



2017

GVKC Rulebook

**Genesee Valley Kart Club
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Mission Statement

The actions and decisions of the GVKC board are influenced by these central goals:

1. To provide a safe setting for drivers, course workers and spectators.
2. To maintain a fair and civil atmosphere, and give our membership an experience they enjoy and look forward to each week.
3. To ensure drivers compete fairly, abiding by club policies, class specs and rules of engagement.
4. To support new drivers and teams in developing knowledge & experience.
5. To maintain clear lines of communication to keep members informed.
6. To promote the club to ensure sustainability.

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 competitive spirit of karting will always persist.

Member and Participant Responsibilities

Entrants are required to be fully acquainted with the regulations, 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 the driver. The course operator's 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 World Karting Association (WKA) rulebook, supplemented by this club rulebook and National Karting Alliance (NKA) insurance regulations. 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 drivers meetings. Amendments may be made to the WKA Manual, and members are responsible to obtain these updates.

Sportsmanship

Please be courteous to all drivers on and off the track. If you or your crew uses foul language or verbally abuses 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 and your driver will forfeit points for the day. Additionally, your driver 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 - 2017

President: Fran Johnson

Vice President: Kevin Orlop

Co-Secretaries: Shaylan Johnson

Treasurer: Al Gutberlet

Asst. Race Director: Kurt Thiel

Head Flagger: Zack Gutberlet

Oval Track Liaisons: John Kowalski/Dave Farnan

Teen Representative:

Safety Director: Andrew Aube

Points and Online:

Groundskeeper:

Promotions:

4-cycle Rep: Rich Gamrod

2-cycle Reps: Kevin Orlop

Vintage Liaisons: Scott Kneisel/Sam Polito

Scorekeeper: Alexis Gutberlet

Board of Directors Responsibilities

Voting must be in accordance with the bylaws 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 its membership by supporting the spirit and intent of karting.
- Attend all board meeting if possible and fully support the board's 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.
- Pursue improvement opportunities for the facility, and promote membership.
- Approve all payments for funding requirements greater than \$100.
- No voting unless there is a quorum of board members present.
- Provide a delegate when a board member is unable to perform their normal duties/functions.

President

- Club Spokesperson, addresses the club at every race with necessary updates and communications.
- Calls and runs meetings for the BOD, finds location, and ensures everyone is aware of the time and place.
- Calls elections, does not vote unless it is a tie breaking situation, then president will vote.

Vice President

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

Secretary

- Responsible for all club mailings. (Registration, banquet, etc.)
- Keep board meeting minutes and publish, provide at subsequent meetings for board approval.
- Typing and updating rulebook.
- Provide new members with club information/forms.
- Race day registrations.
- Various duties assigned by the President. (Calling members for board meetings, etc.)
- Respond to messages left on the track phone; ensure they are passed on to the appropriate person.

Treasurer

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

Race Director

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

- Coordinate the race days and ensure the following required positions are filled prior to the start of the race: Scorekeepers in the tower, flaggers, scale house, announcer (optional).
- Interpret and enforce rules by GVKC and WKA 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.
- Does not have voting privileges, but can provide input on board decisions.

Head Flagger

- Supports the Race Director, and fills in if the Race Director is unavailable.
- Responsible for the Start/Finish flagging for each race day, assist in scoring, and driver infraction rulings.
- Provides description of different flags and their use as needed.
- Insures all corners are staffed with flaggers before releasing drivers from the grid.
- Provide start/finish line flagging for all heats and time trials.
- Ensure all starts are fair. That includes side-by-side positioning according to posted lineup, low enough initial speed, and lack of bumping/pushing on the initial start and first turn.
- 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.

Safety Director

- Ensure the safety of the membership at the track.

Points/Online System

- Develop and maintain website content.
- Manage email lists.
- Develop and maintain point collection and calculation.
- Weekly updating of the points on the website.

Groundskeeper

- Regular maintenance, work sessions, garbage pick-up, restroom cleaning, grass cutting, etc.
- Schedule workdays.

2-Cycle Representative

- Responsible for 2-cycle tech and assists race director.

4-Cycle Representative

- Responsible for 4-cycle tech and assists race director.

Promotions

- Club advertising, promotions, submissions to race magazines, photography, etc.
- Notify the press with weekly race results on Sunday night/Monday mornings.

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 summer and fall series, season championship awards and trophies, or 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.

Membership and Fees*

Active members shall be those who pay annual membership dues and fill out the requisite paperwork. This entitles drivers to compete in GVKC club races and receive club points and awards where applicable. All members, including drivers and non-drivers, have the right to vote or bring motions to the board of directors for further consideration. All members are expected to review the rulebook available at GVKC.org.

Annual memberships are not required for children 5 and under who are non-drivers (see Racing Fees and Pit Rules). Minor drivers must also have a sponsoring adult enroll as a member. Birth certificates may be required to validate an age of anyone under the age of 18. **Please see the Parental Consent for Minors section at the end of this rulebook for more information on required waivers that must be filled out before a minor may enter the facility.**

Annual membership dues (\$110) entitles entry into pit area at discounted member rates for all regular practice and club racing events. If you are not a member, you will pay non-member prices and are not eligible to receive points for year-end club championship awards. If you attend GVKC's Annual Membership Meeting and register in person, your annual membership will be discounted to \$100.

