



**2018**

# **GVKC Rulebook**

**Genesee Valley Kart Club  
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# Table of Contents:

	Page
Mission Statement 2018	3
Spirit and Intent	4
Member and Participant Responsibilities	4
Sportsmanship	4
GVKC Board of Directors	4
Board of Director Responsibilities	5-6
Membership	7
Parental Consent for a Minor	7
Competition Age	7
Kid Kart Guidelines	7
Kart Number Assignment	7
2 and 4 Cycle and Oval Class Structure	8
Registration of Race/Practice Days	9
Reimbursement	9
Weather Cancellation/Rain Out Policy	9
Practice, Racing, and Pit Pass Fees	10
Saturday Oval Race Day Schedule/Practice Rules	10
Sunday Road Course Race Day Schedule	11
Race Format – Line-up, Starting, Heats	11
Safety Inspection	12
Protective Clothing	12
Racing Flags	13
Driver and Minor Driver Responsibilities	14
Driver Racing Rules	15-16
Driver Signals	16
Pit/Track Rules	16-17
Track Usage/Rental	18
Golf Cart	18
Scale House	18
Tower Rules	18
Overtaking & Blocking	19
Scoring/Points and Awarding Procedure	20
Road Course Points Rules	20-21
Oval Points Rules	22
Trophies & Awards	23
Tech Inspection/Protests	23
Acknowledgement	24

## **Mission Statement 2018**

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 and 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, 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 due to 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 safe conditions and operation of a kart in competition rests with 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 NKA rulebook supplemented by this rulebook. Anything not found in the GVKC rulebook is presumed to be covered by the NKA manual. Members that may wish to purchase the NKA Tech Manual can request one for ordering. Any updates or amendments to the GVKC rulebook will be posted on the website ([www.GVKC.org](http://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 NKA Manual and members are responsible to obtain these updates.

## **Sportsmanship**

Please be courteous and respectful to all drivers on and off the track. 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 deemed necessary. This may include temporary or permanent suspension and/or forfeiture of points.

## **GVKC Board of Directors - 2018**

**President:** Darla Frederick

**Vice President:**

**Co-Secretaries:** Meg & Jed Hunter

**Treasurer:** Al Gutberlet

**Race Director:** Brenna Orlop

**Assistant Race Director:** Trentin Frederick/Kurt Thiel

**Head Flagger:**

**Points and Online System:**

**Safety Director:** Ted Moreau/Mike Heinsler

**4-cycle Rep:** Rich Gamrod

**2-cycle Rep:** Don Foley

**Promotions:** Trevor Frederick

**Vintage Liaisons:** Scott Kneisel/Sam Polito

**Oval Liaisons:** Dave Farnan/John Kowalski

**Groundskeeper:**

# **Board of Directors Responsibilities**

All board positions have voting privileges, except as noted by asterisks. 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 good communication to the membership relative to registration, rules, and scheduling.
- Support the practice days by volunteering to oversee practice at least three times during the season.
- Ensure all activities hold the safety of the membership and spectators in highest regard.
- Pursue track 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.

## **Safety Director**

- Ensure the safety of the members at the track.
- Reviews all karts before they are allowed on track to ensure all safety features/hardware are in place.

## **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.)

## **Treasurer**

- 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), garbage, 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 ensures 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 NKA to ensure fair and safe racing.
- Educate club members about racing, racing lines, bumping, etc.
- Oversee races and resolve conflicts.
- Call for tech, oversee tech, and address all protests.

## **Assistant Race Director**

- Assists the Race Director during race days with any help they might need.
- Keep an eye on races in case your input is needed to resolve conflicts.

## **Head Flagger**

- Supports the Race Director and fills in if the Race Directors are unavailable.
- Responsible for the Start/Finish flagging for each race day and driver infraction rulings.
- Watches the races to ensure safe driving or any decision making.
- Provides description of different flags and their use as needed.
- Insures all corners are staffed with flaggers before releasing drivers from the grid.
- 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 scorers with decisions on close finishes at the start/finish line.

