

# 2026 GVMC Rulebook v1.0



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## **Table of Contents**

Mission Statement .....	Pg. 3
Code of Conduct/Sportsmanship .....	Pg. 3
Parental Consent for a Minor .....	Pg. 3
Membership .....	Pg. 4
Kart Number Assignment .....	Pg. 4
Competition Age .....	Pg. 4
Kid Kart Guidelines .....	Pg. 4
Class Structures .....	Pg. 4-6
Registration .....	Pg. 6
Fees; Practice, Race, Pit Pass .....	Pg. 6
Open Practice Structure .....	Pg. 7
Sprint/Oval Racing Structure .....	Pg. 7
Rainouts/Reimbursement .....	Pg. 7-8
Safety Inspection .....	Pg. 8
Weight/Ballast .....	Pg. 8
Protective Clothing .....	Pg. 8-9
Racing Flags .....	Pg. 9-10
Race Format - Line Up, Heats, Feature .....	Pg. 10
Scalehouse Procedure .....	Pg. 10
Track & Pit Rules .....	Pg. 10-11
Driver Racing Rules .....	Pg. 11-12
Blocking/Overtaking .....	Pg. 13
Tech Inspection/Protests .....	Pg. 13
Scoring/Points/Awards .....	Pg. 14
Sprint Point Rules .....	Pg. 14
Oval Point Rules .....	Pg. 15

## **Mission Statement**

Genesee Valley Kart Club is dedicated to maintaining a fair and civil atmosphere to give everyone an experience they enjoy and look forward to every week. At GVKC our goal is to support and guide everyone in obtaining knowledge and skills that will help on or off the track, as well as a sense of respect and sportsmanship. Safety is always an important factor when it comes to racing and having a basic understanding of the rules will assist in keeping everyone safe. Whether you're a member or non-member, rookie or veteran, competitive or there just for fun, we welcome you to join us for some great racing.

## **Code of Conduct/Sportsmanship**

Karting is a sport designed for the fun and enjoyment of everyone involved whether it is a racer, family, friends, or spectators. Everyone is required to be fully acquainted with the regulations, supplementary rules, and instructions governing all events and are bound by such regulations, supplementary rules and instructions. Your signature at registration implies consent.

**General Code of Conduct:** All persons at the Genesee Kart Club are expected to be courteous to everyone on the grounds, regardless of your purpose for being there. Anyone – driver, crew member, or spectator - that displays unsportsmanlike conduct either on or off the track to fellow drivers, crew members, race officials, or spectators and attacks another person - physically or verbally - will be told to leave. Severe infractions or repetitive violations can and will result in long term or permanent (lifetime) suspension. Genesee Valley Kart Club will not tolerate any rude, derogatory, or overly negative comments on social media directed toward the track, its officials, or members and may result in long term or permanent (lifetime) suspension. Length of suspension will be at our discretion.

While Genesee Valley Kart Club strives to be kid-friendly, parents must take responsibility for the actions and well-being of their minor children (racers and non-racers alike). Children should not climb on the fences, gates, or the golf cart. Any children you bring to the track are considered part of your pit crew. Their conduct is your responsibility. Infractions shall be dealt with accordingly.

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 partaking in such alcoholic beverages or illegal drugs during practice or running of any event will result in suspension and/or loss of points for their driver.

**Code of conduct for drivers:** Safety is every person's responsibility and must be shared in total. Prime responsibility for safe conditions and operation of a kart in competition rests with the driver. This includes class structure, protective clothing, racing flags, safety/tech requirements, and overtaking and blocking rules. Any driver who is overly aggressive on the track or displays unsportsmanlike conduct on or off the track to fellow drivers, crew members, race officials, or spectators will at a minimum be disqualified and lose his/her points for the day. The disqualification of zero points will NOT be dropped from the cumulative points for the year. A second offense may result in disqualification for the rest of the year or longer, up to and including permanent (lifetime) disqualification.

## **Parental Consent Form for Minors**

Birth certificates are required for the first year in Kid Kart, and may be required of anyone under the age of 18. **It is mandatory that a minor who is entering the pits, either as a driver or non-driver, 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 needs a pit pass, as a driver or non-driver, the Parental Consent form must be printed out in color, signed by the parents, 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.

## Memberships

Active members shall be those who pay annual membership dues and fill out the requisite paperwork. Members receive discounts at registration for practice/race/pit pass fees. Members will receive points on race day and year-end awards, where applicable. Non-members pay non-member fees and receive no points. Membership fees are subject to change. Children 5 (non-driver) & under will not be charged.