Gold membership dues (\$500) includes everything you get as a regular member plus unlimited use of the track. This allows you to rent the track anytime it is not being used by the club without paying a fee. As well as bring one additional family member with you at no extra cost. All other persons must pay \$15 and you cannot exceed more the 13 people in any give day.

Track usage fee is \$75 per weekday for hours between 11am and 5pm, with the necessary completed forms. For more information, including paperwork and instructions, go to www.GVKC.org.

****Membership and fees subject to change at any time.***

Competition Age

All drivers must abide by the ages listed in each class structure section, within the latitude described by the "option year" rule as described below. A driver's actual age as of June 1st of each year shall establish their "competition age." Ex: If a driver is 9 years old in April but s/he turns 10 in May, then that driver's "competition age" for that year is 10.

Option Year: the NKA allows for the +1/-1 age option. A driver in good standing is allowed to add one year to their competition age, or subtract one year, to be able to compete in a class that fits their skill level and ability that is normal and acceptable. Ex: A driver's competition age for the year is 11. Their skill level and ability is better served in a class that requires a driver to be 12 years of age.

Once a driver has moved up in age, and has competed in one full event at the higher level, they must decide whether to remain at that level or revert back to the lower division. GVKC has the right to approve/disapprove any +1/-1, for any reason that they feel is prudent.

Kart Number Assignment

Members may select their own kart numbers. Kart numbers must be on the front, back, and both sides of the kart; and should be of a size and color that can be easily visible. In the event that two drivers in the same class select the same number, they may be asked to add a letter to the end of the number.

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 Director's 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.
- There will be no weekly points. 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, you will be teched on the grid the next time you race.
- If you fail a second time, you will not race.

Two Cycle Class Structure

<u>Class</u>	<u>Engine (Fuel)</u>	<u>Ages</u>	<u>Min Weight</u>
Kid Karts	Comer 50cc (gas) 5" tires open	5-7	150 lbs.
Yamaha Jr. Sportsman	KT-100 (gas/oil) Small carb/Can Exhaust	8-12	235 lbs.
Yamaha Jr. Super Can	KT-100 (gas/oil) Large Carb/Can Exhaust	12-15	310 lbs.
Yamaha Sr. Sportsman	KT-100 (gas/oil) Large Carb/Can Exhaust	15+	325 lbs.
Yamaha Sr. Pipe	KT-100 (gas/oil) Large Carb/Pipe Exhaust	15+	380 lbs.
Yamaha Masters	KT-100 (gas/oil) Large Carb/Pipe Exhaust	35+	390 lbs.
TaG Sr.	WKA Tag Rules*	16+	per WKA*
Shifter	125cc Gear Shift	15+	380 lbs.

Tires – 2 cycle classes will run 5" Dunlop SL4, Bridgestone YLC, Vega Blue, MG (yellow or red), Decuzzi, Hoosier R50 or 60

Fuel – Per WKA specs*

**Engines and associated weights/fuel may vary. Please contact the club 2-cycle rep if you have questions.*

Four Cycle Class Structure

<u>Class</u>	<u>Engine (fuel)</u>	<u>Ages</u>	<u>Min Weight</u>
Kid Karts	Briggs LO206 (gas) long black slide	5-7	200lbs.
Sportsman LO206 Green	Briggs LO206 w/ Green Slide(gas)	7-12	265lbs.
Sportsman LO206 Yellow	Briggs LO206 w/Yellow Slide(gas)	12-15	320lbs.
Briggs Sr. Stock LO206	Briggs LO206 (gas)	15+	375 lbs.
Jr. Blue Plate	Animal Sealed w/ Blue Plate (gas)	8-10	250 lbs.
Jr. Gold Plate	Animal Sealed w/ Gold Plate (gas)	11-15	275 lbs.
Sr. Animal Light	Animal Sealed (gas)	15+	325 lbs.
Sr. Animal Medium	Animal Sealed (gas)	15+	360 lbs.
Sr. Animal Heavy	Animal Sealed (gas)	15+	375 lbs.
Sr. Masters	Animal Sealed (gas)	35+	375 lbs.
Sportsman Pro-Gas	Pro-Gas w/ Green Plate (gas)	7-12	265 lbs.
Junior Pro-Gas	Pro-Gas w/ Orange Plate (gas)	12-15	320 lbs.
Sr. Pro-Gas	Pro-Gas Unrestricted (gas)	15+	360 lbs.
Sr. Open	Modified (open)	16+	350 lbs.
Sr. World Formula	World Formula (gas)	16+	385 lbs.

Sportsman LO206– Engine & clutch per 2016 Briggs & Stratton Junior 1 Club - 0.490 206 engine rules. Any safe chassis is acceptable with full loop bumper and junior bodywork of any style (no fairings).

Tires – 4 cycle classes will run 5" Dunlop SL4 or Bridgestone YLC (or harder)

***Junior LO206-** 4.50x5 Front and 6.00x5 Rear

***Senior LO206-** 4.50x5 Front and 7.10x5 Rear

Fuel – Gas classes to use 87 ethanol (additives such as octane boosters, oils, or other performance enhancers are not allowed).