## **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.

## **Points/Online System**

- Develop and maintain website content.
- Manage GVKC board email lists.
- Develop and maintain point collection, calculation, and updating to the website.

## **Groundskeeper**

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

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

- Obtain the plaques for the members at the beginning of the season.
- Coordinate and obtain the prizes, awards, and trophies (including summer and fall series) for the banquet at the end of the season, or any other event awards necessary.
- Coordinate all other banquet arrangements (mailings, place, time, decorations, etc.)

## Membership

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. If you are not a member you will pay non-member fees and will receive no points toward year end awards. Member driver plaques are available for \$20 to keep their placement race day tags on. All members have the right to vote or bring motions to the board of directors for further consideration. For more information go to [www.GVKC.org](http://www.GVKC.org). **Birth certificates may be required of anyone under the age of 18. \*Membership fees subject to change.**

- Annual membership (\$110) entitles 'member' fee entry into pit area for regular club racing events.
- A spousal membership (\$50) is for any spouse whose husband/wife is a full paid member.
- A gold membership is \$550 which entitles a driver to member fees and unlimited track rentals.
- Children 5 and under (that is not a driver) will not be charged for a membership (See Racing Fees and Pit Rules).

## Parental Consent Form for Minors

As of 2018 a minor that is entering the pits, either as a driver or non-driver, must sign a Parental Consent Release and Waiver of Liability Assumption of Risk, and Indemnity Agreement form with their parent or legal guardian. If a minor wants to attend the track with an adult other than their parent/guardian and needing a pit pass, as a driver or non-driver, the Parental Consent form must be printed out in color, signed by the parent, and notarized. The minor must then bring that in with their attending adult and present it at registration. A minor will not be allowed in the pits without this form being signed.

## Competition Age

All drivers must abide by the ages listed in each class structure section. A driver's actual age as of June 1<sup>st</sup> 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 can 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 are 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 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, as GVKC relies on transponders for scoring. However, numbers must be clearly visible if manual scoring is required. Kart numbers must be on the front, back, and both sides of the kart. Numbers should be a size and color that can be easily visible for scoring. You may be asked to add a letter if the same number duplicates in a class.

## Kid Kart General Guidelines

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

- 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.
- Kid karts will be randomly teched at the Race Director's discretion.
- 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	150lbs.
2-cycle Sportsman (5 engines included)	KT-100 (gas/oil) Small carb/RLV 4 hole can exhaust KT-100 (gas/oil) Large carb/RLV 3 hold can exhaust Vortex Mini Roc 60cc IAME Mini Swift 60cc Comer 80cc	8-12	235lbs. 250lbs. 245lbs. 250 lbs. 225lbs.
Jr. Yamaha Super Can	KT-100 (gas/oil) Large Carb/Can Exhaust	12-15	310lbs.
Sr. Yamaha Sportsman	KT-100 (gas/oil) Large Carb/Can Exhaust	15+	325lbs.
Sr. Yamaha Pipe	KT-100 (gas/oil) Large Carb/Pipe Exhaust	15+	380lbs.
Sr. Yamaha Masters	KT-100 (gas/oil) Large Carb/Pipe Exhaust	35+	390lbs.
Tag Sr.	NKA Tag Rules	16+	
Shifter	125cc Gear Shift	15+	380lbs.

**Tires** – 2 cycle classes will run Red MG Tires 4:60, 6:00 or 7:10 (2-cycle Sportsman can also run LeCont Red)

**Fuel** – Per NKA specs

## Four Cycle Class Structure

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

**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). Tire sizes are 4.50 all around or 4.50 fronts with 6.00 rears on 5-inch rims.