- **Adult Membership:** \$120
- **Minor Membership:** \$60 Any minor **MUST** have an adult sign up for a membership with them.
- **Spousal Membership:** \$60 Any spouse whose husband/wife is a full paid member. (Cannot use Spousal Membership as an adult membership with a minor.)

## Kart Number Assignment

Members may select their own kart numbers. However, numbers must be clearly visible if manual scoring is required. They also must be visible for the officials to see. **Kart numbers must be on the front, back, and both sides of the kart. Numbers should be a size and color that is easily visible.** You may be asked to change your numbers if they are not visible, or add a number if the same number duplicates in a class.

## Competition Age

All drivers must abide by the ages listed in each class structure section. A driver's competition age is determined by the age that they will be on December 31 of that year. For example; A driver is 9, but will turn 10 in November. As their age on December 31 will be 10, that driver is considered to be 10 for that year but can take advantage of the Option Year. 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: The driver's competition age for the year is 11. Their skill level and ability are better served in a class that requires the 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. Any racer falsifying their age to compete in his/her respective class shall be suspended and forfeit points and awards.

## Kid Kart General Guidelines

A Kid Kart driver must be a minimum of five years old the first day s/he enters competition or uses the track for practice. **You must provide a Birth Certificate to verify age if you are a first time Kid Karter.** Kid Kart air filters may include stock, K&N, or similar. CIK only - front bumper. All Kid Karts must run the same gear ratio. (17/57 for LO206 35 chain, 10/89 Comer 50cc). Even though there are no weekly points, all Kid Kart drivers will receive the same year-end trophy, provided they meet the requirements of eligibility for awards. Kid Karts may be randomly teched. No DQ's will be given, but if you fail tech, you will be teched on the grid next time you race. If you fail a second time, you do not race.

GVKC rules for karts are based on the current NKA/CKNA Manual unless otherwise stated. **All karts MUST** have a rear bumper with a full loop style covering rear tires, and have a lower cross bar installed between the mounting bolts. Kid Karts must weigh at scales. **Kid Kart Chassis weight is 200 lbs, and Cadet Chassis weight is 215 lbs.**

## 2-Cycle Class Structure

<u>Class</u>	<u>Engine</u>	<u>Age</u>	<u>Weight</u>
Kid Kart	Comer 50cc	5-8	
2-Cycle Sportsman (Includes 5 engines)	KT-100 (gas/oil) Small Carb/RLV 4 Hole Can Exhaust	8-12	235 lbs.
	KT-100 (gas/oil) Large Carb/RLV 3 Hole Can Exhaust		250 lbs.
	Vortex Mini Roc 60cc		245 lbs.
	IAME Mini Swift 60cc		250 lbs.
Jr. Yamaha	Comer 80cc	12-15	225 lbs.
	KT-100 (gas/oil) Large Carb/Can Exhaust		310 lbs.

Jr. Tag	IAME engines	12-15	320 lbs.
Jr. KA-100		12-15	310 lbs.
Sr. Yamaha	Can: KT-100 Large Carb/Can Exhaust	15+	325 lbs.
	Pipe: KT-100 Large Carb/Pipe Exhaust		380 lbs.
Sr. Tag	NKA Tag Rules	16+	360 lbs.
Sr. KA-100		16+	370 lbs.
Shifter	125cc Gear Shifter	15+	380 lbs.

**Tires:** 2-cycle classes may run Mojo D2s or MG Reds 4:60, 6:00 or 7:10. KA/Tag/Shifter classes are open tire.

**Fuel:** VP 98, Sunoco 100 Leaded, Aviation Leaded 100 Octane

### 4-Cycle Class Structure

<u>Class</u>	<u>Engine</u>	<u>Age</u>	<u>Weight</u>
Kid Kart	Briggs LO206 w/ Black Slide .310	5-8	
LO206 Sportsman	Briggs LO206 w/ Green Slide .490	8-12	265 lbs.
LO206 Junior	Briggs LO206 w/ Yellow Slide .570	12-15	320 lbs.
LO206 Sr. Light	Briggs LO206	15+	340 lbs.
LO206 Sr. Medium	Briggs LO206	15+	365 lbs.
LO206 Sr. Masters	Briggs LO206	35+	390 lbs.
LO206 Legends	Briggs LO206	40+	375lbs.
Blue Plate Jr.	Sealed Animal w/ Blue Plate	8-10	250 lbs.
Gold Plate Jr.	Sealed Animal w/ Gold Plate	11-15	275 lbs.
Sr. Animal Light	Sealed Animal	15+	325 lbs.
Sr. Animal Heavy	Sealed Animal	15+	375 lbs.
Sr. Animal Masters	Sealed Animal	60+	375 lbs.
Sr. Open	Modified (just about anything you have 4 or 2 cycle)	16+	350 lbs.

