

# Guyana Karting Club Rulebook



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# 1. General

Spirit and intent: "if this booklet does not say you can, you can't!"

Guidelines offered in this publication are subject to the term "spirit and intent" and apply to the technical aspects of kart racing as well as to the actions of drivers and crew members during a race meet. In this booklet, "shall" is mandatory and "may" is permissive. It is expected that all participants will adhere to the "spirit and intent" of these rules. These are guidelines for fair and equitable competition of the Guyana karting club. These rules are not the basis to "read between the lines" in order to circumvent the intent.

Guyana Karting Club (hereinafter referred to as **GKC**) does not intend to become bogged down by internal litigation. If you are the type of person that is intent on finding loopholes, then it is imperative that you re-evaluate your association with GKC.

The "spirit and intent" clause allows the race director to make timely decisions and resolve disputes. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact the national technical director to ensure it is legal and will be allowed.

## 1.1. Rules Disclaimer

These rules shall govern all GKC events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee or warranty against injury or death to participants, spectators, or others.

## 1.2. Rules Revisions

Revisions subsequent to this printing will be available on the <http://www.guyanakartingclub.com>. Such revisions supersede the related sections in this document. While every attempt will be made to provide a 30 day notice of a rule change, it may become necessary to implement changes more rapidly. The implementation date of any change will be clearly stated. Any rule changes are effective immediately unless otherwise stated.

## 1.3. Consumables Disclaimer

GKC reserves the right to make changes to products provided to the competitor (e.g., tires, fuel, etc.). GKC shall make every effort to provide reasonable notice of such changes.

## 1.4. Liability

1.4.1. **Liability waiver:** all drivers shall sign a waiver and release of liability before participating in any GKC Event. The entrant and/or driver, in submitting the entry form for any GKC event, agrees to hold GKC, together with its owners, heirs, assigns, officers, representatives, agents, employees and members, harmless from

any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by said entrant or driver; from all claims of said injuries to parties listed above growing out of, or as a result of the event contemplated under the entry form; or caused by any construction or conditions of the course over which the event is held.

- 1.4.2. **Parental consent form:** it is mandatory that the parent or legal guardian for any minor that will be in any restricted area to complete the "parental consent, release and waiver of liability, assumption of risk, and indemnity agreement" before being allowed to participate in or attend a GKC event.

## 1.5. Entries

- 1.5.1. **Official entry:** the driver is the official entry in a GKC Racing event. That driver is allowed to enter and race only one chassis per class at an event, and there shall be no substitutions of the chassis without the permission of the technical director. Viable reasons include a bent or broken chassis. The technical director is to consider all safety concerns involved. The kart chassis is official once the first competitive green flag (qualifications, first heat etc.) is thrown on that kart chassis. A driver may practice with as many chassis as he or she wishes that have cleared self-tech, but once competition begins, the driver is bound to the declared chassis that has cleared tech for the remainder of the event competition. A GKC chassis band may be supplied in the driver entry packet. If provided, it must be affixed to the chassis and will be considered a standard tech item for that event. It is also the sole responsibility of the driver to specify the chassis number on applicable forms.
- 1.5.2. A kart chassis can have only one entrant competing with it per class. A kart and driver may be entered in more than one class, but only if the kart and driver meet all the requirements of all entered classes. The kart chassis identification number may be recorded or the chassis will be marked after qualifying.
- 1.5.3. Drivers and karts entered in more than one class are expected to qualify and race all heats and the final. Failure to do so may result in penalties or disqualification.
- 1.5.4. **Entry refunds:** no entry refunds are allowed once the kart has taken the track on competition day. Pre-entry refunds or credits will be at the discretion of the race registration official.
- 1.5.5. **Substitute drivers:** substitute drivers are not allowed once the first timed competition session has begun.

## 2. Participants

### 2.1. Drivers and Crew Members

GKC is, at all times, empowered to determine the number of persons per entry that may be permitted access to the pit area. GKC may revoke permission, as may have been granted any individual, for misbehavior or noncompliance with these competition regulations, or for disobedience of a race official's orders. Such revocation of privilege may lead to expulsion from the pit area and/or from the track property. The driver is responsible for the actions of their pit crew at all times. The disciplinary actions taken against the pit crew will be levied against both the pit crew and the registered entrant /driver. No person is allowed to drive a kart on the track other than the registered, licensed driver for any reason whatsoever.

### 2.2. Appearance

It is essential that every effort be made to present the most professional racing appearance possible. To this end, certain minimum requirements shall be imposed on all competitors. All GKC events will require clean and professional driver and team attires. Obvious violations of this policy may result in revocation of entry or expulsion of team member.

2.2.1. **Driver:** all members competing in GKC events shall maintain a clean, neat appearance. Driver wear shall be clean for each event.

2.2.2. **Kart:** All appearance elements of the racing vehicle should reflect the highest possible standards.

2.2.3. **Crew members:** all crew members shall maintain a high standard of appearance at all events. During the "official" event days, teams are encouraged to wear team uniforms and maintain them in the most professional manner possible.

## 3. Participants

Safety is the primary concern of GKC at all of its sanctioned or affiliated events. Methods of operation, vehicle construction, track facilities and competition practices are under constant review to protect all participants and to reinforce the safety standards of the sport.

