

2013 GVKC Rulebook

Avon Kart Speedway
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Spirit and Intent

Karting is a sport designed for the fun and enjoyment of everyone involved, whether it is a racer, his or her family, friends, or the spectators. As a member of GVKC, you are responsible for conducting yourself in a fair and sportsmanlike manner, both on and off the track. Through your efforts, the fine competitive spirit of karting will always persist.

Member and Participant Responsibilities

Entrants are required to be fully conversant with the regulations and supplementary rules or instructions governing an event and are by reason of their entry therein definitely bound by such regulations, supplementary rules or instructions. Officials of any event shall have (and will exercise), their powers during the entirety of any event.

Prime responsibility for the safe condition and operation of a kart or any other vehicle in competition rests with the owner and driver. The course operators main responsibility is that of providing a safe place to conduct events.

Safety is every person's responsibility and must be shared in total by every person and every associate of the sport of karting. For this reason adherence of the rules of the club is fundamental to the welfare of everyone involved in the sport. In the interest of safety, **PARENTS MUST TAKE RESPONSIBILITY FOR THE ACTIONS AND WELL BEING OF THEIR MINOR CHILDREN, RACERS AND NON RACERS ALIKE.**

GVKC follows the WKA rulebook supplemented by this rulebook. Anything not found in the GVKC rulebook is presumed to be covered by the WKA manual. Members may wish to purchase the WKA Tech Manual. Any updates or amendments to the GVKC rulebook will be posted on the website (www.gvkc.org). Any rule changes will be announced at the drivers meeting the first week that the change takes place. Amendments may be made to the WKA Manual, members are responsible to obtain these updates.

Sportsmanship

Please be courteous to all drivers on and off the track. If you or your crew use foul language or verbally abuse a competitor, or anyone else at the track you will be asked to leave and your driver will receive zero points for the day. If you or any member of your crew physically attack anyone at the track, you will be asked to leave, with forfeit of points for the day and will be suspended for a minimum of the next two regular race weekends. The Board of Directors may take further action as is deemed necessary. This may include temporary or permanent suspension and or forfeiture of points.

GVKC Board of Directors

President: Jeff Stark
Vice President: Doug Anne
Co-Secretaries: Andrea Hicks
Treasurer: Al Gutberlet
Race Director: Michael Fauci
Safety Director: Kevin Orlop
Flagger: Michael Fauci
Points & Online Systems: Terry Pogue
Groundskeeper:
2-cycle Representative: Alan Decker
4-cycle Representative: Rich Gamrod
Promotions: Bruce Pogue

Board of Directors Responsibilities

All board positions listed have voting privileges; voting must be in accordance with the by-laws to allow passage of rules, funding, decisions on club organization and improvements, etc. All board members must be GVKC club members in the year they hold the position.

Responsibilities of the Board

- Maintain the value of the club and it's membership by supporting the spirit and intent of karting
- Attend all board meetings if possible and fully support all board decisions.
- Review and approve the club rules annually.
- Ensure that there is good communication to the membership relative to registration, rules, and scheduling.
- Support the practice days by volunteering to oversee practice at least once during the season.
- Ensure all activities hold the safety of the membership and spectators in highest regard.
- Help with track improvement opportunities (along with membership).
- Approve all payments for funding requirements greater than \$100.
- No voting unless there is a quorum of board members.
- Provide a delegate when board member is unable to perform their normal duties/function.

President

- Club spokesperson, addresses the club at every race with necessary updates & communications.
- Calls and runs meetings of BOD, finds location, ensures everyone is aware of time and place.

- Calls elections, does not vote unless it's a tie breaking situation, then president votes.

Vice President

- Assist the president. Be there in his absence to cover his responsibilities.

Treasurer

- Make regular payments for utilities (NMPC, Frontier), refuse pick up (Shanks), taxes and rent.
- Write checks for payments approved by the board and petty cash expenditures of the club.
- Balance the checkbook on a monthly basis.
- Record and deposit income and expenses from the race and practice days, as well as, other income (i.e. 50/50, track usage, etc.) on a weekly basis.
- Mail with payment the amount due for insurance with the form for the pit passes.
- Maintain the annual insurance on behalf of the club, including all related paperwork from incidents.
- Provide the club with financial statements, including estimates of future cash flows as needed.
- Coordinate the track usage: obtain the forms for insurance, collect cash prior to date of use

Grounds Keeper/Assistant Groundskeeper

- Maintenance, work sessions, garbage pick-up, rest room cleaning and grass cutting, etc.
- Schedule work days.

Race Director

For all races, practices and GVKC sponsored events (designate to assistant first when unavailable):

- Coordinate the race days, includes ensuring the following required positions are filled by volunteers prior to the start of the race: 2-3 score keepers in the tower, scale house, announcer (optional).
- Interpret and enforce rules from WKA and GVKC to ensure fair and safe racing.
- Pre-race safety inspection (race days only).
- Educate club members about racing, racing lines, bumping, etc.
- Oversee races and resolve conflicts.
- Call for tech, oversee tech, and address all protests.
- Ensures there are adequate flaggers on the track at all times.

Assistant Race Director/Flagger

- Supports the Race Director, and fills in if the Race Director is unavailable

- Responsible for the Start/Finish flagging for race day, assist in scoring and driver infraction rulings
- Provides description of different flags and their use as needed
- Insure all corners are staffed with flaggers before releasing drivers from grid.
- Provide start/finish line flagging for all heats and time trials.
- Ensure fair starts that include side by side positioning according to posted lineup, low enough initial speed to attempt to avoid congestion in the first turn and lack of bumping or pushing on the initial start.
- Assist race director with contact decisions from the right hander after the monza through the first turn after the start/finish line.
- Assist scorers with decisions on close finishes at the start/finish line.