**Fuel:** 87 ethanol (additives such as octane boosters, oils, or other performance enhancers are not allowed.)

Sealed Animal classes will run on non-ethanol.

**LO206 Classes:** LO206 classes run Vega VAH Reds. Junior/Senior - 4:6 Front, 6:0 Rear tires.  
Sportsman/Kid Kart - 4:6 Front and Rear. LO206 also follows Briggs & Stratton/CKNA guidelines

**Sealed Animal Classes:** These classes are **Club Class Only** provided and run by Rich Gamrod. (Open Tire)

### Oval Class Structure

Oval follows NKA rules. Engine rules must comply with AKRA box stock clone rules and run on 87 pump gas. Open tire, NO prep.

<u>Class</u>	<u>Age</u>	<u>Weight</u>
Jr. Clone III	12-15	320 lbs.
Sr. Clone Light	15+	330 lbs.
Sr. Clone Heavy	15+	375 lbs.
Sr. Clone Super Heavy	15+	400 lbs. (driver minimum 200lbs.)

### Motorcycle Rules

All motorcyclists must wear the appropriate safety gear while on the track. Motorcycles/Bikes must be no bigger than 600cc. Bikes must be trailered in, and not allowed on the track if it is street legal and you rode it on that day. No dirt bikes, or pegs that will dig into the track. No treaded tires, or loud exhausts.

## Vintage Structure

Any kart chassis 1992 or older. All VKA safety regulations will be required, including spec tires, guards, safety wired and/or cotter pin bolts, etc. Even though all vintage karts will be running together, all karts should fit within a specific VKA class. Being that they are guidelines and not rules, some flexibility will be allowed to let karts run. Karts will be gridded based on performance, with the fastest in the front and slower karts in the back. If all drivers agree, they can grid themselves in the order they prefer. Three heats of six laps each. This class will be for exhibition only, and no contact will be allowed or tolerated! The idea is to preserve the history of the sport and to let other drivers and spectators enjoy the sights and sounds of karts from years past. Any vintage karts are welcome to race anytime.

### Additional Vintage Regulations for GVKC/VKA events:

Because Vintage karts can be inherently more dangerous than their modern relatives, extra rules, care and consideration are required in order to have safe vintage only events where competitive demonstration heats are being run. These rules are in addition to the GVKC rules called out in this document as well as the VKA guidelines for 2024 which also must be adhered to.

- 1) During cornering, if more that 25% of the kart is purposely positioned off the track pavement (outside or inside) in order to gain position, the driver will be warned with a rolled black flag. If this offense is repeated, the driver will be black flagged and disqualified from the heat.
- 2) No purposeful bumping, crowding or blocking will be tolerated. You will be black flagged and disqualified from the heat.
- 3) After the green flag is thrown all drivers MUST maintain their position until clearing the first corner, no passing or changing position will be tolerated before corner #1.

## Registration for Race/Practice Days

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

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 the waiver of liability, completing the driver slip (if you are a driver), paying fees, and obtaining a wristband. The wristband must be worn on your wrist and visible for the entire race day. Anyone entering the pits that has not registered will be subject to suspension from the day's activities and possibly your driver receiving zero points for the day. All minors, and parents, must sign the **PARENTAL CONSENT RELEASE AND WAIVER** the first time you visit the track.

### Practice, Race, & Pit Pass Fees

#### Practice Fees

Member Driver	\$25
Non-Member Driver	\$35
Motorcycle	\$40
Motorcycle Member	\$30

#### Pit Pass/Transponders

Member Pit Pass	\$10
Non-Member Pit Pass	\$15
Transponder Rental*	\$10

\*Transponders are **Mandatory** for all drivers. **Must leave ID at registration if renting one & returned at the end of day.**

Children 5 & under (non-driver) are FREE but still need a wristband from registration.