CiK Body - A 5lb brake will be given to those running the CiK body style.

Oval Class Structure

<u>Class</u>	<u>Ages</u>	<u>Min. Weight</u>
Jr. Clone 3	12-15	320 lbs.
Sr. Clone Lite	15+	330 lbs.
Sr. Clone Heavy	15+	375 lbs.
Sr. Clone Super Heavy	15+	400lbs. (driver must be 200)

NOTE: Classes and weights to be run at GVKC for the season may be finalized for the season based on the registrations received by the time of the initial meeting.

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

NO CARBON FIBER TIE ROD ENDS ALLOWED.

Rookie/Novice Class

This class has been created to strengthen drivers skills, confidence and keep drivers safe. This is going to be a combined class based on rookie/novice drivers times. Drivers running significantly slower than there class's average time will be put in this class at race director's discretion. Parent or Driver can also request to be in this class. Once the driver's time increase and are closer to their class's average times or they have won 5 races in this class they will be moved to there competing class. The drivers in this class will also reserve last place points for there competing class. If there is 2 or more drivers in the same competing class there points will be in order of finishing. Example: 3 karts run the LO206 class and 2 LO206 run this class driver A finishes 1st and driver B finishes 4th A will get 4th place points and B will get 5th place points. Non-members will receive no points.

Oval Race Day Schedule (Saturdays)

(No engines started before 10:00am)

9:00am.....Track Open

9:00am to 10:45am....Registration

10am to 11am.....Oval Practice – each class will normally receive two rounds

11:15am.....Mandatory Drivers Meeting – all Junior drivers must have an adult attending

11:00am.....Open Practice for road course*

Oval Heat 1

Open Practice for road course*

Oval Heat 2

Open Practice for road course*

Oval Feature

Open Practice for all drivers*

4:00pm.....Practice ends.

4:30pm.....All motors must be turned off.

5:00pm.....Facility Closes – all spectators, racers, and crews must leave the grounds.

*Drivers may use the track for open practice between each oval heat and feature. Oval racing generally wraps up by 1 pm, leaving the track freely available for open practice.

Road Course Race Day Schedule (Sunday)

(No engines started before 10:00am)

9:00am.....Track Open

9:00am - 11:00am.....Registration (Drivers arriving after 10:30 to start in the rear of all heats)

10:00am.....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 area.

10:00am - 11:00am...Practice – each class will normally receive two rounds

11:15am.....Mandatory Drivers Meeting – all Junior drivers must have an adult attending

11:30am – Noon.....Racing begins

6:00pm.....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.

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 prior to entry. Registration includes signing all necessary paperwork, completing the driver slip if you are a driver, paying the race fees, and obtaining a wristband – to be worn on your wrist for the entire race day. Anyone registering after 10:30am may be required to start last in the first two heats. Anyone entering the pits that has 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 the Race Director's discretion.

Racing Fees

Member:

Oval (Saturdays) - \$20.00

Road Course (Sundays) - 1st class (2 or 4 cycle) - \$35.00

Road Course (Sundays) - 2nd class (2 or 4 cycle) - \$25.00

Member Families:

(Families w/ +1 drivers)

1st Driving Member - \$35

All Additional Driving Members - \$25

Non-member:

Oval (Saturdays) - \$25.00

Road Course (Sundays) - 1st class (2 or 4 cycle) - \$45.00

Road Course (Sundays) - 2nd class (2 or 4 cycle) - \$35.00

Pit Pass:

Everyone in the pit area must have a pit pass.

Oval (Saturdays) - \$5.00 members/\$10.00 Non-members

Road Course (Sundays) - \$5.00/members/\$15.00 Non-members
All children 5 and under (non-driver, accompanied by parent) - \$5

Transponder Rental: _____ \$5 per day

Please note that all fees are subject to change throughout the year. Driver's fees include pit pass.

Reimbursement

Reimbursement for weather-related issues is covered in the "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 money is never refundable.

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.

Protective Clothing – Practice and Race Days

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

Helmets: Full faced helmets of approved design, which are specifically 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. Please note, D.O.T. helmets are not approved by our insurer. Helmets must meet one of these standards:

- Snell SA, K or M 2010 (legal through 2020)
- Snell SA, K or M 2015 (legal through 2025)
- CMS 2007 youth helmet (legal through 2017)
- CMR 2007 youth helmet (legal through 2017)
- SFI 24.1/2010 (legal through 2020)
- SFI 31.1/2010 (legal through 2020)
- SFI 41.1/2010 (legal through 2020; not legal for vehicles with driver restraint systems)
- BSI A-type and A/FR types are legal for 10 years after date of manufacture.

"Youth Helmets" are not intended for adults regardless of the fit!

Neck Brace: Unaltered neck braces are mandatory in all races and practices. You will be disqualified for the day if you are found to have raced without one.

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

Chest Protector: Chest protectors are mandatory for all drivers in all classes where the maximum age is 12yrs or younger.

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 allowed. Shoes must be properly tied. Racing shoes recommended.

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

Driving Suits: One- or two-piece driving suits are recommended.

Long Hair: Must be contained within the helmet or driving suit before a driver enters the track. Violators will receive a technical black flag and must exit the track to resolve the safety issue.