**Tires** – 4 cycle classes will run Bridgestone YLC or Vega Reds.

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

## Oval Class Structure

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

**NOTE: Classes and weights to be run at GVKC for the season will be finalized before the season begins.**

GVKC rules for karts are based on current NKA Technical Manual unless otherwise stated. CIK noses and side pods are acceptable. **NO CARBON FIBER TIE ROD ENDS ALLOWED.**



## **Registration for Race/Practice 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/practice day prior to entry to the pit areas. Registration includes signing all necessary paperwork, completing the driver slip (if you are a driver), paying fees, and obtaining a wristband – to be worn on your wrist (and visible) for the entire race day. Anyone entering the pits that have not registered will be subject to suspension from the day's activities. Violators may cause drivers to be disqualified at the Race Director's discretion.

## **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. Once you enter track you may not get a reimbursement.

## **Weather Cancellation Procedure**

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

### **Saturdays and Sundays:**

- At least one board member to be onsite to assess conditions and provide input to the race director no later than 11:00 am.
- If the race director determines that the course cannot be race ready by 12:30 pm, the race day and open practice will be cancelled.
- If cancelled, a notice will be posted on the GVKC website by 12:45 pm.

## **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 that registered to race that day, refunds will be given to non-members drivers as well. 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 their 1<sup>st</sup> 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 the classes that completed both their 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 only finished one heat, then they will only receive 200 points and no money or credit will be refunded.

**Rule #4** – Pit pass money is never refundable.

**Rule #5** – After the third rainout during the season we will add a rain date, and one rain date per rainout thereafter.

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

## Practice, Racing, and Pit Pass Fees

**Practice Fees:** Member Driver - \$15  
Non-Member Driver - \$25  
Motorcycle Member - \$ 25  
Motorcycle Non-Member - \$35

**Racing Fees:** Oval Member Driver - \$25  
Oval Non-Member Driver - \$35  
Road Course Member Driver - \$35 (1<sup>st</sup> class), \$25 (2<sup>nd</sup> class/driver)  
Road Course Non-Member Driver - \$45 (1<sup>st</sup> class), \$35 (2<sup>nd</sup> class)

**Pit Pass for Non-Drivers:** \$5 Member/\$15 Non-Member  
All children 5 and under - \$5.00 (Non-driver, accompanied by parent)

## Saturday Oval Race Day Schedule/Practice Rules

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

### Saturday Schedule:

9:00am – Track Opens (weather permitting)  
9 - 10am – Registration  
10 - 11am – Oval kart practice; start motors  
11:00am – 3 rounds of oval racing/open practice\*\*  
4:15pm – Practice ends  
4:30pm – Motors must be shut off  
5:00pm – Track Closes for the day

### 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. Additionally:

**Rule #1:** Jr. and Sr. drivers should 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 #2:** As a general rule, 4-cycle and 2-cycle drivers are not allowed on the track at the same time together.

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. 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 give adequate space between karts to allow for practice.

**Remember, you are not racing...it is ONLY PRACTICE!**

# Sunday Road Course Race Day Schedule

## Sunday Schedule:

- 9:00am – Track Opens (No engines started before 10:00am)
- 9 - 11am – Registration (if you arrive after 11 you will start in the rear of all heats)
- 10:00am – Main Gate Closes (Drivers/Trailers 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.)
- 10 - 11:30am – Practice (each class will normally receive two rounds)
- 11:30 - 11:45am – Mandatory Drivers Meeting – all Junior drivers must have an adult attending
- 11:45am – Racing begins – each class has 2 heats and a feature.
- 4:30pm – Motors must be shut off
- 5:00pm – Track Closes for the day
- 6:00pm – Facility Closes – all spectators, racers, and crews must leave the grounds.

**Note:** There will be a 15-minute break between the second heat and the feature.

## Race Format – Line-up, Starting, Heats

**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 line-up 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 1<sup>st</sup> and 2<sup>nd</sup> 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 line-up 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. Jumping the start will cause a restart. If it happens again the flagger may send you to the back.