#### Racing Fees

Member Driver	\$45
2 <sup>nd</sup> class/driver	\$25
Non-Member Driver	\$55
2 <sup>nd</sup> class/driver	\$35

## Open Practice Days/Rules

There will be **NO track rentals this year, but we are adding 2 practice days during the week! Saturdays, Mondays, and Wednesday's are open practice for all drivers, member or non-member, weather permitting.** If you are a newer driver and want to go out by yourself for your practice laps, just give the track official a heads up. As any practice day, when you are ready to go out on the track line up to the front of the grid. Be aware of who else is going if there is a group of you. If you go on the track a few minutes after a group already went out, and your group gets flagged in, **YOU MUST** come off the track as well! If you plan on coming on a Monday or Wednesday, you could always email us so we know to expect you but not necessary. If we close one of those days due to weather we will send out an email and post on FB.

### Practice Schedule:

9am – Track & Registration Opens

10am – Open Practice may begin (motors may not be started before 10am)

5pm – Practice ends, and motors must be shut off. Track closes for the day

### Practice Rules:

- Everybody entering pits or using the track **MUST** sign in and wear a wristband. Once you have registered and received your wristband, you may use the track when it is available. Same basic rules are followed as if it were a race day; it relates to the pit area, driving, tech, safety requirements.
- Be considerate of others who are there to practice. Extreme caution, courtesy, and common sense will make practice safe for everyone. During this time, GVKC officials will be watching your driving. To promote safe karting and good sportsmanship GVKC reserves the right to restrict any driver for whatever reason from participating in the racing program. When entering the track please give adequate space between karts to allow for practice.
- Limit your time on the track accordingly! There are others that want to practice as well.
- Kid Kart drivers are only to be on the track with Kid Karts, no other class. Motorcycles are only to be on the track with other motorcycles, no karts.

## Race Day Schedule (Sunday)

**\*\*Please register before going into the pits.\*\***

9am – Track Opens (no engines started before 10am)

9 - 10:30am – Registration (if you arrive after 10:30 you will start in the rear of all the heats.)

10 - 11:30am – Practice (each class normally receives two rounds)

11:45am – Mandatory Drivers Meeting – all Minor drivers must have an adult attending.

12pm – Racing begins. Each class has 2 heats and a feature.

5pm – Racing ends/Trophy Call

6pm – Facility closes

Spectators are welcome to join us for Podium at the end of the day.

## Rain Out Policy/Reimbursement

If the course cannot be race ready by 11:00am, that day's activities will be canceled. News will then be posted to the website or social media. Emails are sent through MailChimp, which you can sign up for on our website. We may hold one practice if there is a threat of rain later in the day. Or, we may start practice a little late if the track is wet.

**Rule #1** – Pit pass money is **not** refundable. Once you enter the track you may not get reimbursed. If a driver has a mechanical failure prior to entering the track, they are eligible for reimbursement.

**Rule #2** – 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 to all drivers that registered that day, non-members as well. Race day credit is good for GVKC races and only redeemable in the current racing year. If one full round of heats have been completed by each class, the race day will be called complete with each participant receiving their finishing points for heat 1 and no credit is issued.

**Rule #3** – If both rounds of heats are completed but not able to get the features in, they will receive points according to their feature line-up.

## Safety Inspection

**Mandatory: you must have a brake tether cable.** You must pass inspection before being allowed on the track. 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. Stickers indicating compliance must be displayed on your kart. All drivers must have a fire extinguisher of CO2 or dry chemical to be kept in their pit area. It is also suggested the driver have a first aid kit in case of a minor personal injury. A safety inspection sheet is located on our website, or at the registration building, that new drivers should look over to learn the responsibility of what to look for when checking over your kart. : Safety Tech Standards: The following connections must use a nylock nut (or mechanical where specified), and/or safety wired/pinned/ clipped during all official sessions; • Pedals (brake and throttle) • All brake rods and safety tether • Master cylinder to frame • Calipers to frame/spindle • Rotor to hub bolts (mechanical lock nuts required) Kingpins • Steering shaft to frame • Tie Rods (all mounting points) • Steering hub to steering shaft • Steering wheel to steering hub (all - minimum 3) • Third Bearing Support bolts to the support mount, or to each other (minimum 2)

## Weight/Ballast

All bolt-on weight must be white in color with the kart number clearly marked. All weight added to meet minimum kart/driver weight requirements shall be bolted and safety-wired to the kart with a minimum 5/16 or 8mm through bolt. Weight over 7 pounds will require a minimum single 3/8 bolt, or two 5/16 bolts. All bolts use double nuts, with threads of at least 1/4" still visible. Drilling and using cotter pin/safety wire in addition to the double nuts is highly recommended. Weight mounted to the seat should use a large washer to prevent the head of the bolt from pulling through the seat. No weight may be mounted to the underside of the chassis. Carrying of ballast on the driver's person is prohibited. **If a lead weight falls off your kart during a race you will be penalized and receive 0 points.**

## Protective Clothing

Protective clothing is to be worn at all times a driver (Kart or Bike) is on the track, practicing or racing!!