Weather Cancellation Procedure

The procedure to be followed before a race day is cancelled:

Saturdays:

- At least one board member to be onsite to assess conditions and provide input to the race director no later than 12:00 am.
- If the race director determines that the course cannot be race ready by 2:00 pm, the race day and open practice will be cancelled.
- If cancelled, a notice will be posted on the GVKC website by 2:15 pm.
- If weather changes cause the race director to delay racing or open practice and the course is not expected to be race ready by 4:00 pm at the latest, the remainder of the race program and/or open practice will be cancelled.

Sundays:

- At least one board member to be onsite to assess conditions and provide input to the race director no later than 12:00 am.
- If the race director determines that the course cannot be race ready by 2:00 pm, the race day will be cancelled.
- If cancelled, a notice will be posted on the GVKC website by 2:15 pm.
- If weather change causes the race director to delay racing and the course is not expected to be race ready by 4:00 pm at the latest, the remainder of the race program will be cancelled.

Rainout Policy

Rule #1 – If one full round of heats is not complete, the race day will be deemed a “rain-out.” Refunds will be given to non-members, less the cost of a pit pass (see Rule #4). A race day credit will be provided for all member drivers that registered to race that day. The credit is good for GVKC club races only, and must be redeemed in the current racing year. Credits may not be carried over year after year.

Rule#2 – If it rains after one full round of heats are complete (each class has completed their 1st heat), the race day will be called complete with each participant receiving 200 points. No money will be refunded or credit issued.

Rule #3 – If it rains after two heats are completed, then the classes that completed both their heats will receive the appropriate points according to their finishing position for the day. If some classes finished only one heat, then those drivers will receive 200 points. No money will be refunded or credit issued.

Rule #4 – Pit pass money is never refundable.

Rule #5 – After the third rainout during a season, we will add a rain date; one additional rain date will be scheduled for every new rainout thereafter.

Rule #6 – Track must be race ready by 12:30pm, per the Race Director.

Practice Day Rules, Fees, and Schedule

Practice will be according to the annually published schedule, unless specially authorized by the Board of Directors. 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 revoked, as determined by the Board of Directors.

Saturday Schedule:

9:00am – Registration opens
10 to 11 am - Oval practice ONLY; start motors
11:00am – Open Practice for road course*
Oval Heat 1
Open Practice for road course*
Oval Heat 2
Open Practice for road course*
Oval Feature
4:00pm – Practice ends
4:30pm – Motors must be shut off
5:00pm – Track Closes for the day

Weekday Schedule:

Noon – Track Opens (weather permitting)

12:30pm – Start Motors, practice begins
5:45pm – Practice ends
6:00pm – Motors must be shut off
6:30pm – Track closes for the day

*Drivers may use the track for open practice between each oval heat and feature. Oval racing generally wraps up by 1 pm, leaving the track freely available for open practice.

Practice Fees: Oval Course Member Driver - \$5
Oval Course Non-Member Driver - \$15
Road Course Member Driver - \$15
Road Course Non-Member Driver - \$30
Practice Day Pit Pass - \$10
Motorcycle (Member) - \$20
Motorcycle (Non-Member) - \$35

Practice Rules:

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

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

Rule #2: Junior and senior drivers may not be on the track at the same time. Additionally, kid kart drivers may not be on the track with drivers of other classes.

Rule #3: As a general rule, 4 cycle drivers are not 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 is ONLY PRACTICE!

Racing Flags

The following signals must be understood and obeyed.

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

Yellow: Used if the track is partially blocked by an accident, emergency vehicle, or object that has fallen off competing karts. It means to slow down, use caution, hold your position, no passing, or 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 a caution flag will result in equal reduction of the respective finishing position.

Red: Slow down and **STOP** as quickly and safely as possible. Raise your hand to indicate you are slowing down and 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 by the last completed lap. Any competitor that is involved in the accident that caused 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 of the last completed lap. Adjustments of any kind on equipment are allowed only at the Race Director's discretion.

Blue: The leaders of the race are going to pass you. Maintain your line and speed, but do not attempt to interfere with his/her pass in any way.

Rolled Black: You are being warned that your driving technique is close to being disqualified and any further displays will result in disqualification.

Black: You are disqualified. Continue one more lap at reduced speed, pull into the oval back stretch stop, turn off your engine and remain there until the race director's instructions. If you do not go to the oval back stretch you will be disqualified for the day. This may be due to equipment failure or due to a racing incident. **DO NOT KEEP RACING.** If you are unsure that you were the driver receiving the black flag, continue another lap and the race officials will endeavor to ensure that the driver of the black flag is properly notified. Upon entering the pits, drivers must go across the scales regardless of the black flag.

Checked: You have finished the race or practice session. After finishing, reduce speed and exit to the pit area. Make sure you go across the scales at the scale house.

Checked + Black: During the running of any event or heat, if suspicions or reports of foul, rough, illegal driving, or unsportsmanlike conduct were present, the Race Director may use both the checkered and black flags at the same time to finish the event/heat. It shall be considered that the Race Director finishes the event, or heat, under official protest. After checking with corner workers the Race Director will state findings, or rules, to the entrants involved if an infraction of the rules had occurred.