### 3.1. Disclaimers

Kart racing has certain inherent risks. Each competitor assumes those risks when they participate in an event. While everyone involved including drivers, crewmembers, officials, promoters, and GKC have taken measures to reduce the risk of serious injury or death, the risk cannot be eliminated and will always be present at a high level. Although safety is everyone's concern, GKC cannot, and is not, responsible for all or even most aspects of the safety effort. That responsibility rests with the various participants in the event(s) as

follows:

- 3.1.1. **Promoter Liability:** the event promoter is directly and finally responsible to ensure that the racing facilities are adequate, including safety personnel and equipment for the event, both for the purpose of preventing injury where reasonably possible, and responding to injury when it occurs. The event promoter is further responsible for ensuring the conditions at the racing facility are maintained in a reasonable manner to reduce the risk of injury.
- 3.1.2. **GKC Responsibility:** employees and representatives of GKC, when they are present at an event, shall inform the promoter of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the track that they **(a)** observe and **(b)** consider in their best judgment to be inconsistent with the interest of safety. In general, however, GKC employees and representatives are not present at events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, GKC cannot and does not take responsibility to ensure the adequacy, for the purposes of safety, of the racing facility, safety personnel or equipment, or conditions at the track. The promoter and the competitors are solely and ultimately responsible for such matters at all GKC events. GKC reserves the right to cancel, reschedule, or delay a race at its sole discretion if the safety of competitors, spectators, crewmembers, or staff members is at risk for any reason.
- 3.1.3. **Competitors' Responsibility:** competitors are closer to the racing facilities, track conditions, safety personnel and equipment than are GKC officials or the promoter, and are, therefore, better able to monitor track conditions on a continuing basis. Competitors are thus obligated to inspect, observe, and promptly report to the race director any inadequacy in the facilities, personnel, equipment, or conditions at the track before, during, and after each event. All competitors have the right to withdraw from an event for safety concerns whether real or perceived. Competitors also are solely and directly responsible for the safety of their race karts and racing equipment and are obligated to perform their duties (whether as the vehicle owner, driver or crewmember) in a manner designed to minimize to the maximum extent possible the risk of injury or death to themselves and others. Neither GKC nor the promoter will assume any liability for the safety or technical compliance of a competitor's race kart and/or racing equipment.
- 3.1.4. **Fire Extinguishers:** EVERY ENTRANT'S PIT AREA shall have a minimum of one 5-lb type ABC rated fire Extinguisher (type 2A 1 OBC) with current inspection for every 400 square feet of pit area. Fire extinguishers must be visible and accessible at all times. Competitors with trailers over 20-ft long shall have a minimum of one 20-lb type ABC fire extinguisher with current inspection for the trailer In addition to one 5-lb unit for each 400 square feet of pit area. All competitors within a pit area that are found to be non-compliant at an event will be removed from competition until in compliance.
- 3.1.5. **GKC Officials:** in GKC events, GKC officials are independent contractors, often employed by the promoter in other capacities. Those officials, in the exercise of

their independent judgment, shall report promptly to the promoter any observed safety inadequacies in the racing facilities, safety personnel or equipment. In addition, if a GKC official observes any safety inadequacy in a competitor's race kart, racing equipment, or conduct, the official may take whatever action is deemed reasonable and appropriate in order to correct such inadequacy. Such action may include, but is not limited to, physical examinations, medical determinations, and driver ability tests. The competitor is obligated to follow the official's directives.

## 3.2. Driver Equipment

Spot checks may be made at any time during an event. In the sole discretion of GKC race officials, safety violations could result in a correction requirement and/ or a one finishing position penalty.

3.2.1. **Helmets:** All helmets must meet one of the following standards:

<b>SNELL FOUNDATION SPECIFICATIONS</b>	<b>EXPIRATION</b>
K, M, SA 2020	12/31/2030
K, M, SA 2015	12/31/2026
CMS or CMR 2016 (youth)	Expires 10 years from date of manufacture.
<i>K, M or SA 2010</i>	<i>12/20/2021 (expired)</i>
<b>SFI SPECIFICATIONS</b>	<b>EXPIRATION</b>
24.1/2021 (youth)	12/31/2031
24.1/2020 (youth)	12/31/2030
31.1/2020 or 41.1/2020	12/31/2030
<i>24.2/2015 (youth)</i>	<i>12/31/2025 (expired)</i>
<i>31.1/2015 or 41.1/2015</i>	<i>12/31/2025 (expired)</i>
<i>24.1/2013 (youth)</i>	<i>12/20/2024 (expired)</i>
<i>31.1/2013 or 41.1/2013</i>	<i>12/20/2024 (expired)</i>
<i>41.1/2013</i>	<i>12/31/2023 (expired)</i>
<i>24.1/2010 (youth)</i>	<i>12/20/2021 (expired)</i>
<i>31.1/2010 or 41.1/2010</i>	<i>12/20/2021 (expired)</i>
<b>FIA SPECIFICATIONS</b>	<b>EXPIRATION</b>
8860-2010	Expires 10 years from date of manufacture.
8860-2018 or 8860-2018-ABP	

Although the youth helmet standard does not specify a precise age range, the helmets are intended for children; adult drivers should select a helmet meeting one of the other standards.