**Helmets:** Full face helmets of approved design, which are specifically manufactured for racing, are mandatory. The helmet must provide full ear protection. A face shield is mandatory and is rigidly attached to the helmet. Helmets must meet one of these standards:

### FIA Helmets

### Expiration Date

FIA 8859-2015      10 years from manufacture date if it is in helmet, it expires 10 years after spec  
FIA 8860-2010  
FIA 8860-2018  
FIA 8860-2018 ABP

### Snell Foundation Specifications

### Expiration Date

M or SA 2015      12/31/2025  
CMR or CMS 2016 (Youth)      12/31/2026  
K, M or SA 2020      12/31/2030

### SFI Specifications

### Expiration Date

41.1/2013      12/31/2023  
SFI 24.1/2015 (Youth)      12/31/2025  
SFI 31.1 or 41.1/2015      12/31/2025  
SFI 24.1/2021 (Youth)      12/31/2030  
31.1 or 41.1/2020      12/31/2030  
24.1/2021 (Youth)      12/31/2031

**Neck Brace:** Unaltered neck braces are **MANDATORY** in all races and practices. You will be black flagged if you do not have it on!!

**Chest Protector:** It is **MANDATORY** all Junior drivers under the age of 13 wear a chest protector.

**Driving Suits/Jacket/Pants:** An abrasion resistant suit or jacket and pants are to be worn. No army fatigue jackets, windbreakers, denim jackets, etc. Full length denim pants without holes, or thin spots, and of heavy grade cotton fiber. No polyester, sweatpants, or yoga pants are allowed.

**Shoes:** Racing shoes are 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. Motorcycle drivers must have boots 4" or higher from the ankle.

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

**Long Hair:** Must be contained within the helmet or driving suit before being allowed on the track. Drivers will receive a technical black flag for violation. Balaclavas are good for long hair. NKA and its sanctioned events are not responsible or liable for injuries related to long hair while on-track, regardless of the situation. The driver is exclusively responsible for ensuring that their long hair is properly secured.

**Go-Pro/Cameras** - Cameras shall not be affixed to the helmet in any way. Officials are to immediately black flag and remove from the course any driver that enters a session, official or otherwise, with a camera mounted in any way to a helmet. This includes 'in-helmet' cameras that are affixed to the interior of the helmet near or around the viewport of the helmet.

**Radio Use** - Radio communication to or from the driver is prohibited.

### **Racing Flags**

**Racing flags are a courtesy to the drivers. Sometimes the flaggers need to go over a race before a proper penalty is accessed.**

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

**Yellow:** The track is partially blocked by a kart, an accident, or an object that has fallen off competing karts. It means to SLOW down, use caution, hold your position, NO passing, and be prepared to stop until the track is clear and the green flag appears again. Any positions that are gained under a caution flag will result in an equal reduction of the respective finishing position.

**Red:** Slow down and **STOP** quickly and safely as possible. Raise your hand to indicate you are slowing down and stopping. The track is hazardous and unsafe to continue racing. 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 a restart or will be placed in last position if the race is declared over. All restarts are in single-file order of the last completed lap.

**Yellow + Red:** If all the flaggers are waiving a yellow + red flag after the green flag dropped on the first lap it means there was an incident and a restart is required. Line back up accordingly and be prepared to take the green flag again. Restarts are only if two or more karts are involved in an incident together.

**Blue:** A blue flag is shown to a kart or karts being lapped by faster traffic. When a kart is being lapped, he will give the right-of-way to the faster traffic and will point (if possible) to the side of his kart that he wants the faster traffic to pass on. (Some blue flags will have a yellow stripe through them)

**Black - Rolled:** The black flag may be used to warn a driver that potentially poor sportsmanship on track has been noted, and they are to revise their tactics or be issued an infraction for the next occurrence. A rolled black flag does not mean the driver is to exit the course.