**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 from the first heat.

**Feature:** The line-up is determined by adding the points of heat one and two for each driver. 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.

## **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 meet one of these standards: (Snell SA 2000 & M 2000 Helmets are no longer legal)

- M 2010 (legal through 2021)
- CMR 2007 youth helmet (legal through 2020)
- CMR 2026 (legal through 2026)
- Snell SA 2010 (legal through 2021)
- SFI 24.1/2010 (legal through 2021)
- SFI 31.1/2010 (legal through 2021)
- SFI 41.1/2010 (legal through 2020; not legal for vehicles with driver restraint systems)
- 24.1/2015 (legal through 2026)
- 31.1/2015 (legal through 2026)
- 41.1/2015 (legal through 2026)
- 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.

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

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

**Shoes:** Racing shoes recommended. High top shoes, sneakers, or boots with a firm sole are all fine if they provide complete coverage of the foot. No sandals or bare feet allowed while racing. Shoes must be properly tied, and laces tucked away.

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

**Long Hair:** Must be contained within the helmet or driving suit before drivers enter the track. Drivers will receive a technical black flag for violations. Balaclavas are good for long hair.

## Racing Flags

The following signals must be understood and obeyed.

**Green:** Displayed at the start of the race, or practice session, and kept visible if 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 and stop in the pits. 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.

**Checkered:** 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.

**Checkered + Black:** During the running of any event or heat, the Race Director may use both the checkered and black flags at the same time to finish an event, or heat, if suspicions or reports of foul, rough, illegal driving, or unsportsmanlike conduct were present. 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.

## 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 may be disqualified for the day per Race Directors discretion.

**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 to compete in his/her respective class shall be suspended and forfeit points and awards.

**Rule #4** – Drivers are responsible for their pit crew at all times. Any offensive actions committed by a crew member will be reflected upon the driver and will be subject to a penalty.

**Rule #5** - 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 crew; 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 inhibiting during practice or running of any event will cause suspension or loss of points for the driver.

**Rule #6** – New 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.

**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 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 drivers, crew members, race officials, or spectators will lose his/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, or by vote of the GVKC board. The disqualification of 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 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 and the GVKC board.
- Rule #4** – Any competitor deliberately driving his/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 #5** – If during the progress of a race, a driver inadvertently leaves the course with all four wheels off the road, he/she must rejoin at the nearest possible point compatible with safety for themselves and other drivers without improving position. If 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 #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 can be carried on a 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 a kart allowed to be started on the track during a 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 their kart on or near the course during an event, it should be their first duty to place the 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.

## **Driver Signals**

**Rule #1** – Drivers shall signal by raising their hand if they intend to stop, pull off the track, slow way down, 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. Remember, restarting a motor is not permitted after a race is in progress. A kart may not re-enter the race after it has returned to the pits.

**Rule #3** – Drivers signaling to go into 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 over taken by another kart shall maintain their line. The race director or flagger will try to signal the kart being overtaken with the blue flag. A driver may then signal left or right on which side is safe to pass them on.

## **Pit/Track Rules**

The pits are defined as the fenced in paved pit area and the grassy area on the east side of the track. There will be no pit areas outside these designated areas.

**Rule #1** – At no time shall anyone be allowed in the pit area without a visible wrist band (must be worn on the wrist), which is obtained by filling out the requisite paperwork at the Registration Building, and adhering to the guidelines for pit passes.

**Rule #2** – **Entry to the pits from the track must be at a slow controlled rate of speed.** Driving a kart in any part of the pit area is prohibited. Anyone entering the pits aggressively or skidding in front of the scales may be disqualified! If a junior driver is caught hitting the kart in front of them on pit row they are subject to disqualification per the Race Director. Any senior driver caught hitting the kart in front of them is subject to immediate disqualification.