- 3.2.2. **Gloves:** must be manufactured for racing and possessing racing related grip enhancement, as well as offering a degree of abrasion resistance.
- 3.2.3. **Driving Suits:** must be manufactured for racing. Suit must be constructed of heavy weight, abrasion resistant nylon or leather. Driving suits must be of sufficient length to cover entire leg and ankle when in seated driving position. No portion of the leg or ankle may be exposed when in the driving position. Jacket and jeans are not permitted.
- 3.2.4. **Footwear:** must be shoes manufactured for racing. No portion of the leg or ankle may be exposed when in the driving position.
- 3.2.5. **Neck Brace:** as of January 1, 2016, neck braces are **not** mandatory but **strongly recommended** for all GKC racing categories
- 3.2.6. **Rib Protectors:** these protective items are highly recommended but not considered required. The lateral forces generated in kart racing are a serious concern, and all GKC competitors are urged to consider this protective device.
- 3.2.7. **Chest Protectors:** all drivers under 13 years of age must wear an SFI specification 20.1 approved chest protector. SI check protector standards: ages up to 8: 20.1/1. Ages 9-12: 20.1/2.
- 3.2.8. **Drinking water prior to scaling:** if authorized by the race director beforehand, drinking water from a clear plastic bottle (maximum 500ml) is allowed in scale area before weighing. However any driver pouring water over head or driving equipment may be penalized.

### 3.3. Accidents

Race officials and emergency medical personnel are the only persons authorized to be on the track after an accident has occurred. Exceptions to this are at the race Director's discretion. Karts involved in an accident may be subject to inspection by officials. Medical personnel shall examine any driver who sustains an injury. Any kart and driver involved in an accident shall continue only with approval from the race Director. The race director shall approve any repair to a damaged kart. Major damage resulting in a need to change kart chassis shall only be undertaken with the approval of the race director.

## 4. Disciplinary Action

### 4.1. Race Director Authority

The interpretation and application of the GKC rules by the race director shall be final at an event. Penalties for violations are determined by the gravity of the violation and the effects on the fairness of competition, the orderly conduct of the event and the interest of karting.

Only the appeals board can overrule the race director. The power to reinstate a suspended or revoked driver's privilege rests solely with the appeals board, and will be based on the severity of the rules infraction and/ or the seriousness of the act or omission.

## 4.2. Definitions

Although there can be confusion between the following descriptions of driving and personal conduct at a GKC event, the definitions below are a guideline for driver conduct as well as participant conduct (for any person attending a GKC event):

- 4.2.1. **Careless:** departing from the standard of a reasonably prudent, competent driver and/ or reasonable personal conduct. Penalty #1 through #11
- 4.2.2. **Reckless:** performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences. Penalty #2 through #14
- 4.2.3. **Dangerous:** performing an act or omission that creates an obvious and serious risk to others and with deliberate disregard of the consequences. Penalty: #13 through #15

## 4.3. Penalties

The penalties that follow apply to driver conduct as well as personal conduct for any person attending a GKC event:

1. Verbal warning
2. Loss of practice or practice time
3. Docked one position
4. Docked three positions
5. Docked all positions gained - plus one
6. Docked all positions gained - plus three
7. Moved to position behind the competitor taken out
8. Moved to rear of the field
9. Docked one lap
10. Disqualified from qualifying, heat, pre-final, or final + no points that qualifying session, heat, pre-final, or final.
11. Disqualified for day + no points for day.
12. Disqualified from event+ no points for that event. **Must leave premises.** \*\*
13. Suspension for one race + no points for that event. **Must leave premises.** \*\*
14. Suspension for one or more races + no points for that event. **Must leave premises.** \*\*
15. Suspension for present season or next season. If #10 and #11 do not impose a penalty, the penalty can be moved to the next season or previous race(s). **Must leave premises.** \*\*
16. License revoked and all GKC privileges revoked, until further notice. Any person not belonging to GKC will lose all rights to attend an event (purchase a GKC insurance pass) or be allowed on any premises where GKC is hosting an event. GKC officials will notify the person within ten working days by mail Of their final disciplinary action; **Must leave premises.**
17. **Note:** some infractions may be of a nature that the most severe penalty for

disciplinary action needs to be imposed upon the first incident. **Please note:** "see reckless or dangerous definitions above."

\*\* must leave premises may be optional at race director's discretion and GKC reserves the right to impose a monetary penalty.

#### 4.4. Suspension

Length of suspension is at the discretion of the GKC national office and/or appeals board.

#### 4.5. Disqualification

Any driver who is disqualified from a competition session will lose all points and awards for that session. Some types of disqualifications are so blatant or egregious that additional penalties may be applied. Examples of this type of DQ are non-conforming components installed under the seal or paint that have been in place during all competitive sessions. This type of DQ is commonly described as a "flagrant" DQ. Should the non-conforming component be found under the seal or paint, the disqualification applies to all previous sessions of the event. All competitors are required to weigh-in after every competition session, even if an on track or other technical disqualification has occurred. Failure to weigh-in after a competition session is grounds for disqualification.

#### 4.6. Off Track Conduct

If the act or omission of a participant is determined by the race director or GKC official to constitute a threat to the orderly conduct of the event, that GKC official may take temporary emergency actions against the participant. Such emergency action may include ejection from the premises, suspension of competition, or other action deemed necessary to remove the threat created by the member or non-member. Any GKC official taking such temporary action must notify the race director immediately.

- 4.6.1. Drivers, crews, and competitor-invited guests will, at all times, be responsible for their own conduct. Any offense committed by a crewmember or invited guest may be chargeable to the driver, as well.
- 4.6.2. **Interaction Between Competitors and Officials:** All concerns or disputes involving drivers, crew members, mechanics, or kart owners must be directed to the Race Director. The involvement of other officials in resolving disputes shall be at the sole discretion of the Race Director. Any inappropriate conduct directed at an official by anyone representing a competitor, including the driver, may subject the driver to disciplinary action under Penalty #1-15.
- 4.6.3. Outbursts of a loud and vulgar nature and/or failure to follow the instructions of any track official will not be tolerated. This particularly applies during the running of an event while the driver is away from his/her pit. The responsibility also extends to conduct in the local area of an event or related function (e.g., banquets, seminars, televised events, etc.) including motels, hotels, restaurants, or any private or public

area. Such conduct will be treated with "zero tolerance." Penalty #1 or #10-15.