Advertising/Special Events

- Club advertising, promotions, Racing Magazines, photography, etc.
- Notify the Press with weekly race results on Sunday night/Monday morning

Awards/Banquet Coordination (sub-committee of current board)

- Obtain the plaques for the members at the beginning of the season
- Obtain any awards necessary for the season, including spring, summer and fall competitions, season championship awards and trophies, any other event awards necessary
- Coordinate the prizes, awards and trophies for the banquet at the end of the season
- Coordinate all other banquet arrangements

Points/On Line System

- Develop and maintain web site content
- Manage GVKC and GVKC board email lists
- Develop and maintain points collection and calculation
- Weekly updating of the points in a spreadsheet for the web

2 cycle Representatives

- Responsible for 2 cycle tech and assists race director

4-cycle Representatives

- Responsible for 4 cycle tech and assists race director

Secretary

- Responsible for all club mailings. (Registration, banquet, etc.)
- Keep board meeting minutes and publish, provide at subsequent meeting for board approval
- Typing and updating rulebook
- Provide new members with club information
- Race day registration

- Various duties assigned by President (calling members for board meeting, etc.)
- Respond to messages left on track phone; ensure they are delegated to the appropriate person.

Safety Director

- Ensure the safety of the membership at the track

Membership

Active members shall be those who pay annual membership dues, fill out the requisite paperwork. This entitles drivers to compete in GVKC club races and receive club points and awards where applicable. Associate members are entitled to enter the pits without paying an additional fee for all GVKC events held at Avon Kart Speedway. All members, drivers and associates, have the right to vote or bring motions to the board of directors for further consideration. All members will receive a copy of the rulebook. **Birth certificates will be required upon membership for anyone under eighteen. This will be strictly enforced going forward – no minor will be allowed to race without a birth certificate on file.**

Membership Fees (subject to change)

Annual membership (\$100) entitles member entry into pit area for regular club racing events.

Track usage fee (\$75 per weekday) with necessary completed form. Track usage hours 11am – 5pm – see www.gvkc.org for paperwork and instructions.

Competition Age

All drivers must abide by the ages listed in class structure section. Competition age is determined to be the drivers age as of January 1 of the current year. If during the season a driver has a birthday that would make them old enough to move up to an older class, they have two options: 1) Start and stay in the class for their age at the beginning of the year 2) Start in the class for their age as of the beginning of the year and move to the older class* after your birthday (points do not transfer from class to class) 3) if your birthday falls during the season you can compete for the season in the older class* (subject to race directors discretion). *once moved up to older class returning to the younger class is not permissible nor will racers be allowed to compete in both junior and senior classes at regular GVKC events. In addition, points are not transferable from class to class.

Kart Number Assignments

Members in good standing from the prior year may elect to maintain their kart number for the same class for the coming year. The number will be held only until the first race day, after which the numbers will be assigned on a first come, first serve basis. Any conflicts on race day will be resolved by allowing the regular club member of the class to keep his number and the other driver can place an X or 0 to modify the kart number to ease scoring. Kart numbers must be on front, back and both sides of kart. Numbers to be of a size and color that can be seen by scorers easily.

NOTE: Classes and Weights to be run at GVKC for the season will be finalized for the season based on the registrations received by the time of the initial meeting –

Four Cycle Class Structure

Class	Engine (fuel)	Ages	Min Weight
Jr Animal (Sealed)	Red plate (Gas)	8-10	250lbs
Jr Animal (Sealed)	Gold plate (Gas)	10-15	275lbs
Sr Animal (Sealed)	SR Light (Gas)	16+	325lbs
Sr Animal (Sealed)	Masters (Gas)	16 +	365lbs
WKA Jr Animal	Gold Plate (.505) (Alcohol)	10-12	275lbs
WKA Jr Animal	Black Plate (Alcohol)	12-15	320lbs
WKA Sr Animal	Alcohol *5" Bridgestone*	16 +	350lbs
WKA Sportsman	Green Plate (Gas)	7-12	275lbs
Sr Open	Modified ('bout anything)	16 +	350lbs
Sr World Formula	World Formula (Gas)	16 +	385lbs

4 cycle classes will run 5" Dunlop SL4, Bridgestone YLC, or Burris 55 unless otherwise designated above

Two Cycle Class Structure

Class	Engine (fuel)	Ages	Min Weight
Kid Karts	Comer 50cc (gas)5" tires open	5-7	150 lbs.
Yamaha Jr. Sportsman Cadet Chassis	KT100 (gas/oil)Sm Carb/Can exh	8-12	250 lbs. 265 lbs.
Yamaha Jr. Super Can	KT100 (gas/oil)Lrg Carb/Can Exh	12-15	310 lbs.
Yamaha Sr. Sportsman	KT-100 (gas/oil)Lrg Carb/Can Exh	15+	335 lbs.
Yamaha Sr. Pipe	KT-100 (gas/oil)Lrg Carb/Pipe Exh	15+	360 lbs.
Yamaha Masters	KT-100 (gas/oil)Lrg Carb/Pipe Exh	35+	390 lbs.
Tag Sr	Wka Tag Rules	16+	WKA
Shifter	125cc Gear Shift	15+	380 lbs.

2 cycle classes will run 5" Dunlop SL4, Bridgestone YLC, Vega Blue, MG "Fz" or "Yz", Decuzzi, Hoosier R50" or 60". **(Bridgestone YLB TAG ONLY)

NO CARBON FIBER TIE RODS ALLOWED

GVKC rules for karts are based on the current WKA Technical Manual unless otherwise stated. CIK noses and side pods are acceptable.

Kid Kart General Guidelines

A Kid Kart driver must be a minimum of five years old as of the first day he or she enters competition or uses the track for practice.

- Kid karts will be randomly teched at the Race Directors discretion
- Rear bumper should be a full loop style, or have a lower cross bar installed between the mounting bolts
- Kid Kart air filters may include stock, K&N or similar
- Weekly points will not be accumulated. All kid kart drivers will receive the same end of year trophy, provided they meet the requirements of eligibility for awards
- No DQ's will be given, but if you fail tech, the following time you race you will be teched on the grid, if you fail a second time, you will not race

All repeat infractions will be addressed by the race director.