**Black - Open:** You are disqualified due to equipment failure **OR** a racing incident. Continue one more lap at reduced speed and stop in the pits. **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 is properly notified. Upon entering the pits drivers **must** go across the scales regardless of the black flag.

**Checkered:** The race, or practice session, has ended. After finishing, reduce speed and exit to the pit area. Make sure you go across the scales and get checked for weight at the scale house.

**Checkered + Black:** The Head Flagger may use both the checkered and black flags at the same time to finish if suspicions or reports of foul, rough, illegal driving, or unsportsmanlike conduct were present. It shall be considered that the race is under official protest. After checking with flaggers, the Race Director will state findings to the entrants involved if an infraction of the rules had occurred.

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

**Line-up:** Drivers will bring their karts to the grid when their class is scheduled. Each driver will then line up according to the line-up sheets on the grid. It is the responsibility of the drivers to be aware of the race order. They shall remain in the same position on the track, as they were on the grid, for the starting flag.

**Pole Position:** 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. The drivers on the front row, in conjunction with the starter, will set the pace during the parade lap and for the start of the race. If the front row does not successfully start the race in (2) consecutive attempts, the main flagger may then 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. Drivers will start lining up for the start as they pass the Monza turn. Drivers must line up according to their starting position that is posted on the grid. Scrubbing tires is allowed so long as you do not hit the kart next to you or push them off the track. If you do hit another kart while scrubbing, a penalty may be assessed.

**Starting:** Each driver will receive the starting flag as they pass the starting line. Drivers may not pass or change grid position before 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. If two or more karts are involved in an incident, or a driver gets pushed off the track, during the first lap a restart is required.

**First Heat:** The line-up is determined by the number drawn at registration (lowest number gets pole, second lowest gets outside pole, etc.) The driver finishing first receives two hundred points for the heat. (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 for the feature is determined by adding the points of heat one and heat 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 lowest number drawn at registration will get the better position.

### **Scale Procedures**

**DO NOT DRIVE, OR JUMP ON SCALES.** All drivers shall be weighed with their karts immediately after every official session with the exception of practice. Drivers have two attempts to make stationary weight. If a driver does not make weight at the first attempt, they shall remove the kart from the scales, “zero” the scales, and immediately make a second attempt. Should a driver have an incident or mechanical failure on track that does not allow them to continue they still must complete the Post-Session Scale Procedures to receive points for that round. **If parts or pieces have come off your kart, they are not allowed to be included in post-session scale procedures.** If you fail to go over the scales at the end of any race, you will also receive zero points. Drivers should report a weight issue immediately to the tower, and the non-compliant driver will receive zero points for that heat.

### **Track/Pit 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.

- 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.
- A parent or guardian will be completely responsible for their minor child(ren). Children are not to run around by the grid, stand on the fences, and must be watchful for karts coming off the track.

- No cars, trucks, vans etc. are to be in the paved pit area unless being used 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. If you plan on leaving before racing is over, please **DO NOT** park on the pavement.
- **DO NOT** leave any tires or gas cans behind. GVKC is a carry-in/carry-out facility. Any entrant disposing of fuels/lubricants in the pit/course area by pouring, spilling, or leaving them upon the ground may be subjected to review to determine consequences.
- In case of an emergency there will be designated people to help with any accident. **DO NOT GO RUNNING OUT** onto the track during a red flag. Let the track officials and designated EMT's to help. Having too many people out there will only take away from the emergency situation. Any driver who was in an incident and indicates a reasonable chance of injury or pain, may not be permitted to continue in any official session for that day, and is at the discretion of the medical staff and track official.
- Any kart(s) and driver(s), and safety equipment, involved in an accident may be required to stop for inspection. Officials may not allow a kart to continue or safety equipment to be used if there is reasonably visible evidence that the kart or safety equipment is damaged and may pose a safety risk in general.
- **No minors are allowed out on the track as flaggers, or with a flagger.** You **must** be at least 18 years of age. No parent or pit crew members shall flag their driver's race.
- Only drivers that are at least 16 years old, and have permission from a track official, will be allowed to assist in getting a disabled kart off the track, for emergencies, or for property maintenance. The golf cart must stay near the grid during racing, in case of an emergency. **DO NOT DRIVE** the golf cart on the track at any time when karts are still moving.
- Refueling/working on karts shall be done in the pits only, **NOT** on the grid. Engines must be turned off and the driver must vacate the kart prior to refueling.
- DO NOT walk around on the track looking for parts that have fallen off while a race is in progress.
- Officials may request video from an event to review on-track activity. Video may be used for protests.
- **No one is to go on the track once a race has commenced, or when an accident occurs, unless authorized to do so.** There is no restarting a kart with a starter after the green flag.
- **The use of any open flame grills/devices in the pits or the grid area is prohibited.**
- Skateboards, push scooters, bicycles, ATV's, RC cars and other motorized or pedal-powered vehicles are not allowed on the track or in the hot pit area while racing is going on.
- It is recommended that pets be left at home. If they are brought, they **must** be restrained in your pit area and out of the way. We do not want animals around the grid and you must pick up after your pet!