- 4.6.4. Any such incidents may result in the loss of series points by the associated driver. Flagrant incidents will result in the disqualification of the associated driver and the expulsion of the violator. Any such conduct aimed specifically at an official will result in immediate disqualification of the associated driver. An additional deduction of series points may be assessed, depending on severity. Any physical threats directed at an official will result in a one-year suspension from any GKC event. The associated participant's GKC license will be revoked and application for renewal will not be considered for at least 12 months. Penalty #15.
- 4.6.5. **Social media:** Occasional differences of opinion may arise regarding GKC rules and regulations, decisions by event officials, or event policies. However, communication and discussion of these differences must be handled directly between the parties involved. Airing of these differences on social media sites (such as Facebook or Twitter) may result in disciplinary action including loss of ability to participate in GKC events.

## 4.7. Miscellaneous Violations

Any driver, in the opinion of the race director, who competes with non-conforming equipment with the intent to compete illegally or the intent to defraud officials or other competitors by such modification, is subject to suspension and loss of all points and awards for the entire season. Such penalty shall be made at the particular event and is subject to GKC protest and appeal rules.

Any participant who races at a GKC sanctioned or affiliated event without being the driver of record will be subject to disciplinary action. Penalty #12-15.

Any driver who falsifies their age on their GKC membership application in order to meet age requirements is subject to suspension. Penalty #12-15.

Consumption of intoxicating beverages in the pits, on the racecourse or surrounding premises by any participant during race day competition is forbidden. After the track is closed for the day, track/facility rules and local laws governing the use of alcohol shall apply. The use of narcotics and all illegal substances is forbidden. Any event participant who shows evidence of being under the influence of any of the aforementioned shall be disqualified, subject to suspension, and ejected from the premises immediately. Penalty #10-15.

Any driver whose kart, or associated relevant equipment, is rejected at technical inspection and who then intentionally presents the kart or equipment for competition without having completed the required corrections may be moved to the rear of the field. Penalty #7

Non-compliant fuel fall into two categories:

**Minor:** Failing the prescribed fuel test indicating the use of pump gas, incorrect oil, contaminated tank or fuel container. The technical inspector may use his own discretion in applying this penalty. Penalty #7.

**Major:** Failing the prescribed fuel test by a large margin. This may indicate the presence of performance-enhancing chemical additive(s), many of which are known to be cancer-causing or otherwise harmful to human health. The technical inspector has the discretion to determine the extent of the non-compliance and the penalty assessed. Penalty #10-15. The technical inspector may choose to retain samples for additional laboratory tests. Results may remain provisional pending the outcome of these tests.

## 4.8. Protests

Protests must be submitted in writing by the protesting competitor on an approved GKC protest form to be considered. Protests cannot be submitted for non-performance items. Protest forms are available from a designated GKC official. If the protest involves a penalty, failure to sign the penalty form removes the competitor's right to protest. Official videos or competitor provided videos will be considered as part of the protest process.

Protests involving specifications or drivers' conduct must be submitted by a participant in the same class and must be submitted to the appropriate official (race director or technical director) in writing within 30 minutes after the posting of the results.

If a protest pertains to the last event of the day for a particular class (regional events only), an official decision will be rendered within 5 working days of the completion of the event. If a protest pertains to the last event of the day for a particular class at a national event, an official decision will be rendered prior to the podium presentation. If a protest pertains to a preliminary event, an official decision will be rendered before the next race of the event for that class in which the protest took place. Protests must refer to a specific regulation, specification or driver conduct. The race director or technical director (in the case of a technical issue) has final say in all protests at the event.

Official videos or competitor provided videos will be considered as part of the appeals process.

## 5. Disciplinary Action

### 5.1. Ability

All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. Drivers are required to have their transponders properly mounted and functioning on their kart for all mandatory timed practice sessions, as these sessions will determine each driver's ability to be competitive within the field of drivers that they will be competing against. The race director has the authority to remove an entrant from competing at an event. Any driver who cannot maintain a speed within 107% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal at the discretion of the race director. In such cases, the entry fee may be refunded in whole or in part at the sole discretion of the track officials. The intent is not to ban a driver but to ensure the safety

of all drivers.

## **5.2. Licensing**

All competition drivers must hold a current year or temporary/single event GKC competition license. Only GKC licensed drivers will accrue competition points. All points shall be contingent upon the driver being licensed in the current year as well as being held in "good standing" for the current year.

## **5.3. Age Criteria**

The minimum age to compete in a GKC event depends on the class in which the driver desires to compete. In no case shall any driver be under 7 years of age without at least one year of verifiable racing experience.

The applicant's age is only a part of the driver applicant requirements. A certified copy of birth certificate is required for all minor drivers (under 18 years of age). Once a driver competes in the next higher age category in any verifiable karting competition event, at any level, they must continue to compete at that age category in GKC-sanctioned events, and may no longer compete in the lower age category.

## **5.4. Medical Condition of Competitors**

Competitors are prohibited from participating in any GKC sanctioned event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions, persons under a doctor's care for physical or mental illness, or persons with any physical condition or disability that would jeopardize their safety and the safety of others, including pregnancy. GKC is not liable for injuries, death, or other problems incurred by drivers with any medical condition.