**Rule #3** – The sanctioning club is empowered to determine the number of persons per entry that may be permitted into the pit area. We also have the right to revoke permission that may have been granted to an individual for misbehavior, noncompliance with competitive regulations, or disobedience of race officials orders. Such revocation of privilege may lead to expulsion from the property.

**Rule #4** – Karts can only enter the track surface from the pit grid near the tower. 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 #5** - If two or more karts are involved in an incident, or a kart is pushed off the track by another kart, before the completion of lap one a restart is required. After one restart the race will continue unless the same kart causes another incident then another restart will be called with the kart causing the incident in the rear or subject to penalty.



**Rule #6** – Refueling and working on karts shall be done in the pit area only. Engines must be turned off and the driver must 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 driver have a first aid kit in case of minor personal injury.

**Rule #7** – No minors will be allowed out on the track as flaggers. You **must** be at least 18 years of age. No parent or pit crew member shall flag their drivers race.

**Rule #8** – For safety purposes we do not want anyone walking around on the track looking for parts/transponder that might have fallen off while a race is in progress.

**Rule #9** – Officials may conduct fuel and oil checks at any time 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.

**Rule #10** – The use of any open flame devices in the pits or the grid area is prohibited. No smoking near open flames or anywhere on the grid.

**Rule #11** – Any entrant disposing of fuels/lubricants in the pit/course area by pouring or spilling lubricants upon the ground may be subjected to board review to determine consequences.

**Rule #12** – 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/track officials may be exempt.

**Rule #13** - 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 and entering the pits.

**Rule #14** – No one is to go on the track once a race has commenced or when an accident occurs unless authorized to do so.

**Rule #15** – Skateboards, push scooters, bicycles, ATV's, motorcycles (not signed up to go on the track), 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 and out of the way.

**Rule #16** – No bare feet allowed in the pits. Shoes with open toes/heels are discouraged in the pit area.

## Scale House /Weight

All karts (except Kid Karts) are required to come to a complete stop before entering the scale house after each heat/race, and the engine must be shut off. Driving on the scale will result in loss of points for that heat/ race. Drivers 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. If you fail to go over the scales at the end of your heat/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.

## 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.

## 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 the track while karts are out. The golf cart must also stay near the grid during racing, so it gives faster access to an EMT in case of an emergency, and for safety purposes on the track.

## Track Usage/Rental: 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.** A track rental costs \$75 for 4 people. Any additional people must pay extra to be there. 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.

## Overtaking

When a kart is attempting to pass another kart and the passing kart is at least 50% of the way past, 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

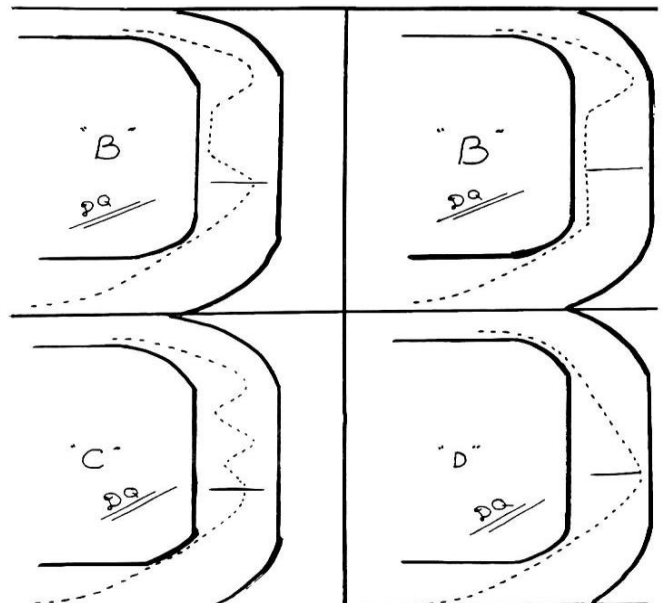
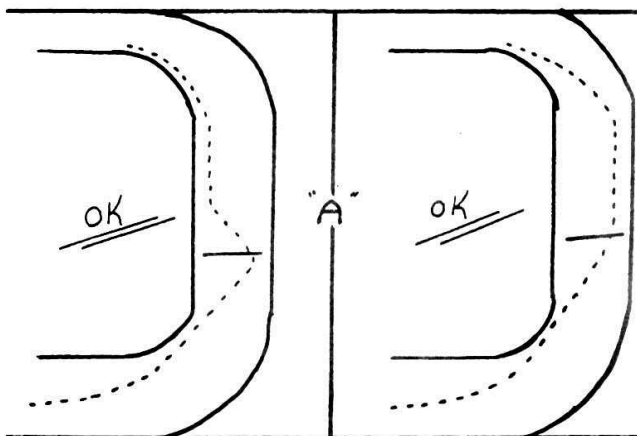
Blocking will not be tolerated. Blocking is moving into another line of travel, looking back, or crowding a kart to go off the track when you are aware someone is about to pass you and you try to prevent being overtaken. You will be disqualified.