Race Format – Line-up, Starting, Heats

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. GVKC can accommodate approximately 30 karts.

Line-up: Drivers will bring their karts to the grid when their class is scheduled. Each driver will then line up on the grid according to the lineup sheet. They will remain in the same position on the track as they were on the grid for the starting flag. It is the responsibility of the driver to be aware of the race order and ensure its accuracy so that racing is not interrupted.

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.

Parade lap: Karts will leave the starting grid and take one full lap around the track. There will be no scrubbing tires (deliberately swerving from side to side) at any time while on the track at GVKC.

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 lineup posted in the pits.

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. They also must hold their line through the first corner. Drivers jumping the start will be penalized at the end of the race by the number of positions advanced.

First heat: The lineup 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 lineup for the second heat is determined by inverting the draw.

Feature: 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. Minor drivers must have an adult present with them during the meeting.

Rule #1 – Anyone starting a motor before 10:00 am will be disqualified for the day.

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 crew. Any offensive actions committed by a crewmember 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. 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 crewmember 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 legal 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 or legal guardian to enter the pits or be a driver.

Driver Racing Rules

- Rule #1** – 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 Director’s discretion. The disqualification / zero points will not 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 #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 any time.
- 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 – Restarting of a kart during the parade lap portion of the races shall be allowed. The driver 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. Crews shall not enter the track for restarting purpose except with permission of the race official.

Rule #13 - 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 #14 – The race director can call for class tear down either full or partial (Ex: 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.

Rule #15 - Go-Pros can be used for personal viewing only, but no longer will be viewed by a track officials or board members in the event of an incident, protest or any other reason.

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.

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 – Children are not usually allowed in the pits. If you have a child 5 and under that is not a driver but part of a driver's family, you must pit farther down in the grass area. A parent or guardian will be completely responsible for that child. No children are to run around on the paved pit areas by the grid and must be watchful for karts coming off the track entering the pits. If children are found to be unsupervised there will be consequences.

- Rule #3** – 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 #4** – The use of any open flame 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 #5** – 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. (Ex: Expulsion from the pit, loss of points, etc.)
- Rule #6** – 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 #7** – Karts can only enter the track surface from the pit grid near the tower.
- Rule #8** – 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 #9** – 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 #10** – 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 #11** – 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 #12** – No one is to go on the track once a race has commenced or when an accident occurs unless authorized to do so.
- Rule #13** – 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 #14 – No minors will be allowed out on the track as flaggers. You must be at least 18 years of age.

Rule #15 – No bare feet allowed in the pits. Shoes with open toes/heels are discouraged in the pit area.

Rule #16 – 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.

Golf Cart

Only designated drivers at least 16 years old will be allowed to drive the golf cart for safety reasons. That driver can then assist in getting a disabled kart off the track, emergencies, or for property maintenance.

Per insurance requirements, recovery/emergency vehicles are not allowed on or near the track while karts are out. The golf cart must stay by the grid during racing so it gives faster access to an EMT in case of an emergency, and for safety purposes on the track.

Scale House - Weight

All karts except kid karts must go through the scale house after each heat or race. All Karts also must have their class name and weight on the driver side of the kart, visible to the scale house worker. Karts are required to come to a complete stop before entering the scale house, and the engine must be shut off. Driving onto the scale will result in loss of points for that heat or race. Drivers for each heat or race are expected to verify each other's compliance, in the event the hairpin flag is not there to do it. Each driver will check the preceding driver's weight as they cross the scale with the last driver to be checked by the first driver. Drivers or hairpin flagger should report a weight issue immediately to a board member who should confirm the finding with the race director. If confirmed, the tower must be notified as soon as possible and the non-compliant driver will receive zero points for that heat. Also that driver may not continue to race until a Race director has verified that they make weight. If you fail to go over the scales at the end of your heat or race, you will also receive zero points. If you leave the race prior to the finish flag, it is your responsibility to still go over the scales – you may be entitled to last place points rather than a zero.

Scale House – Fuel /Oil

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

Overtaking

When a kart is attempting to pass another kart and the passing kart is at least 50% of the way past (their front wheels even with the leading driver's shoulders), both drivers must provide safe racing

room for the other kart on the paved surface without contact. Less than 50%, the driver behind has the responsibility to avoid contact and should modify their speed and/or line to do so.

Often, experienced faster drivers find themselves behind slower drivers. While an overtaking driver must still abide by the overtaking rule, the slower driver is urged to not impede progress of a clearly faster kart and to signal the other driver when and what side a pass should be made by pointing with their finger.