## **5.5. Drugs and Other Mood Altering Substances**

No competitor, crewmember or other related persons shall be allowed within the confines of a GKC sanctioned event while under the influence of any substances commonly considered to be mind or mood altering in nature and not being prescribed by a licensed physician. Any person suspected to be under such influence is subject to immediate ejection from the premises or even turned over to local authorities. Any licensed competitor or GKC member considered to be under such influence is also subject to immediate and permanent ban from the organization. All drivers are responsible for the conduct of their crew and family. GKC shall bear no burden of proof in their determination. Under no circumstances shall a prescription be any defense for misuse or misconduct. This is a "no tolerance" policy. Penalty #9-15.

## 5.6. Alcoholic Beverages

The use of alcoholic beverages is prohibited during any GKC event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply. Penalty #10-15.

# 6. Regulations

## Official Class Structure

### 6.1. Description of Classes (See table that follows for additional details)

Shifter 125cc  
Honda GX200 rookie drivers.  
Honda GX200 Junior drivers.  
Honda GX200 Senior driver  
IAME X30 Senior  
Briggs Cadet  
Briggs Junior  
Briggs Rookie  
Briggs Female  
Briggs Senior

### 6.2. Class Overview

All GKC sanctioned or affiliated events shall be made up of classes primarily selected from the above descriptions. Please contact your regional director for the specific classes available in your region.

Class	Engine	Age	Weight	Tire
Briggs Cadet	Briggs & Stratton LO206 – red slide	7 to 10	225 lbs	MG Red
Briggs Junior	Briggs & Stratton LO206 – gold slide	13 to 15	300 lbs	MG Red
Briggs Rookie	Briggs & Stratton LO206 – black slide	16 and up	365 lbs	MG Red
Briggs Female	Briggs & Stratton LO206 – black slide	14 and up	340 lbs	MG Red
Briggs Senior Light	Briggs & Stratton LO206 – black slide	16 and up	340 lbs	MG Red
Briggs Senior Heavy	Briggs & Stratton LO206 – black slide	16 and up	370 lbs	MG Red
Honda GX200 Rookie	Honda GX200	16 and up	365 lbs	MG Red
Honda GX200 Junior	Honda GX200	13 to 15	300 lbs	MG Red

Honda GX200 Senior Light	Honda GX200	16 and up	340 lbs	MG Red
Honda GX200 Senior Heavy	Honda GX200	16 and up	370 lbs	MG Red
IAME Senior	X30	16 and up	365 lbs	MG Yellow
Shifter 125 cc		16 and up	Spec lbs	MG Yellow

### 6.3. Race Vehicle Standards

### 6.4. Inspections

Spot checks of a competitor's kart may be made at any time during a GKC event. At the sole discretion of GKC officials, violations of this section could result in a one finishing position penalty. Dimensional violations will result in disqualification and loss of points for the day.

**Pre-tech inspection:** All drivers must use the approved pre-tech inspection form included in the registration package. Pre-tech forms must be completed and signed by the driver. Forms are to be turned in at the pre-grid for qualifying. Driver is not eligible to qualify without submission of an executed pre-tech form. Incorrect or missing information is subject to penalty or disqualification.

### 6.5. Number Plates

**Number plate graphics:** white or yellow background with black numbers for all karts.

### 6.6. Safety

The following items shall be secured with a "nylock" nut with at least one full thread of the bolt protruding, drilled bolt safety wired, drilled bolt cotter pinned, or secured by circlip or snap ring if the bolt has a circlip groove (installing on threads is not approved).

#### 6.6.1. Steering

- 3 steering wheel hub bolts.
- Steering hub to steering shaft bolt.
- Steering shaft to chassis bolt.
- Tie rod bolts (at steering shaft and spindle arm).
- Kingpin bolts.
- Spindle nut attaching wheel.

#### 6.6.2. Braking System

- Brake pedal to frame.

- Brake actuating rod(s), both ends.
- Bolts, master cylinder(s) to chassis.
- Bolts, brake caliper(s) to chassis spindle.
- Bolts/nuts, brake rotor to brake hub (nuts must be "all metal" lock nuts).

#### 6.6.3. Throttle

- Throttle pedal to chassis.

#### 6.6.4. Weights

Weight mounting bolts, double nuts or nut with safety wire. If mounted to the seat, large washers should be utilized to prevent the fasteners from pulling through the seat.

## 6.7. Chassis and Chassis Components

- 6.7.1. **Construction:** Chassis must be CIK or GKC approved and must be constructed of a carbon steel alloy using traditional tubular construction. The GKC national technical director must approve any non-traditional materials or chassis design and components before the kart can be approved for competition. Replacement of damaged chassis requires advance approval by the event technical director. A maximum of 2 chassis will be allowed per event. The replacement chassis must be of the same manufacturer and model. The event technical director may appoint a chassis repair specialist for inspection. The final approval rests with the event technical director.
- 6.7.2. Differential mechanisms that allow the rear wheels to rotate at different speeds relative to each other are prohibited.
- 6.7.3. **Overall dimensions:** Wheelbase: for cadets - 889 mm minimum; for all other classes - 1010 mm minimum. Maximum width: for cadets - 50 inches (1270 mm); for all other classes - 55 1/8 inches (1400 mm). Maximum length: 84 inches for all classes. No part of the driver's head may extend past a vertical plane defined by the trailing edge of the rear tires. The distance between the ground and the center hub of the steering wheel will be no less than sixteen (16) inches. 01-05-17 22.