### **Driver Racing Rules**

- **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.
- **New drivers:** 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. All rookies, 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 inches by one half inch and a contrasting color to the helmet.

- **NEVER START A KART ON THE GROUND UNLESS THE DRIVER IS IN IT!** Karts can only enter the track surface from the 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/before the white line and shut off their engine before returning to the pit area.
- **Avoidable Contact:** While it is expected and common for contact to occur during an official session, it is to be avoided with care at all times. Avoidable contact that results in directly affecting the other driver(s) to their detriment, regardless of intent, is prohibited and subject to infractions.
- **Entry to the pits from the track must be at a slow controlled rate of speed.** You should raise your hand to notify drivers that you are exiting the track. Stay to the right and slow down. Test your brakes before pulling in pit row. If you lose your brakes you should go in the grass and do circles until you or someone can get the kart to stop safely. 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.. Any senior driver caught hitting the kart in front of them is subject to immediate disqualification.
- **Restarts:** 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. If the same kart causes another incident then another restart will be called with the kart causing the incident to the rear or subject to penalty.
- **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 Head Flagger begins the race. Crews shall not enter the track for restarting purposes except with permission of the race official. At no other time is a kart allowed to be started by a starter on the track during a race. If you have a pull start and can start yourself while remaining in your kart, you may as long as you do so in a safe manner. If it does not start after 10 seconds you must push the kart in a safe spot until the race is over. Once the green has been thrown **DO NOT** run onto the track with a starter.
- If a driver has a mechanical failure, the engine dies for any reason, or from any other reason while the session is under green flag conditions, they are to raise their hand(s), slow safely, and pull off of the course with caution. They are to move their kart safely away from the established course, or assist the corner marshal in doing so, and then move behind the nearest barrier protection. The driver is not to leave the protected area until instructed.
- 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 an unusually high number of moves, swerving or looking back at the other driver (see BLOCKING section).
- 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.
- 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 for any reason your kart stops on or near the course, it is your first duty to get the kart completely off the track and in such a manner as to cause obstruction to other competitors.**
- Karts involved in any accident may be required for inspection by the officials before going on the track.
- Drivers shall signal by raising their hand if they intend to stop, pull off the track, slow way down, and suddenly change their course of normal racing pattern. 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.
- A driver who has spun/stalled on the course needs to raise one hand indicating their intention is that no move will be made before the field has passed. A kart may not re-enter the race after pitting.
- A driver who is about to be lapped may signal on which side they would like to be passed on while maintaining their line. The flagger will try to signal to the kart who is being overtaken with the blue flag.
- Rear bumpers must have both attachment points attached to the kart. A bumper that is swinging behind the kart because one point failed will be deemed unsafe and black flagged.