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 & D:

At Avon Kart Speedway you may not use multiple lanes (swerving left/right), look back, or push/crowd a driver off the track to block or gain position.



# Scoring/Points Awarding Procedure

## Summer Series Point Total (Oval & Sprint)

- 17 race weekends are planned for 2018.
- 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, Saturdays into the fall series may 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 2018.
- 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 \$5.00. Kid karts are all hand-scored and receive the same amount of points at the end of the day for participation. 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 NKA 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 NKA point progression; 1<sup>st</sup> place gets 200 for the day, 2<sup>nd</sup> place gets 175, etc., plus the number of entries per class.

1 <sup>st</sup> -----200	7 <sup>th</sup> -----110	13 <sup>th</sup> -----65	19 <sup>th</sup> -----35
2 <sup>nd</sup> -----175	8 <sup>th</sup> -----100	14 <sup>th</sup> -----60	20 <sup>th</sup> -----30
3 <sup>rd</sup> -----155	9 <sup>th</sup> -----90	15 <sup>th</sup> -----55	
4 <sup>th</sup> -----140	10 <sup>th</sup> -----80	16 <sup>th</sup> -----50	
5 <sup>th</sup> -----130	11 <sup>th</sup> -----75	17 <sup>th</sup> -----45	
6 <sup>th</sup> -----120	12 <sup>th</sup> -----70	18 <sup>th</sup> -----40	

\*All finishing positions below 20<sup>th</sup> position will receive points equal to the number of entries in the class. Ex: 21 entries = 21 points, 22 entries = 22 points

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 few 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 points. 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.

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 driver for mechanical failure, then that kart will receive 5<sup>th</sup> place.)

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

The black flag for aggressive driving will result in last place points unless it is a repetitive incident, then it will result in 0 points for that race.

Any money races that are scheduled on a regular race day are to be included in club points. There will be one round of qualifying, one heat, and one feature. All entries must pay the money race entry fee to be included in that race day to receive points. If entrant does not want to pay they will elect to use a drop for their points.

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 if 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 1<sup>st</sup> heat race.
- Invert order for 2<sup>nd</sup> 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.
- 1<sup>st</sup> 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 driver's feature points.

Feature races will use the club's regular points 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 1<sup>st</sup> 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, 2<sup>nd</sup> 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 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 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.

## **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 racers 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 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 points for the day. A second refusal will result in suspension of racing privileges in any club event for the remainder of the year.

# ACKNOWLEDGEMENT

I acknowledge that I have read, understand and will comply with all the rules and regulations stated in the 2018 GVKC Rulebook.

**DRIVER NAME (Print):** \_\_\_\_\_

**DRIVER SIGNATURE:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

**PARENT SIGNATURE OF MINOR DRIVER:** \_\_\_\_\_

**DATE:** \_\_\_\_\_