## 6.8. Bumpers and Body Work

All karts that compete in a GKC event must have at a minimum: (a) two CIK or CIK-style side pods with side bars; (b) front and rear bumpers approved by CIK, IKF, WKA or SKUSA; (c) driver fairing - CIK style and must have a minimum of 3" clearance to any part of the steering wheel; (d) CIK nose; and (e) rear protection designed to protect the kart and driver (effective January 1, 2011). The rear protection may be either CIK-style plastic or steel tube of double-bar design. If steel tubing, its construction must be

approved by the event technical director. The rear protection shall extend to at least the center of the rear tires.

The ends of the rear protection may not extend beyond the outside of the rear tire/wheel assembly except in a declared rain race. Retention cables or straps may be utilized; however, they may not compromise the original design or homologation of the bumper and mounting hardware.

All bodywork must remain installed and intact during all competition sessions until technical inspection. Dislodged bodywork is grounds for disqualification. However, if dislodged on track, or missing during a competition session, the competitor may be black flagged and/or disqualified. If a mechanical black flag is shown and obeyed, the competitor will receive points and/or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor will receive no points or time for that session and may be subject to additional penalties. The absence of a black flag being shown does not negate the competitor's responsibility to have the bodywork installed and intact at technical inspection. No bodywork may be reinstalled until after post-race technical inspection.

No bodywork may extend wider than the rear tires, with the exception being rain set-ups. Overall width regulations apply.

## 6.9. Seat

All mounting of seat components to the main chassis shall be done in a manner that does not place the safety of the driver in jeopardy. Such "flex" mounted components that have a degree of impact on the flexibility of a chassis include, but are not necessarily limited to, front bumper, rear bumper, floor pan, side pods, radiator, silencer and seat. All such flex joints shall allow no more flex and/or motion than available from compressed semi-rigid materials such as rubber or plastic and shall be considered allowable if used in compression, such compression being created by bolts securing such materials between two rigid elements or components of the chassis, seat included. Compression is defined as: "being in simultaneous contact with two surfaces between which the washer(s) or spacer(s) are being used and being in such compression by solid and rigid elements such as nuts and bolts." Furthermore, use of all such semi-rigid materials shall allow at least one mounting bolt to pass through a hole in said material and not a slot.

Seat mounting, at the minimum, must include the use of all traditional and integral chassis-provided components. Such components shall attach to the seat utilizing the standard nut and bolt method. The use of washers, either metal or of a softer composition is allowed as long as such washers or spacers are in compression. Such integral components shall not number less than four (4). The addition of more struts is allowed and may also utilize the flex washers.

6.9.1. **Seat struts:** Struts with midpoint washers are allowed as long as the furthest most ends of said strut(s) are rigidly mounted at each end.

In no case may the use of any strut(s) preclude the use of chassis-provided seat mounts.

In no case may the strut become more complex and include the use of metal springs of any kind, gas shocks, or any other mechanical devices expanding on the flex associated with flex washers.

The "appearance" of the existence of a through bolt by affixing bolt and nut heads to mounting areas with no actual and physical connection is non-conforming.

6.9.2. **Seat washers:** Any attachment point from the chassis to the seat or seat strut to a seat will require a minimum of one 35 mm diameter aluminum or steel backing washer per fastener to eliminate potential break through.

6.9.3. **Composite parts:** All parts made from composite material are forbidden on the kart, except for the seat, floor pan, chain guard.

## 6.10. Brakes

### 2- and 4-wheel brake systems

**125 Shifters:** All shifter karts are required to have four-wheel braking with two (2) independent master cylinders.

**Micro Swift, Mini Swift, X30 classes:** Rear brakes only.

*Where rear brakes only are stipulated, 4-wheel brake karts are eligible to run as long as the linkage to the front brakes is disconnected (i.e., the front brakes must be inoperable).*

Sufficient force applied to the brake pedal shall result in all applicable wheels being unable to turn. Flexible duct tube is allowed for brake cooling. All hydraulic connections shall be tight and free from leaks.

"Carbon/carbon" braking systems are prohibited. Carbon brake pads are allowed. Note: As of January 1, 2015, the CIK is requiring that both current and new CIK homologated chassis have brake discs made from steel, stainless steel or cast iron. GKC has elected at this time not to enforce the rule.

Connection between brake pedal and master cylinder(s) must consist of both solid rod and safety cable with a minimum diameter of 1.8 mm.

## 6.11. Tire / Wheels

Wheel diameter for all classes shall be five (5) inches. Maximum overall width for all junior and senior classes shall be: front - 135 mm; rear - 215 mm. These dimensions are

consistent with international regulations.

Tires are spec for all classes and such spec will be announced a minimum of 30 days prior to an event (). Bar codes may not be defaced or removed. If defaced, disqualification or other penalties may be assessed.

Any dispute regarding circumference or other tire measurement must be resolved prior to leaving the tire area after pickup of event competition tires. No exchanges or replacements will be allowed after the tires leave the area. It is recommended that a tape and marking pen be brought to the tire desk when picking up tires.

## 6.12. Miscellaneous

6.12.1. **Data acquisition:** Data acquisition devices are allowed in all classes with the following restrictions. Data acquisition systems used during time trials & racing shall be limited to the collection and storage of data only. The only permitted channels are: the engine revs by inductive pickup on the spark plug HT cable, two indications of temperature, the speed of one wheel, an X/Y accelerometer, GPS data, and lap times. Systems that are capable of modifying ignition timing, air or fuel ratio mixtures, traction control, throttle position, etc. are forbidden.

All sensors for other channels used during practice sessions must be removed prior to qualifying and racing. Lambda sensors may not be used in any competitive sessions. The fitting, if present, must be plugged with no leakage. Exhaust probes (EGT) must have insert fitting welded in place; no leaks or clamp-style fittings are allowed.