Road Course (Sunday) Race Day Schedule

(No Engines started before 10:00 am)

9:00 am	Track Open
9:00 to 11:00 am	Registration (closes at 11:00 – if you arrive after 11:00 you will start in the rear of all heats)
10:00 am	Main Gate Closes – drivers and their equipment will not be allowed access to the pits via the main gate – they will need to register and then enter the pit area via the upper gate and will have to pit in the grass pits.
10:00 to 11:00 am	Practice – each class will normally receive two rounds
11:15 am	Mandatory Drivers Meeting – all Junior drivers must have adult attending.
11:30 to Noon	Racing begins
6:00 pm	Facility Closes – all spectators, racers and crews must leave the grounds.

Note: there will be a 15 minute break between the second and third rounds of racing. Other breaks in the day as needed for scoring etc.

Oval (Saturday) Race Day Schedule

(No Engines started before 9:30 am)

9:00 am	Track Open
9:00 to 10:45 am	Registration (closes at 10:45 – if you arrive after 10:45 you will start in the rear of all heats)
9:30 to 10:30 am	Practice – each class will normally receive two rounds
10:45 am	Mandatory Drivers Meeting – all Junior drivers must have adult attending.
11:00 am	Oval Racing begins. (2 heats and 1 feature) Road course practices between oval heats. 15 min between heats and 25 min before feature.
After Oval Racing	Road course practice until close.
5:00 pm	Facility Closes – all spectators, racers and crews must leave the grounds.

Racing fees (subject to change)

Member:	2 or 4 cycle (1st class) - \$35.00 – (includes driver pit pass) 2 or 4 cycle (2nd class) - \$20.00 OVAL (Saturdays) - \$20.00
Non-member:	2 or 4 cycle (1st class) - \$45.00 – (includes driver pit pass) 2 or 4 cycle (2nd class) --\$30.00 OVAL (Saturdays) - \$25.00
Pit pass:	\$15.00 - EVERYONE in the pit area must have a pit pass. OVAL (Saturdays) - \$5.00 members/\$10.00 Non-members

Registration for Race Days

Registration must be done before anyone enters the paved or grass pit areas.

Registration: All drivers, crews and spectators who wish to enter the pits must register each race day prior to entry to pit areas. Registration includes signing all necessary paperwork, completing the driver slip if you're a driver, paying the race fees and obtaining a wrist band – to be worn on your **wrist** for the entire race day. Anyone registering after 11:00 am will start last in the first two heats. **Anyone entering the pits that have not registered will be subject to suspension from the day's activities.**

A pit pass must be on the *wrist* and visible at all times for everyone in the pit area. Violators may cause drivers to be disqualified at race director's discretion.

Safety Inspection

Every race day karts and racing equipment will be checked for safety compliance. It is your responsibility to maintain your equipment in proper racing condition. You must pass inspection before being allowed on the track surface. Stickers indicating compliance must be displayed on your kart. It is your responsibility to bring your kart and equipment to the race director for this inspection prior to practicing or racing.

Reimbursement

Reimbursement for weather related issues is covered in "Rainout Policy" section. If a driver has mechanical failure prior to entering the track he is eligible for reimbursement of race fees only. Pit pass monies are never refundable.

Practice day Rules, Fees and Schedule

Practice will be according to the annually published schedule, unless specifically authorized by the Board of Directors, and all practices must be run by at least one board member. Any unauthorized practices at Avon Kart Speedway will be subject to disqualification or membership privileges being revoked, as determined by the Board of Directors.

SATURDAY SCHEDULE:

10:00 AM - Track Opens
(weather permitting)
11:00 AM – Start Motor, practice begins
4:00 PM - Practice ends
4:30 PM - Motors must be shut off
5:00 PM - Track Closes for the day

WEEKDAY SCHEDULE:

NOON - Track Opens
(weather permitting)
12:30 PM - Motors started, practice begins
5:45 PM - Practice ends
6:00 PM - Motors must be shut off
6:30 PM - Track Closes for the day

Practice Rules:

Same basic rules are followed as a race day as it relates to the pit area, driving, tech and safety requirements, all persons **MUST** sign in and wear a wristband to enter the pit areas. Additionally:

Rule #1 Driver must be registered before going out on the track, and wristbands must be visible at all times for everyone in the pit area.

Rule #2 Practice will be run by combining classes with a reasonable amount of time allotted for each practice set, separating the kid karts, junior drivers and senior drivers

Rule #3 As a general rule 4-cycle drivers will not be allowed on the track when 2-cycle karts are practicing and vice versa.

Once you have registered and received your wristband, you may use the track when your class is scheduled for practice. Extreme caution, courtesy, and common sense will make practice safe for everyone. During this time, GVKC officials will be watching your driving skills and ability. In an effort to promote safe karting and good sportsmanship, GVKC reserves the right to restrict any driver for whatever reason from participating in the racing program, using the board member's discretion. When entering the track please observe the blend line, and give adequate space between karts to allow for practice.

Remember you are not racing, it's PRACTICE!

Race Format – Line-up, Starting, Heats

Line-up: Each class will lineup in the pit area on the grid. Drivers will bring their karts to the grid when their class is scheduled. See the line up at the registration booth. All drivers will line up in the same position on the starting grid, as they will on the track. It is the responsibility of the driver to be aware of the race order and ensure its accuracy so that racing is not interrupted. **There will be no scrubbing tires (deliberately swerving from side to side) at anytime while on the track at GVKS.**

Parade lap: Karts will leave the starting grid and take one full lap around the track. **There will be no scrubbing tires at anytime while on the track at GVKS. Scrubbing tires will result in disqualification from that heat.** Drivers will start lining up for the start as they pass the monza turn. Drivers will line up according to the line-up posted in the pits.

Pole position: The drivers on the front row, in conjunction with the starter will set the pace during the parade laps and for the start of the race. If the front row does not successfully start the race in (2) consecutive attempts the main flagger has the right to invert the 1st and 2nd rows.