Blocking

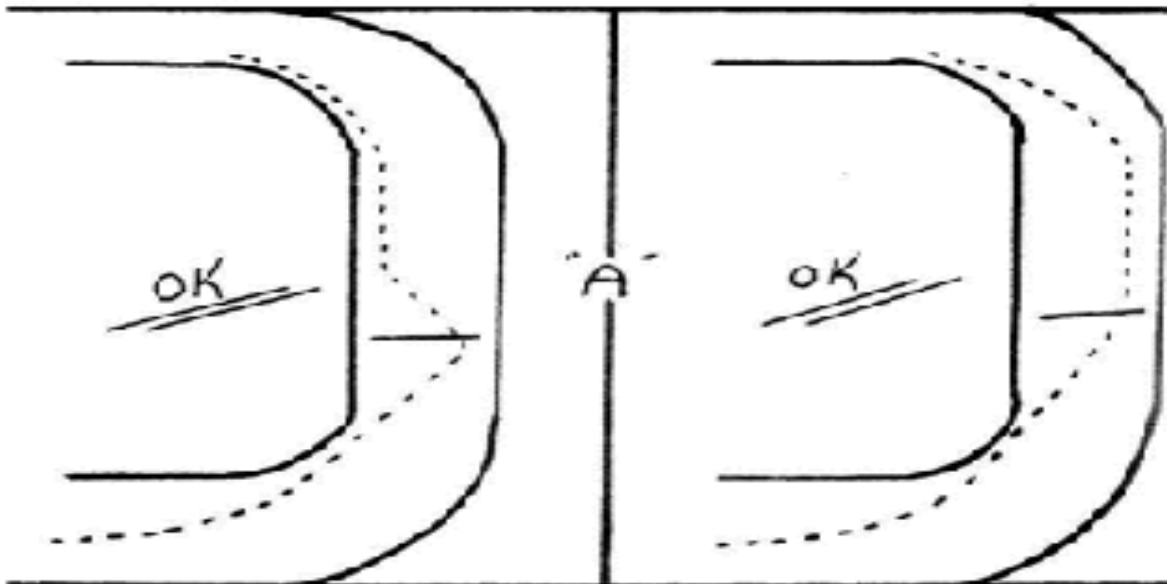
Blocking will not be tolerated. Blocking is moving into another line of travel when you are aware someone is about to pass you. If you crowd another kart off the track to prevent being overtaken this is blocking. You will be disqualified.

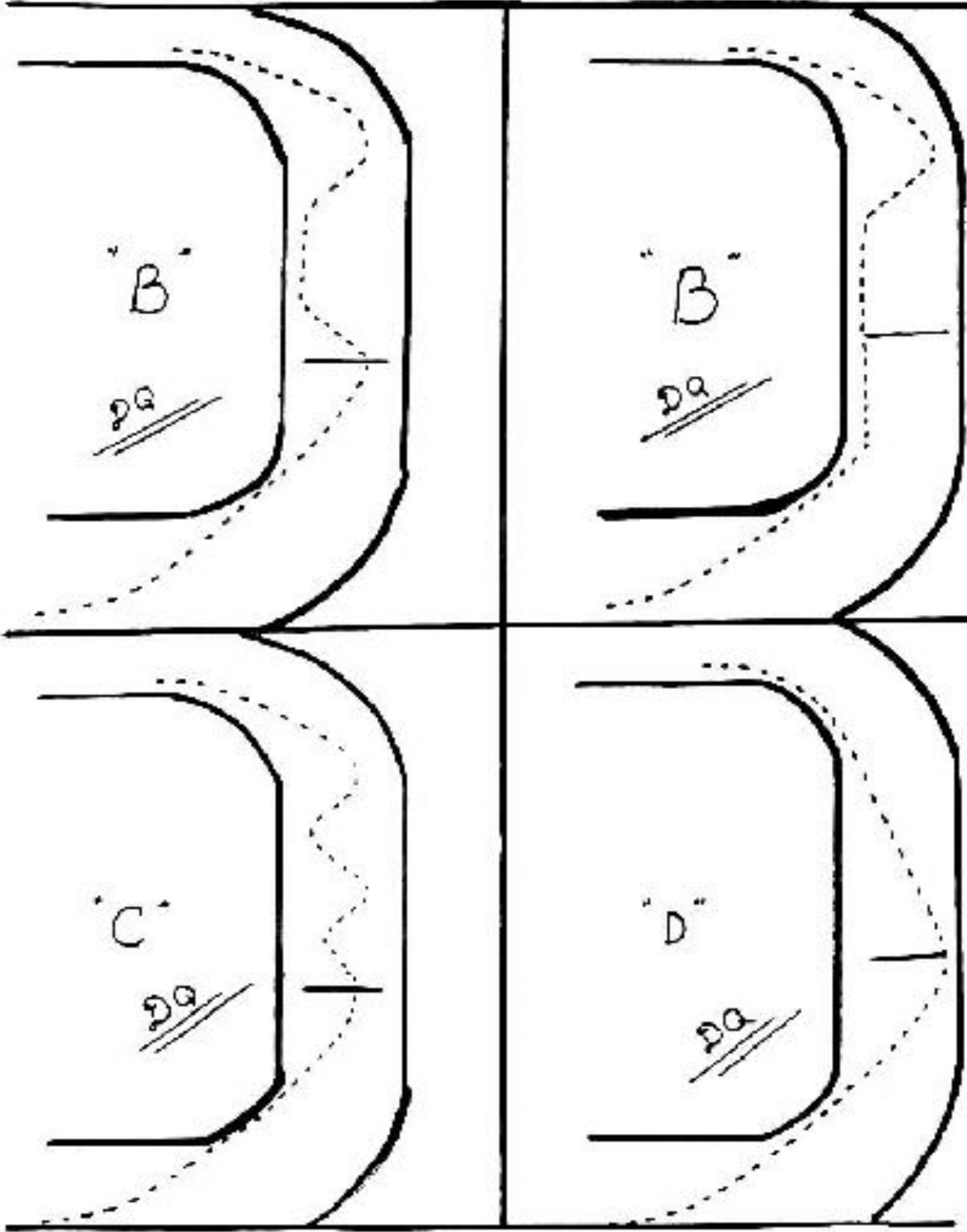
As you proceed through a corner, you are allowed one move to establish your line down the straight away. This must be done safely with no abrupt or choppy moves. Once you establish your line, follow this line to the end of the straight away. See illustration A and B:

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 away. See illustration B:

You must therefore take the turn from the inside line. While you are traveling down the straight away you are not allowed to swerve from side to side or take a diagonal line down the straight away. See illustration C and D:

At Avon Kart Speedway, the straight away can be three karts wide. You may not use multiple lanes to prevent passing. Example: Down the main straight away no straddling the line.





Scoring/Points Awarding Procedure

Race Weekend Point Rules

Summer Series Point Total (Oval & Sprint)

- 17 race weekends are planned for 2017.
- A driver's points for the season will be the total of their best 12 finishes.
- Club members will be required to compete in 10 races to be eligible for trophies.
- Non-members will not be eligible for trophies.
- If more than two cancellations (for rain or other reasons) occur, makeup races will be scheduled beginning with the first available Saturday after the third cancellation to meet our minimum target of 15 races for the season. If makeup Saturday races are not possible within the remaining summer series due to persistent weather factors, Saturday's into the fall series will be utilized. ***The intent is to provide a minimum of 15 scoring opportunities.***

Fall Series Point Totals (Oval & Sprint)

- Six race weekends are planned for 2017.
- A driver's points for the season will be the total of their best 4 finishes.
- Club members will be required to compete in 4 races to be eligible for trophies.
- Non-members will not be eligible for trophies.
- If more than one cancellation (for rain or other seasons) occurs, a makeup race will be scheduled beginning with the first available Saturday after the cancellation to meet our minimum target of 5 races for the season. If makeup Saturday races are not possible within the remaining fall series due to persistent weather factors and/or makeup races required for the summer series, the board will weigh available options at that point including a reduction of the best 4 finishes by the number of scoring opportunities below 5. ***The intent is to provide a minimum of 5 scoring opportunities.***

Race Weekend Point Rules for Sprint

There are two heat races and one feature race scheduled for each race day. Transponders will be available to rent on race day for a charge of \$5.

Grid order for the first heat will be determined by the number you draw at registration (lowest number on pole to highest number at the back). Grid order for the second heat will be inverted from the first heat.

Results for each heat will be scored per the WKA point progression (200, 175, etc.). The sum from the two heats will determine grid position for the final feature race. In the event of a tie, the driver with the lowest number drawn at registration will be placed ahead of the other driver on the grid.

Grids line up with the first (pole) and all other odd number position on the inside relative to the first corner with even numbers on the outside. The driver awarded pole position may elect to switch places with the second place (outside) position, but this switch only applies to the front row.

Kid karts all receive first-place participation points.

For all other classes, your finishing position for the day will be based on the results of the final race and scored per the WKA point progression; 1st place gets 200 for the day, 2nd place gets 175, etc., plus the number of entries per class.

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

Only members can score points towards year-end trophy awards. Everyone's finishing position will count, but points toward the year-end totals will be calculated as if non-members are invisible. As an example, if a non-member finished second over a third place member, the non-member is recognized as the second place finisher, but the third place member receives second place points toward their year-end totals. This point shift will be cumulative (ex: if there are three non-members finishing in front of a member, the member's points are bracketed up three positions). If a driver wants to become a member after having raced for a number of weeks, the three weeks prior to membership are calculated as if he/she had finished last on those dates, providing the driver has participated in those races.

Did not start (D.N.S.) will get no position points for heat races. You must take the green flag to qualify for any heat position points. In the final feature race as long as you qualified for position points in at least one heat you will be rewarded last place points for the day. Non-member points do not count toward the championship, they are only included in the race day scoring results.

Did not finish (D.N.F.) will get last place points. If two karts go out (i.e., due to an accident) at the same time, your scoring position will be determined by your last lap.

The black flag for mechanical failure will result in last place points for the race, or heat, based on the number of karts that are remaining on the track at the time of the mechanical failure. (Ex: If six karts are racing and one kart comes off the track, and the black flag is given to a karter for mechanical failure, then that kart will receive 5th place.)

The black flag for unsportsmanlike or aggressive racing incidents will result in no points for that heat.

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 multiple classes as long as you meet all the qualifications and pay an entry fee for each class. **Points will not be transferred from one class to another.**

Race Weekend Point Rules for Oval

Heat races will be lined up according to the draw number.

- Lowest draw # starts on the pole position for 1st heat race.
- Invert order for 2nd heat race.

Position points will be given for where you finish in each heat race.

- 1 point for last place
- 2 points for second to last place and so on.
- 1st place will get the highest number of points for each heat race according to kart count.

All classes, if combined and running together, will get points for where they finish overall for that heat. These points will be added to the drivers feature points.

Feature races will use the club's regular point's format and then be added to heat points.