## Overtaking

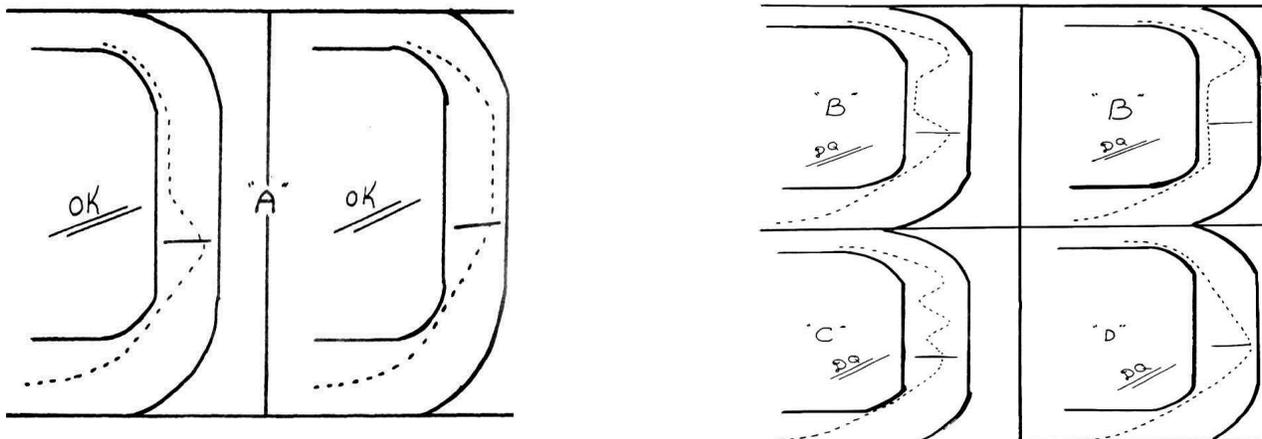
Drivers must provide safe racing room for other karts on the paved surface without contact. When two karts are entering a turn together, both karts are required to negotiate the turn without endangering or impairing either kart. Whether a kart is attempting to pass another kart or coming into a corner together, the kart that is at least 50% of the way past has the line. Less than 50%, the driver behind has the responsibility to avoid contact and should modify their speed and/or line to do so. **If you are the kart that is 50% of the way back, you must also realize the other driver may not see/hear you.**

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 on what side a pass should be made by pointing with their finger.

## Blocking

You may not use multiple lanes (swerving left/right), look back, or push/crowd a driver off the track to block or gain position. There is no blocking allowed anywhere on the track and it 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:



## Technical Inspection and All Protests

**No one shall enter the track during a race to discuss a call.** If you have a question, concern, or protest you may come to the tower and we may assist you in between races. All minors must be accompanied by an adult to discuss a call. 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 event for the remainder of the year.

Tech Inspections may be done on a random basis at any time during the day. A designated tech area will be used for inspection. (Ex: carbs, heads, restrictor plates, oil, etc.) All racers must comply and failure to do so will result in disqualification with a zero that cannot be dropped from the cumulative points for the year.

Protest forms are available in the tower or registration. Any protest must be submitted within one hour of said infraction. The protest will be reviewed and an appropriate action will be determined. If the motor or equipment under protest is found illegal, the violator will lose points for that day. They must be teched before being allowed back on the track the following week.

## **Scoring/Points/Awards**

GVKC runs a long schedule but by doing this it will allow for enough weekends for drivers to be more competitive without being short on races due to weather, vacation, and other race series.

- 23 race weekends are planned for the 2024 season.
- We will count the driver's **best 12** races.
- Members are required to have competed in **10 races** (or half the total races) to be eligible for trophies.

Everyone's finishing position will be acknowledged at trophy call, but only members can score points towards year-end trophy awards. Non-members will be calculated as if they are invisible. For example, if a non-member finished P2 over a member in P3, the non-member is recognized as the second-place finisher, but the third-place member will receive second place points toward their year-end totals. This point shift is 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.

Members will be awarded trophies for year-end championships 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.

## **Sprint Point Rules**

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.** Each race day consists of 2 practices, 2 heats, and 1 feature. Transponders are mandatory and are available to rent on race day. Grid order for the first heat will be determined by the number you draw at registration (lowest is pole). Grid order for the second heat will be inverted from the first heat. The sum from the two heats will determine the line-up for the 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.

Non-members

All Kid Karts receive first place, but will line up on the podium according to their finishing position. 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> gets 180, 3<sup>rd</sup> gets 175, etc., plus the number of entries per class.

1 - 200	6 - 160	11 - 135	16 - 110	21 - 85
2 - 180	7 - 155	12 - 130	17 - 105	22 - 80
3 - 175	8 - 150	13 - 125	18 - 100	23 - 75
4 - 170	9 - 145	14 - 120	19 - 95	24 - 70
5 - 165	10 - 140	15 - 115	20 - 90	25 - 65

Did not start (**D.N.S.**) will get no points. You must take the green flag to qualify for any heat or race.

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/heat, based on the number of karts remaining on the track at the time of the mechanical failure.

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

Double Points Races will be counted as 2 races. Which means one of them, or both could end up as drops.

## **Oval Point Rules**

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

- Lowest draw # starts on the pole position for the 1st 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.
- 1st place will get the highest number of points for each heat race according to the 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 NKA'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 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 the start of the season).

Most 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 to members only. Non-members are 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.