Starting: It is recommended that rolling starts be used. Each driver in each heat will receive the starting flag as they pass the starting line. Drivers may not pass or change grid position until they have passed the starting line. Drivers jumping the start will be penalized at the end of the race by the number of positions advanced.

Number of karts: The maximum number of karts permitted in one race should be determined by track design, safety of drivers and ability of competent scorers to do a reliable job. GVKS can accommodate approximately 30 karts.

First heat: The line up is determined by the number drawn at registration (low number gets pole, second lowest getting outside pole, etc.) The driver finishing first receives two hundred points for the heat etc (see points).

Second heat: The line up for the second heat is determined by inverting the draw.

Third heat: The line up is determined by adding the points of each driver for heats one and two. The person with the highest subtotal will be in the pole position. If there is a tie in points, the driver with the lower number drawn at registration will get the better position. If there is a tie in points after the finish of the third heat, the race will be scored a tie. (see scoring)

If a driver does not finish (DNF) a heat he or she will receive last place points for that heat.

Driver Responsibilities

Drivers meeting: All drivers are required to attend the drivers meeting prior to racing. Rules of the track, daily race schedule, and a review of procedures will take place at this time. If you do not attend the drivers meeting you will start at the rear of the grid for that race day. Subsequent infractions will exclude you from participating in the racing program for that day.

Rule #1 – anyone starting a motor before 10:00 am will be disqualified for the day. Driver is responsible for pit crew.

Rule #2 – All drivers and pit crews must sign the waiver of liability before entering the pit area or using the track surface.

Rule #3 – Any racer falsifying their age in order to compete in his or her respective class shall be suspended and forfeit points and awards.

Rule #4 – Drivers at all times are responsible for their pit crews and any offensive actions committed by a crew member will be chargeable directly to the driver or entrant, by disqualification. Children should not be on the fences, on the gates or on the golf cart. The golf cart is to be operated by a designated adult and only for use in helping a disabled kart off the race track or emergencies or for property maintenance. Note: Any children you bring to the track are considered part of your pit crews; their conduct can cause you to lose your points for the day.

Rule #5 – Any person who has consumed alcoholic beverages or illegal drugs on the day of any event will not be allowed to compete. Any crew member observed imbibing during the practice or running of any event will cause suspension or loss of points for the driver.

Rule #6 – All first year drivers, regardless of age shall place an “X” preferably of reflective tape on the back of their helmets. This tape must remain in place for the entire season. Minimum length of tape shall be four (4) inches by one half inch and shall be of contrasting color to the helmet. (This only applies to first year drivers).

Rule #7 – The race director reserves the right (with a valid reason) to prevent any entrant and/or their kart from participating in any event.

Rule #8 – All new drivers must have 3 full practice sessions before racing. In addition, these new drivers must start at the back of the pack for 3 race days until they have proven their ability. The rookie driving school counts as a practice day.

Minor Driver Responsibilities

Rule #1 – It is mandatory that all minors complete the minor release form and have it signed by either their parent or guardian before being allowed to use the track. This may be done at the annual membership meeting or at the track prior to racing (this is in addition to the daily registration requirements).

Rule #2 – Minors must satisfactorily demonstrate their driving capabilities to the officials during practice periods before being allowed to compete.

Rule #3 – Minors must be accompanied by a parent, legal guardian or chaperone to enter the pit area and race, chaperone must be 18 years of age.

Driver's Signals

Rule #1 – Driver shall signal by raised hand if they intend to stop, pull off the track or suddenly change their course of normal racing pattern.

Rule #2 – A driver who has spun or stalled on the course shall raise one hand to indicate their intention that no move will be made before the field has passed. Restarting a motor is not permitted after a race is in progress. A kart may not reenter the race after it has returned to the pits.

Rule #3 – Driver's signal to the pits should be used in such a way so as not to confuse officials or drivers on the track.

Rule #4 – Lapped drivers being overtaken by another kart shall maintain their line. The race director or flagger will try to signal the kart being overtaken with the blue flag.

Driver Racing Rules

Rule #1 – If for any reason a driver is forced to stop his kart on or near the course during an event, it should be his or her first duty to place their kart completely off the track and in such a manner as to cause no danger or obstruction to other competitors.

Rule #2 – A driver must always be prepared for another kart to pass. The deliberate blocking of a faster kart is a cause for disqualification. Deliberate is considered unusually high number of moves, swerving or looking back at the other driver (see BLOCKING section).

Rule #3 – Any competitor deliberately driving his or her kart onto the track "shoulder" to gain position during the race will suffer a penalty for such an "excursion" or will be

disqualified. The act for each “excursion” will be free from penalty only if undertaken in circumstances of emergency as to avoid an accident.

Rule #4 – If during the progress of a race, a driver inadvertently leaves the course with all four wheels off the road, he or she must rejoin at the nearest possible point compatible with safety of himself and other competitors without improving position. In the event that a kart comes to a complete stop, the driver shall not rejoin the race without the direct supervision of a corner worker or flagman.

Rule #5 – Any over aggressive driving, unnecessary bumping, crowding, chopping, blocking or unsportsmanlike conduct on the track will be subject to immediate disqualification from any event. Severity of punishment, if any, is at the discretion of the race director.

Rule #6 – When two karts are entering a turn together, both karts are required to negotiate the turn without endangering or impairing either kart.

Rule #7 – Carburetor and other adjustments done during racing shall be done with caution and the safety of all drivers in mind.

Rule #8 – On the circuit the officials may designate portions of the course as caution zones, indicating areas of extraordinary hazard, requiring no passing and special care on the part of the contestants. (No passing under yellow flag conditions).

Rule #9 – No passengers are allowed to be carried on any kart at anytime.

Rule #10 – Karts involved in any accident may be required to stop for inspection by the officials. Accidents may be investigated by track officials.

Rule #11 – When the checkered flag has been dropped at the end of each heat the drivers are required to go directly to the scale house for weigh in. If during the race your kart has a mechanical failure, proceed to the race exit and go to the scale house for weigh in.