- If you get 1 point for last place in heat one, 1 point for last place in heat two, and 200 points for 1st place in the feature then your total for the day is 202.

If classes are combined for the feature, then the finish positions will be scored by class for total points.

Starting positions for the feature will be determined by where a driver is in the standings per points given for the 3 previous weeks (except at start of the season).

Most in points per the last 3 weeks will start last in the feature, 2nd in points will start second to last, and so on.

In the event of combining multiple classes in the feature, the class with the fastest lap time for the day will start in the back with the slowest lap time class starting in the front.

Points are to be awarded only to club members with non-members being shown as 'invisible' when it comes to finishing order.

If a driver misses a race week, that week will be seen as a 'win' when determining where that driver figures in for the feature start position of his/her next race.

The handicap system is used to improve spectator viewing and competition.

Questions? Call John Kowalski @ 585-730-9636.

Trophies, Plaques, and Awards

Members 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 of \$20 will be charged after that time. Members can purchase additional plaques for \$20/ea if they run multiple classes. An engraved plate is available to all drivers 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 towards year-end championship awards and trophies.

Members will be awarded trophies for year-end championship at the annual banquet based on the class requirements and points. 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 representatives 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 break between the events, unless it is at a 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 make a call for a technical inspection of any or all 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. 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 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/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 \$25 of the inspector's fee. All points will be disqualified for that 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 the 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 was 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 within one hour of said infraction. The protest will be reviewed by the Race Director and an appropriate action will be determined. Protest forms can be obtained through any board member and are available at the registration office. If a driver/person is injured then the race results will not be finalized until further review. This decision will be made by the next scheduled club race.

Refusal of tech inspection or compliance with a protest will result in disqualification and loss of 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 the 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. You must also have the necessary safety equipment/clothes when driving a kart on the track. It is required to have at least one person in the pits as a spotter in case of emergencies. 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 designated club events, or when the track has been reserved, will likewise be subject to 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 greatly appreciated!!

Turn One Rule

In the interest of safety, the “Turn one rule” for all Sprint racing at GVKC on the main course in the normal counter clockwise direction is defined as follows:

After the green flag is waved, drivers must remain in their starting lane through the exit of turn one until their kart passes the painted line. A driver will be in violation of this rule if they start on the inside and their right side tires cross to the right of the center divisional line or if they start on the outside and their left side tires cross to the left of the same line.

Violations of this rule will be called by the race director based on their judgment and input of the turn one flagger(s). The **minimum penalty for occasional violations of this rule** will be as follows:

All drivers who violate the rule as determined by the race director are penalized by being moved two positions back from their actual finishing position in the heat or race. Drivers who did not receive a penalty in the same heat or race are moved up in position in their respective order to fill positions vacated by the penalized driver(s). If a penalized driver finishes next to last or last in their heat or race, they still receive points equal to two positions less than their finishing position.

Example 1:

By kart number order, six drivers finish as follows starting with 1st place:

88, 23, 16, 92, 12, 50

The race director determines karts 23, 16, & 92 (2nd, 3rd & 4th) all violated the turn one rule. The revised order would be:

88, 12, 50, 23, 16, 92

Example 2:

By kart number order, five drivers finish as follows starting with 1st place:

88, 23, 16, 92, 12

The race director determines karts 23 & 92 (2nd & 4th) violated the turn one rule. The revised order would be:

88, 16, 12, 23, --, 92 (Note – no 5th place points awarded, kart 92 moves from 4th to 6th)

Example 3:

By kart number order, six drivers finish as follows starting with 1st place:

88, 23, 16, 92, 12, 50

The race director determines karts 23, & 16 (2nd & 3rd) violated the turn one rule. The revised order would be:

88, 92, 12, 23, 16, 50

Chronic violators or drivers involved in more serious incidents may be subject to additional penalties at the discretion of the race director, including being placed at the rear of subsequent starting grids until demonstration of compliance is shown and/or deduction of finishing position points in feature race(s).

Parental Consent for Minors

Per our insurance requirements, a parental consent form must be signed by **a parent or legal guardian** before a minor can enter the pits for the first time during a race season, either as a driver or non-driver. For subsequent visits during the season, an accompanying adult may sign off on the NKA Minor Report at registration.

Please note: A legal guardian is not simply a relative or someone designated by a parent to be responsible for their child for the day. It is someone officially appointed by the courts to serve as Legal Guardian for a particular minor.

If a minor will attend his/her first GVKC practice or race event for the 2016 season with an adult other than a parent or legal guardian, a parental consent form may be obtained electronically and signed in advance by a parent or legal guardian. **It must be printed in color and notarized by a Notary Public in order to comply with insurance regulations.** Please see the Information/Forms page of GVKC.org or contact a board member to obtain the form electronically.

Additionally, we recommend that parents/legal guardians provide the responsible adult with a document authorizing consent for emergency treatment of minors in absence of parents or legal guardians.

Acknowledgement

I acknowledge that I have read, understand and will comply with all the rules and regulations stated in the 2017 GVKC Rulebook.

DRIVER NAME (Print): _____

DRIVER SIGNATURE: _____

DATE: _____

PARENT SIGNATURE OF MINOR DRIVER: _____

DATE: _____

The latest version of the rulebook is available at:

gvkc.org/information/rulebooks/