Clarification can be seen below. All stock tins must be in place.
- Headers and mufflers: All flathead classes MAY RUN OPEN OR MUFFLED PIPE. All pipes must meet WKA length and size requirements found in the WKA tech manual. Exhaust pipe MAY NOT PROTRUDE inside of the exhaust port. No tech I.D. of pipe. Pipe length must extend beyond fuel tank and not extend past rear bumper of kart. No "Slippy" pipes. Mufflers must have all baffles in place and maximum baffle hole of .1285" max flange width is .312"
- Fuel: Clear Methanol only!! No additives or top lube.
- Valve train: Stock, unaltered single angle valves only. Stock or stock length billet lifters only, no modifications allowed. No extended lifters. Max length of lifter is 1.606". Lifter head diameter minimum .982" max 1.005". Stock style retainer only. (Aluminum retainers with valve locks not permitted). No double valve springs. Aftermarket OEM style valve springs are allowed. Valve springs wire diameter .088"-.093". Inside diameter of spring .625" minimum .640" maximum. Upper retainers may be used up to .058" thick. Valve seats must meet stock specs. Seats must have one angle only. 30° intake and 45° exhaust. Seats may not protrude above deck surface. Intake seat inside diameter 1.004" max. Exhaust seat inside diameter .880" max.
- Block: Briggs block only! Stock bore is 2.5625" and overbore is permitted providing it does not exceed 2.620" (approximately +.050 overbore). No nicasil or plating allowed. Machining of deck surface is permitted Piston pop-up CANNOT exceed a maximum of .005" above the block surface. Carbon buildup that cannot be wiped off will be considered part of the piston for tech measurement. Decking of block not to extend into the aluminum at rear of block (top of fin). No welding on blocks above the cooling fins. Block may be chamfered for lifters .500" max dia. Spring pockets may be cut for proper spring heights. Porting of the exhaust and intake are allowed. (no addition of material to ports, no grinding on underside of valve seat) The port gasket surfaces may not be altered / machined and must be of stock location. No holes in port. Intake port size: .880" Max diameter Exhaust port size: 1.005" Max diameter. No port reducers allowed.
- Crankshaft: Stock Briggs crankshaft required. Machining, polishing, addition of material or other alteration of crankshaft is prohibited. Stock factory timing gear mandatory and must be installed in original location. Crankshaft journal diameter is .990". Offset crankshafts are not permitted. Stroker crankshafts are not permitted. No billet crankshafts. Crankshaft stroke is 2.4370"+.007/- .0.10 for wear.
- Connecting rod: Stock connecting rod or approved billet connecting rod only. No grinding or polishing of the rod. Stock rod oil hole opening is .185" max. Stock rod length is 3.120" min., 3.1333" maximum. Measured from bottom of wrist pin to top of crankshaft journal. Approved aftermarket connecting rods listed: ARC Rod Part #6328, # 6330, #6348, # 6350; CKI Part #3875; Horstman Rod Part #H-498100, #H-4981401, #498105; Rix Rockets/ Ebert Part #3.875; WMS Rod Part # 7070, Part # 7575 are the only approved aftermarket rods legal for stock classes. No polishing of rods allowed. Steel 0.250" rod bolts only. Minimum total rod weight 135 grams. Minimum rod weight less insert 113 g. Minimum insert weight 22 g.
- Piston: Stock Briggs and Stratton or aftermarket piston meeting stock Briggs specifications are allowed. Wrist pin may not be relocated and stock wrist pin only. From top of piston to wrist pin bore .937" min. Must run all piston rings. Maximum oversize +.050"