Rule #12 – All rookie drivers will start at the back of the pack of his or her class for each heat for at least three race weeks. At the end of three weeks he or she will be eligible to race according to regular guidelines, at the race directors discretion. The race directors discretion is final. Any driver may request to start at the back.

Rule #13 – Restarting of a kart during the parade lap portion of the race shall be allowed. The karter and crew have 90 seconds to restart and rejoin the field before the starter begins the race. At no other time is the kart allowed to be started on the track during the race. Crew shall not enter the track for restarting purpose except with permission of the race official.

Rule #14 – Code of Conduct – Anyone that displays unsportsmanlike conduct either on or off the track, to fellow karters, crew members, spectators or race officials will lose his

or her points for the heat. If a pattern develops, or the behavior is considered severe the racer could be disqualified for the day. It will be at the race directors discretion. Neither disqualification nor zero points will be dropped from the cumulative points for the year. A second offense could result in being disqualified for the year or longer (subject to board review).

Rule #15 – The race director can call for class tear down either full or partial (ie carbs, heads, restrictor plates, oil etc) and all racers must comply. Failure to do so will result in disqualification with a zero that cannot be dropped from the cumulative points for the year.

Pit Rules

The pits are defined as the fenced in pit area and the grassy area on the east side of the track or other areas designated as such. There will be no pit areas outside the designated areas. No foul language – see Sportsmanship section (notify race director).

Rule #1 – At no time shall anyone but authorized personnel be allowed in the pit area, made visible at all times with a wrist band (must be worn on the wrist), which is obtained by filling out the requisite paperwork and adhering to the guidelines for pit passes. This includes all designated pit areas.

Rule #2 – The sanctioning club is at all times empowered to determine the number of persons per entry that may be permitted into the pit area and to revoke permission that may have been granted any individual, for misbehavior, noncompliance with these competitive regulations, or disobedience of race officials orders. Such revocation of privilege may lead to expulsion from the property.

Rule #3 – The use of any open flamed devices in the pits or the grid area is prohibited. No smoking in the designated pit areas. Smoking outside the pit areas and in the concession area is allowed.

Rule #4 – Any entrant disposing of fuels or lubricants in the pit area or the course area by pouring or spilling such fuels or lubricants upon the ground may be subjected to board review to determine consequences ie. Expulsion from the pit, loss of points etc.

Rule #5 – Driving in any part of the pit area is prohibited. Anyone doing so will be suspended for the day and loss of any points for the day. Entry to the pits from the track must be at a slow controlled rate of speed. Anyone entering the pits aggressively and or skidding in front of the scales will be disqualified. All of the above applies also to practice days – you will start scratch your next race day.

Rule #6 – Karts can only enter the track surface from the pit grid near the tower.

Rule #7 – Exiting the track surface shall be done at the east end of the asphalt pits after the S turns but before the sweeper. All karts must stop on or before the white line and shut off their engine before returning to the pit area.

Rule #8 – Anyone inappropriately leaving the track surface and entering the pit area through the main track entrance, unless directed by race officials, will be suspended and forfeit all points for the event.

Rule #9 – Refueling shall be done in the pit area only. Engines shall be stopped and the driver shall vacate the kart prior to fueling. All drivers shall have a fire extinguisher of CO2 or dry chemical type to be kept in their pit area. It is also suggested the karter have a first aid kit in case of minor personal injury.

Rule #10 – No cars, trucks, vans etc are to be in the paved pit area unless being used to work from for your racing needs. One vehicle per pit spot (either the trailer or tow vehicle) on the paved section of the pits. Tow vehicles allowed in other areas as space permits. Vendors and track officials may be exempt.

Rule #11 – No one is to go on the track once a race has commenced or when an accident occurs unless authorized to do so.

Rule #12 – Skateboards, scooters, bicycles, ATV's, motorcycles, RC cars and other motorized or pedal powered vehicles are banned from race track, pit area, hot pit area and grid area for all events, including practice days. It is recommended that pets be left at home. If they are brought to the track they must be restrained in your pit area.

Rule #13 – No junior drivers will be out on the track as flaggers.

Rule #14 – No bare feet allowed in the pits. Shoes with open toes or heels are discouraged in the pit area.

Rule #15 – There will be no outside intervention when there is a discussion between the track official and the driver other than the driver's crew chief or parent. Anyone else becoming involved unless they are specifically asked for input in that situation will be subject to expulsion and or disqualification of the driver they represent.