6.12.2. **Radio/telemetry:** Communication with a driver or to/from instruments while on course during qualifying or race is not allowed. The race director and/or tech officials may require that all such devices be removed for qualifying and/or racing.

6.12.3. **Special needs:** Special "driver aids" may be allowed in certain circumstances for drivers with special needs due to physical disability.

6.12.4. **Cooling fluid:** Water Wetter solutions and anti-corrosion solutions are allowable in cooling system. Products containing glycol are not allowed.

6.12.5. **Fluid capture:** The goal of GKC is to eliminate fluid spills (fuel, oil, water) on the racing surface, not to make sure a competitor has a fluid catch bottle(s). Obviously, the existence of such a device does not preclude spillage. The competitor must control fluid spillage. The penalty for not complying could result in a black flag. Penalty #1-10. The catch bottle(s) and/or tank(s) are not a tech items.

6.12.6. **Fuel pumps:** A single, pulse-type feed system is allowed. Any additional pumps must be for evacuation pump around system. One feed only. No electric fuel pumps allowed.

### 6.12.7. **Aerodynamics**

- 6.12.7.1. **Floor pan:** Floor pans are not allowed to extend rearward past the front seat mount/crossbar, and must be inside the frame rails and securely bolted in place.
- 6.12.7.2. **Seat:** Seat incline shall remain consistent with sprint racing incline.
- 6.12.7.3. **Skirts:** No skirts or vertical aerodynamic sealing devices are allowed to extend below the mainframe rails from the forward edge of the front tires to the rear of the kart.
- 6.12.7.4. **Wings:** No wings are allowed.
- 6.12.7.5. **Aero effects:** No duct or packing tape shall be allowed to form aerodynamic effects. Side pods may be open or closed. Taping them closed is allowed.

6.12.8. **Transponder location:** Transponder shall be mounted per CIK positioning - on back of seat at a height of 25 cm +/- 5 cm.

6.12.9. **Air box or air filter:** Air box or air filter must remain installed and intact during all competition sessions until technical inspection. A dislodged air box or air filter is grounds for disqualification. However, if dislodged on track, a mechanical black flag may be shown. If a mechanical black flag is shown and obeyed, the competitor will receive points or qualifying time up to the lap where the flag was displayed. If not obeyed, the competitor will receive no points or time for that session and may be subject to additional penalties. The absence of a mechanical black flag being shown does not negate the competitor's responsibility to have the air box installed and intact at technical inspection. Air boxes or air filters may not be reinstalled until after post-race technical inspection. A drain hole may be drilled in the bottom of the box, not exceeding 7 mm diameter.

6.12.10. **Exhaust systems:** All specified components of a controlled (homologated) exhaust must remain intact and unmodified. This may include header, flex, expansion chamber and silencer. No coating, plating, painting or other treatment allowed. Exhausts that require repair may be allowed at the tech director's discretion for a specific event providing advance approval is requested and the repair is not in the area directly adjacent to a cone or tube. Repair of cracks may be approved, but welding in areas that might affect the design characteristics of the exhaust is not permitted.

6.12.11. **Chain guards:** Must meet CIF / IKF / WKA rules.

6.12.12. **Electric water pumps:** Not allowed in any GKC class.

## 6.13. **Engine Standards**

### **All Classes**

The technical inspector may employ any recognized method of determining legality, even if the specific test or procedure is not contained herein.

- 6.13.1. **Spark plug:** Must be stock, unmodified, commercially available spark plugs. Note special rules for X30 and IAME 60cc. May be compared to a known stock plug to determine any modification. Must have stock or indexing washer or CHT lead in place.
- 6.13.2. **Fuel:** The GKC national office will determine the approved fuel and oil for all classes prior to the event. Ratio may or may not be determined. Only fuel/oil combinations are allowed. No alcohol, oxidizers, or hydrazine fuels may be added. Fuel tests may be administered at any time during or after an event. GKC reserves the right to administer any fuel test procedure. Failure to pass a fuel test will result in a disqualification of the driver's previous on-track session. Results of fuel tests are deemed final. GKC reserves the right to prosecute to the full extent of the law any competitor found to be using EPA listed known cancer causing agents as an attempt to enhance fuel performance at any GKC sanctioned event.
- 6.13.3. **Engine pre-race technical procedures:** Should the sealing of engines be declared for the event, at qualifying each entry must have their engine sealed and recorded. The seals will normally be available in advance to facilitate the process. GKC seals are unique and are barcoded to allow use of a scanning system. It is important to install the seal so that the barcode is facing outward so that it may be read with the scanner. Seals may not be installed on more than one head nut. A seal that is not installed correctly may result in a penalty.

## 6.14. Stock Honda Engines

One cylinder stud/nut and one head stud/nut must be drilled for sealing.

## 6.15. X30 Engines

One reed cage bolt/stud, one head nut and one gear case bolt must be drilled for sealing. Junior engines must also seal the exhaust header with a drilled nut or through the header reinforcement. Note that only one nut is to be sealed and it must be the one closest to the reed cage drilled bolt.

## 6.16. IAME 60cc Engines

One head nut must be drilled for sealing with the seal placed on the adjacent opening in the head.

## 6.17. Engine Repair or Replacement

- 6.17.1. **Stock Honda classes:** The basis for the Stock Honda classes is reliability, affordability and reasonable cost of maintenance. Any maintenance to be engines must be done by the promoter of the event.

Oil changes must be done by the rentee. It is strongly recommended that the oil is changed at the end of each track day or competitive day.