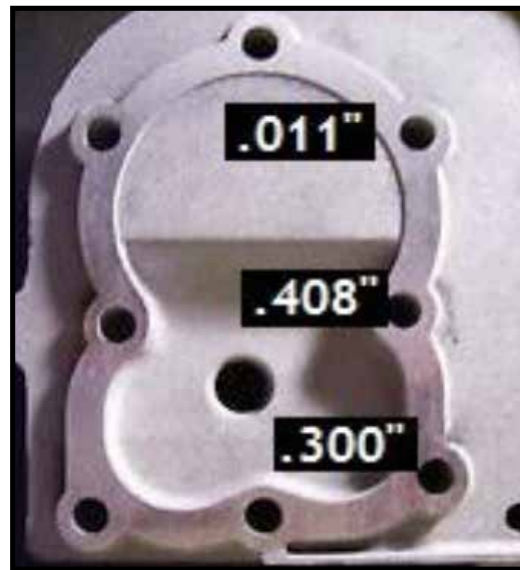
- Flywheel and Ignition: Briggs and Stratton factory stock coils are mandatory and must be used in unaltered form. No slotting of mounting bores permitted. Only stock 5HP flywheel is permitted. Painting or coating of flywheel is not allowed. No machining or lightening of flywheel is allowed. Flywheel washer must be stock.
- Carburetor: Cast Briggs Pulsa-Jet carb only. No bowl carbs, fun carbs or stock appearing. Blueprinted carbs are permitted providing they are blueprinted for box stock class. Max carb bore inside dimension is 0.695" NO-GO for entire length of carb bore. Diaphragm side CANNOT be used to create a pressure fuel feed diaphragm side of carb parts are to remain as factory. Diaphragm cover may be surfaced for a proper seal. Jets must have the stock recess on backside, jet size is non tech. No flat back Jets allowed. No recessing, funneling or oblonging any holes permitted from front or back of the jet. No dimpling or swirl cutting venturi or carb bore. No drilling of any holes anywhere in carburetor to enhance extra flow. Main metering hole max .062" idle metering hole .028" checked with NO-GO. Where butterfly meets with throttle shaft it shall not exceed a minimum dimension .059". Butterfly screw cannot be altered. Offset throttle shafts are allowed providing they meet WKA requirements. Throttle shaft and hole location may not be moved in the body. Diameter of carb recess from flange to throttle bore is .726" maximum for its entire length and must remain stock as cast. Maximum air horn dimension is 1.011". Max I.D. of short pickup tube is .066". Aftermarket filter and filter adapter are permitted. Carburetor dimensions to be checked with go/no go gauge.
- Head: Stock head bolts only. Stock Briggs single or 3 tab heads allowed as well as Burris Racing BSF-301-00. Machining gasket surface as well as top bosses are allowed. No machining of any other portion of the head allowed. No relocation of spark plug hole, must remain in stock location. Three planes of the cylinder head are subject to check by depth gauge. See picture for minimum depths and their locations. Cylinder head bolt holes .3480" max. OEM and aftermarket head gaskets of general stock design and pattern are acceptable. No aluminum or copper gaskets and no sealer. Minimum thickness on head gasket is .043"
- Camshaft: Stock or aftermarket are allowed providing they meet WKA box stock profile requirements shown below taken with zero lash.

Intake Lift

0.050"	7° BTDC to 0° TDC
0.100"	10° ATDC to 17° ATDC
0.150"	29° ATDC to 36° ATDC
0.200"	55° ATDC to 64° ATDC
MAX	Max. lift is 0.233"
0.200"	43° BBDC to 36° BBDC
0.150"	13° BBDC to 6° BBDC

Exhaust Lift

0.050"	38° BBDC to 33° BBDC
0.100"	21° BBDC to 16° BBDC
0.150"	2° BBDC to 3° ABDC
0.200"	21° ABDC to 31° ABDC
MAX	Max. Lift is 0.233"
0.200"	76° BTDC to 65° BTDC
0.150"	48° BTDC to 40° BTDC
0.100"	28° BTDC to 21° BTDC
0.050"	10° BTDC to 4° BTDC



- Starter: Old or New style pull starter ok. Electric Starter also permitted.
- The only clutches legal for the 4cycle classes are the Noram GE Series and the Premier Magnum.

POWER BEE

MODEL: BOX STOCK 894EVK
by Ryan Courts

894

Box Stock 894EVK Class *Rule Set*

Engine package:

- 894EVK (sealed box stock engine)
- Noram GE or Magnum clutch
- GEM Box type Muffler or similar (exhaust exit back/bottom)
GEM Quiet Can or RLV SBX 1 HOLE Exhaust.
Excludes the Horstman dual outlet exhaust.



- **Tillotson HL232F**
venturi Dia. .813"
throttle bore dia. 1"
(gas and oil only)
(Carb choke removal permitted)
- Reed cage and reeds are subject to tech.

To maintain "EVK sealed class eligibility" all service must be done by an authorized Power Bee service center

Kart:

- All rear engine karts / All straight axle sidwinder karts
- Max kart width 40"
- Vintage style hard compound tires
- **Period correct vintage style wheels and vintage style stepped axles**

NEW:

894EVK JUNIOR - REAR / STRAIGHT AXLE SIDEWINDER and EARLY SIDEWINDERS (1" axle, hard compound vintage style tires*)

New:

894EVK EARLY SIDEWINDER Senior Class - Karts originally equipped with a 1" axle. This class is in it's developmental stage. Minor adjustments may be made as needed.

Kid Kart

(Rules adapted from WKA Rules and adjusted for the EVK 2022 Season)

- Age 5 - 9
- Chain Guard: Chain guard is to completely cover the chain when viewed from above.
- Chain & gearing: Comer #219 chain, **10 tooth driver, 89 tooth rear sprocket.**
- Rear bumper: Continuous loop shaped with vertical or angled bracing connecting upper and lower loop rails. Bumper must protect rear tires.
- Bodywork: Side pods or double nerf bars and nose cone are mandatory
- Tires: Open compound. Size 10 x 450 or 4:60 x 5
- Weight: 150 + lbs.



894EVK Jr. Rear Age: 8 - 14

- Includes Straight Axle Sidewinders and early sidewinders with 1" axles
(See the complete rule set for the 894EVK classes on page 10)



Jr. and Early Sidewinder Development Classes are subject to adjustments in accordance with participation.



SCORING SYSTEM FOR 2025

Place	Points	Place	Points
1	25	9	7
2	20	10	6
3	16	11	5
4	13	12	4
5	11	13	3
6	10	14	2
7	9	15	1
8	8	(from position 15 on, all places are 1)	

- Tie breaker is pole position in the first heat.
- A class must have at least 3 karts to receive awards
- Series participation will be constituted by a minimum attendance of 4 events in the same class