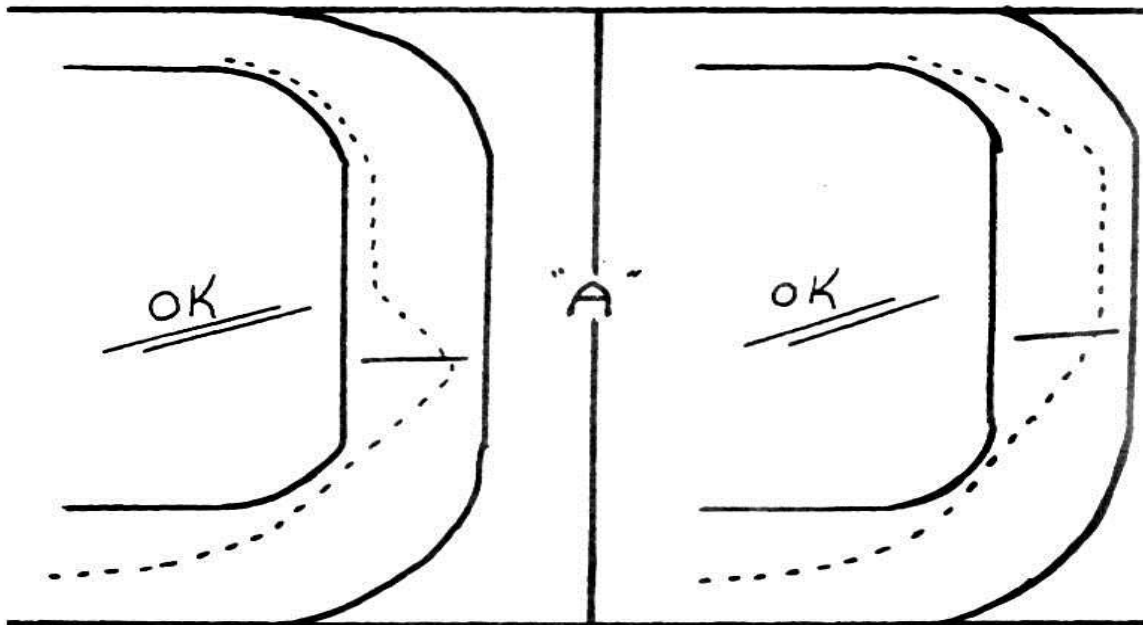
Blocking

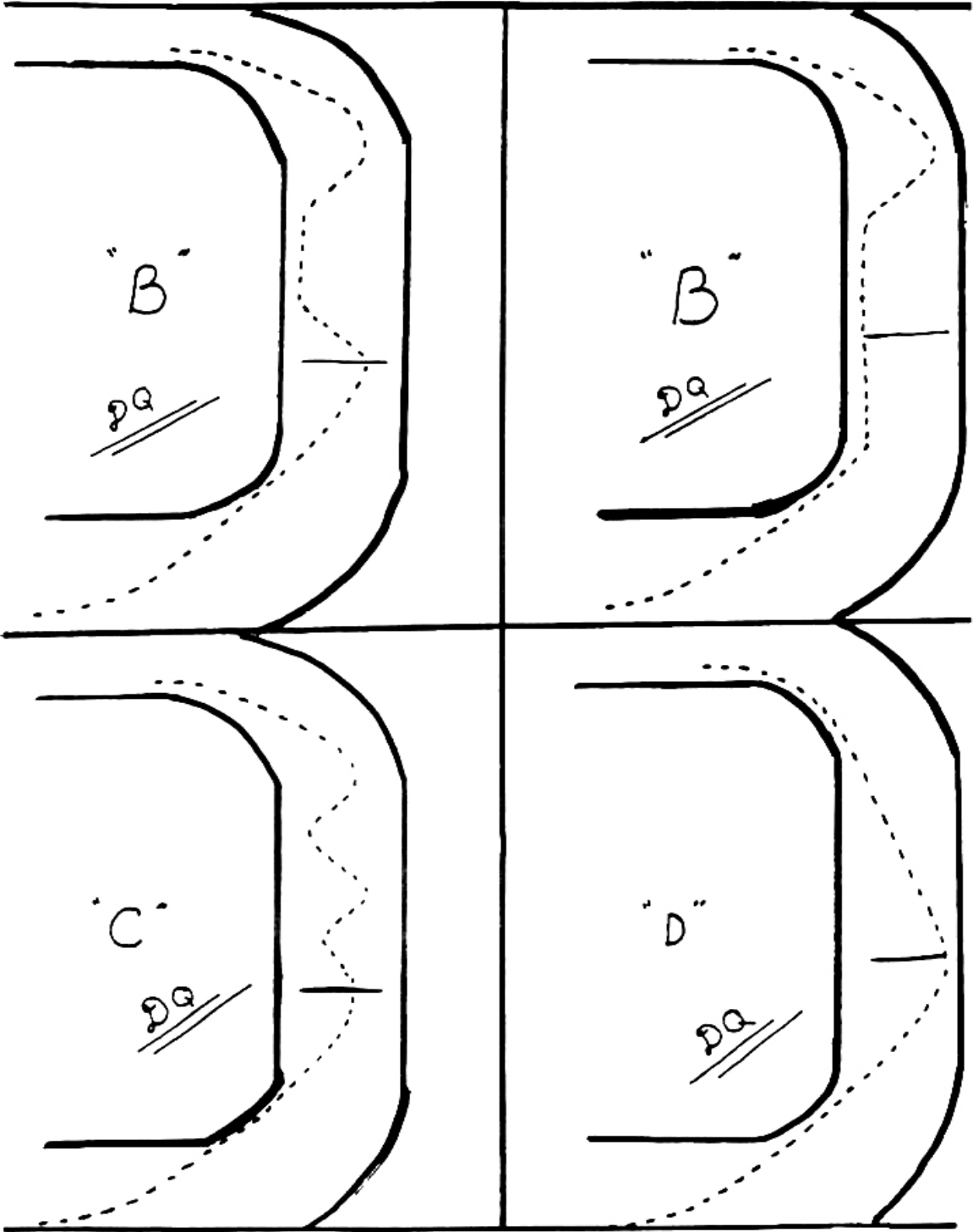
Blocking will not be tolerated. Blocking is moving into another line of travel when you are aware someone is about to pass you. If you crowd another kart off the track, to prevent being overtaken this is blocking. You will be disqualified.

As you proceed through a corner, you are allowed one move to establish your line down the straight. This must be done safely with no abrupt or choppy moves. Once you establish your line, follow this line to the end of the straight. See illustration A & B:

If you choose the inside line down the straight away, under no circumstances will you move to the outside line at the end of the straight. See illustration B: You must therefore, take the turn from the inside line. While you are traveling down the straight you are not allowed to swerve from side to side or take a diagonal line down the straight. See illustration C & D:

At Avon Kart Speedway most straights are three karts wide. You may not use multiple lanes to prevent passing. Example – down the main straight no straddling the lines.





Scale House – Weight

All karts are required to come to a complete stop before entering the scale house, and the engine must be shut off. Driving on the scale will result in loss of points for that heat. If you are below weight after your heat the tower must be notified as soon as possible after the infraction and you will receive zero points for that heat. If you fail to go over the scales at the end of your heat you will also receive zero points for that heat. If you leave the race prior to the end it is your responsibility to still go over the scales – you may be entitled to last place points rather than a zero.

Scales House – Fuel & or Oil

Officials may conduct fuel and or oil checks at anytime during the race day. If you fail the test after a heat race you will be disqualified and lose your points for the heat. Penalty for future infractions is at the discretion of the race director.

Protective Clothing – Race & Practice Days

Note: Chest protectors and elbow pads are recommended for all classes and mandatory in kid karts.

Helmets: Snell 2000 or newer rating is mandatory. Full faced helmets of approved design, which are specially manufactured for racing use are mandatory. The helmet must provide full ear protection. A face shield is mandatory. In addition, the face shield must be rigidly attached to the helmet. Helmets must fit properly.

Jackets: All drivers are required to wear jackets of heavy weight leather, cordura nylon, naugahyde or vinyl. Carhartt type of jackets are also allowed. No army fatigue jackets, windbreakers, denim jackets etc.

Pants: Full length pants without holes or thin spots of denim of heavy grade cotton fiber. No polyester or sweat pants are allowed.

Shoes: High top shoes, sneakers or boots with a firm sole are required. All shoes must provide complete coverage of the foot. No sandals or bare feet. Shoes must be properly tied. Racing shoes are recommended.

Gloves: Required. Gloves with fingers cut off are not allowed.

Neck braces: Unaltered neck braces are mandatory in all races and practices. You will be disqualified for the day if you are found to have raced with altered neck brace.

Approved one or two piece driving suits are recommended.

Golf Cart

Only designated drivers will be allowed on the golf cart for safety reasons. The kart is available to people and karts on and off the track as needed, for the overall safety of the membership, and for working on the grounds.

Racing Flags

The following signals must be understood and obeyed without question.

Green: Displayed at the start of the race, or practice session, and kept visible as long as track is clear for racing.

Yellow: Used instead of green if track is partially blocked by an accident, emergency vehicles, or objects which may have fallen off competing vehicles. It means slow down, use caution, hold your position, no passing, be prepared to stop until the track is clear and the green flag appears again. A local yellow flag in a corner means no passing may occur in that corner. If the head flagger displays the yellow flag there is no passing anywhere on the track and proceed with caution. Any positions that are advanced under caution will result in equal reduction of the respective finishing positions.

Red: Slow down and stop as quickly and safely as possible. Raise your hand to indicate you are stopping. The track is hazardous and unsafe to race on. Any driver found disobeying the red flag will be disqualified from the race and subject to suspension. If the race has completed one half of the scheduled laps, then the race is over and scoring will be computed at the last completed lap. Any competitor that is involved in the accident that causes the red flag condition will be placed at the rear of the grid for restart or placed at the last place finishing position if the race is declared final. All restarts are single file order in the order of the last completed lap. Adjustments of any kind on equipment are allowed only at race director's discretion.

Blue: The leaders are going to pass you. Maintain your line and speed and do not attempt to interfere with his pass in anyway.

Black: You are disqualified. Continue one more lap at reduced speed and stop at pits. This may be due to equipment failure or due to racing incident. Do not keep racing. If you are unsure that you were the driver getting the black flag continue another lap and race officials will endeavor to ensure that the subject of the black flag is properly notified. Upon entering the pits driver should go across the scales regardless of reason for the black flag.

Rolled Black: You are warned that your driving technique is bordering on disqualification and any further display of the same will result in disqualification.

Checkered: You have finished the race or practice session. After finish line, reduce speed and exit to the pit area. Always race to the checkered flag, unless there is an incident preventing same. Make sure you go across the scale.

During the running of any event or heat race, the race director or starter may use both checkered and black flags at the same time to finish an event or heat if suspicions or reports of foul, rough or illegal driving or unsportsmanlike conduct were present. It shall be considered that the event or heat race is finished under official protest by the starter or race director. After checking with corner workers or race committee, the race director will state findings or rules to the entrants involved if an infraction of the rules has occurred.

Scoring and Points Awarding Procedure

During each heat there should be at least two people who score each lap individually. At the end of each heat, the two sheets are compared for errors, lap traffic etc. If a close finish occurs the flagman will be consulted. The combined sheet is turned over to the person on the computer, who enters the finishing position next to the driver's name. This happens for all three heats, at the end of the third heat, a computer sheet is generated showing the finishing position in all three heats and the totals. This is the sheet used for trophy call at the end of the day. That sheet along with all the score sheets for the day are brought home and the points are entered into the yearly points data file, which is entirely separate from the track computer. This checks and balance system is in place to prevent tampering with the points. Occasionally typos or mistakes are made, but the final check is the competitor, who should check the points that are posted each week.

Did not start (D.N.S.) will get no points for that heat. You must take the **green flag** to qualify for any heat or race. Non-Member points do not count toward the championship, they are only included in the race day scoring results.

If two karts go out (i.e. Due to an accident) at the same time, your scoring position will be determined by the last lap. See guidelines under 'Flags and Scoring'.

The **black flag** for mechanical failures will result in the last place points for the race, based on the number of karts that are remaining on the track at the time of the mechanical failure, (ie six karts are racing, one kart has come off the track, and then the black flag is given to a karter for mechanical failure, that karter would receive 5th place)

The **black flag** for unsportsmanlike racing incidents will result in no points for that heat. The **black flag** for over aggressive driving will result in last place points unless it's a repetitive incident, then it will result in 0 points for the race.

Your **finishing position** for the day will be translated into points given by WKA rules. 1st place gets 200 for the day and 2nd place gets 175 etc, plus the number of entries in your class. If a driver wants to become a member after having raced for a number of weeks, the three weeks prior to membership will be allowed as if he had finished last on those dates, providing the driver has participated in those races.

1st ----200	7th ---110	13 th ----65	19th ----35	25th ----15
2nd ----175	8th ----100	14th ---60	20th ----30	26th ----12
3rd ----155	9th ----90	15th ---55	21st ----27	27th ----9
4th ----140	10th ---80	16 th ----50	22 nd ----24	28th ----6
5th ----130	11th ---75	17th ---45	23rd ---21	29th ----3
6th ----120	12th ---70	18th ---40	24th ----18	30th ----0

The total number of entries in your class each week is added to the above totals.

It is up to the driver to be sure he or she is in the proper class. Points will be scored for each individual class. You can participate in any number of classes as long as you meet all qualifications and pay an entry fee for each class.

Points will not be transferred from one class to another.

IF there is a tie at the end of the race day, it will result in both racers receiving the points for their tied position (i.e. 5 racers in a class, with two racers that tie for 2nd, points would be awarded as follows, 1st, 2nd, 2nd, 4th, 5th with the two that tied both receiving second place points and no 3rd place **points awarded**).

Trophies, Plaques and Awards

- Members will receive a season plaque for their race day engraved plates. This is free of charge for any member that signs up by the initial registration meeting, a nominal fee (\$20) will be charged after that time. Members can purchase additional plaques (\$20 ea.) if they run multiple classes. An engraved plate will be awarded to all racers depicting finishing position for the day. This plate can be added to the season plaque. In addition, Summer and Fall series champions will be crowned
- **Club members must compete for ten weeks in the same class in order to be eligible for year-end awards. *Non-members will not receive points toward year-end championship awards***
- Members will be awarded trophies for year-end championships at the annual banquet, based on class requirements and points, the number of drops will be determined based on the overall number of races for the season. All classes will be awarded trophies, Championship jackets will only be awarded for classes that have at least 2 karts competing for a minimum of five weeks. -Club jackets can be purchased by special order if desired.
- Disqualifications are not included toward participation eligibility, nor will they be dropped in the overall scoring for year-end championship awards.

Tower Rules

No racers or pit crews are allowed in the tower while racing is taking place!

Only tower personnel and race officials are allowed in the tower during a race. If you have a problem, discuss it with the race director or the 2-cycle / 4-cycle representative who will communicate that problem to the tower personnel.

Technical Inspection and all Protests

Discussions with the race director will be held during the 15 minute breaks between the events, unless it is at the race director's specific request. No one shall enter the track during a race to discuss a call made by the race director. In addition, all minors must be accompanied by an adult to discuss a call made by the race director.

The race director may decide to call for a **technical inspection** of any or all of the participating classes. This will be done on a random basis. It is up to the race director to avoid "singling out" any one class unless a specific reason is noted. A designated tech area will be used for inspection.

A protest against another competitor's motor or equipment must come in writing to the race director, assistant race director or their designee. A \$50 fee will be charged up front to the protester. If a qualified official is available the motor inspection will be conducted with only the tech official and one representative of the motor under protest present.

If no tech official is available, the motor and or equipment will be impounded until a qualified official can be contacted. If no one can be contacted by the following Tuesday, the protest will be considered null and void, the \$50 and the motor or equipment will be returned to the involved parties.

If the motor or equipment under protest is found illegal the violator will lose points for that day and is responsible for paying the \$25 inspectors fee. All points will be disqualified for the race day. The \$50 deposit will be returned to the protester.

If the motor or equipment is found legal the protester will surrender the \$50, \$25 will be paid to the tech inspector and \$25 will be given to the owner of the equipment that was in question.

A \$100 bond is to be paid and held until the end of the season if the racer's motor is found illegal a second time. The \$100 will be forfeited along with all points for the season if found illegal any other time during the season. The board has the option to submit a protest if they feel there is an infraction. Once a protest has been filed you may not do any work to your engine unless the race director is present, the motor will be impounded by the tech representative at the appropriate time.

Any protest of a race procedure or a driver's conduct during the race must be submitted in writing to the race director assistant race director or their designee within one hour of said infraction. The protest will be reviewed by the race director (assistant and/or designee) and an appropriate action determined. Protest forms can be obtained from any board member and are available at the registration office.

Refusal of tech inspection or compliance with a protest will result in disqualification and loss of all points for the day. A second refusal will result in suspension of racing privileges in any club event for the remainder of the year.

Track Usage: Reservations and Rules

Only GVKC members may reserve the track for testing and/or practice. In addition, **all people** attending the track on days it is reserved must sign an appropriate waiver **prior to use of the track facility, as well as making the appropriate payment.** Reservations need to be made (2) weeks prior to the requested date. Use of the facility must be in accordance with the signed waiver, any deviations will result in a (4) week suspension from racing for the first offense, for those members that reserved the track, and suspension for one year for subsequent offenses.

There should only be a maximum of (2) karts on the track at the same time, with no more than (4) people. It is required to have at least one person in the pits as a spotter in case of emergency. Using the track is a privilege and should be taken seriously. You are completely responsible for your own safety and the care of the facility. Any infraction of these rules can result in your suspension from the club

Members who are found on the track or facility other than during club designated events, or when the track has been reserved in accordance with the foregoing, will likewise be subject to the suspension at the discretion of the GVKC Board of Directors. Provisions will be made for work repairs being done on the track during the week.

Please drive slowly when entering and leaving the facility.

We are trying to appease the neighbors and your consideration would be appreciated.

Rain Out Policy

Rule #1 If one full round of heats is not complete the race day will be deemed a "rain-out" and race day credit will be provided for all drivers registered to race that day, refunds will be given to non-members. Credit is good for GVKC club races only and only redeemable in the current racing year (They may not be held over year after year).

Rule #2 If it rains after one full round of heats are complete (each class has completed one heat) the race day will be called complete, with each participant receiving 200 points and no money will be refunded or credit issued.

Rule #3 If it rains after two heats are completed, then those classes that have completed both heats will receive the appropriate points according to their finishing position for the day. If only some classes are able to complete two heats and some classes complete one heat, those completing two heats will receive points according to their finishing position and those completing only one heat will receive 200 points and no money will be refunded.

Rule #4 Pit pass money is never refundable.

Rule #5 After three rainouts during the season we will add 1 rain date, if there are 4 or more rainouts, we will add 2 rain dates.

Rule #6 Track must be race ready by 12:30 pm per the race director.

Acknowledgement

I acknowledge that I have read, understand and will comply with all the rules and regulations stated in the 2013 GVKC Rulebook as well as the applicable WKA rules.

Driver name _____

Driver signature _____ Date _____

Parent signature of minor driver _____ Date _____