If the carburetor becomes clogged during any practice or competitive session, cleaning shall be done only in the presence of an official scrutineer.

- 6.17.2. **IAME 60cc, X30 classes:** Approval may be granted to repair damage only, not for maintenance. Approval must be received prior to disturbing the seal/paint. The burden for demonstrating damage rests with the competitor. If the competitor is unable to demonstrate damage, one additional engine (total of 2) may be approved by the event technical director. If an engine change is approved, a 10-position starting penalty will be assessed in the next competition session. If less than 10 entries in the class, the competitor will start at the back. In all engine substitution circumstances, an "engine change form" must be completed and submitted to the technical director prior to the change.

GKC has the right to inspect any engine or any part at any time. After inspection, the engine will be resealed by a tech official. Refusal to submit to inspection will result in immediate disqualification from the race day and all points accrued up until time of inspection will be forfeited for the day. GKC also reserves the right to have competitors exchange homologated pieces (carburetor, pipe, ignition components, etc.) for an identical part supplied by GKC. The original component may be retained by GKC.

- 6.17.3. **X30 Upgrades**

Carburetor & Exhaust: Tillotson HW-27A Carburetor and a one-piece exhaust allowed.

Ignition: Simplified digital ignition system allowed.

- 6.17.4. **Non-conforming equipment:** As many components in the GKC race program are "spec" or controlled, they must conform to regulation at all times in every competition session.

Examples of these components are ignition modules, carburetors, exhaust systems and exhaust restrictors/headers, as well as all engine components. If a component is found to be non-conforming, it will be grounds for a disqualification and may incur additional penalties. The item may be confiscated by the technical official and not returned. In addition to the competitor disqualification, the engine builder may also be penalized. In the event of a dispute regarding its legality, an appeal may be submitted. Should the non-conforming component be found under the seal (or paint), the disqualification applies to all previous competition sessions of the event.

- 6.17.5. **Air box:** Drivers may use an optional air cleaner or air box (unless regulated by track). If an air box is utilized, it must be in stock form with no modifications to the box or the inlet tubes.
- 6.17.6. **IAME 60cc, X30 engine specifications:** The basic intent of the class is to run the engines as supplied by the manufacturer without modification or substitution of components. All engines used in GKC competition must be USA models originally sold in the USA.
- 6.17.7. **Carburetors, Air Box (inlet silencers) and Adapters**
- 6.17.7.1. **Carburetors:** OEM as supplied from the engine manufacturer. Throttle shaft, butterfly and butterfly screw must remain stock. Surface finish of venturi and bore must remain as manufactured. All dimensions shown in IAME PDF apply.
- 6.17.7.2. **Air box:** (Note special requirements for IAME X30 as posted in PDFs.) The position of the air box is non-tech. Air box or air cleaner must remain installed and intact during all competition sessions until technical inspection. A dislodged air box is grounds for disqualification. However, if dislodged on track, a mechanical black flag may be shown. If a mechanical black flag is shown and obeyed, the competitor will receive points or qualifying time up to the lap where the flag was displayed.
- 6.17.8. **Starter batteries:** Starter batteries must be of a sealed or dry cell design. All batteries used must be of sufficient capacity to start the engine. Mounting must be either stock as provided by the engine manufacturer or be approved in advance by the event technical director. Safety is our foremost concern regarding battery mounting.
- 6.17.9. **Starters:** It is expected that the competitor is able to demonstrate on-board starting when requested by a tech official.

In the event of a starting system component failure, an auxiliary starter may be used without penalty. The intent of this rule update is to allow temporary auxiliary starting for engines in the event of a starter system failure. It is not intended to replace the on-board system. Use of an auxiliary starter on consecutive race days may result in penalties being assessed.

Regardless of the starting method employed, all starting system components (including charging system) must be installed per OEM specifications at all times. Failure to comply with this requirement will result in disqualification.

Any competitor using auxiliary starting may be subject to additional tech to verify complete starter system installation and legitimate component failure at the discretion of the race director.

- 6.17.10. **Clutch:** OEM as per engine manufacturer PDF. Clutch engagement must not exceed 6000 RPM. Slip must not be adjustable. Clutch components may not contain significant amounts of any oil or grease. Saturated friction surfaces are

grounds for exclusion.

Test procedure: With driver in kart, attach remote tachometer or utilize on-board tachometer. In the event of dispute, the remote tachometer is the official version.

Place ¼" square tube in front of one rear wheel, competitor then applies sufficient throttle to run over tube. Must not exceed maximum permissible slip RPM.

Optional test procedure: Place kart on stand in a safe location with axle free to turn with no obstructions. Start engine. Apply throttle a few times to ensure response. Holding throttle and brake on at same time, apply full throttle against full braking without tire rotation. It may require a few attempts to get a clean pull. Read either competitor's gauge or have a clip-on tech gauge to read RPM at highest reading. RPMs exceeding 6000 for X30s (5000 for IAME 60cc) are non-compliant. A specified carburetor setting may be required.

- 6.17.11. **Exhaust:** All exhaust components - including header, "flex" (solid or flex pipe as supplied) and exhaust pipe - are to remain intact during the race and until technical inspection. Intact is defined as complete as manufactured with no cracks, modifications, or missing components. Leaks at the flex or header juncture or at end cap may result in penalties. It is highly recommended to seal these areas with silicone sealant. No repairs are allowed without prior approval of the technical director.
- 6.17.12. **Cylinder damage:** Cylinders that have internal damage may not be acceptable for GKC competition. Small nicks in one port from debris such as broken circlips, ring segments and the like are acceptable on any edge of the port. Larger damage on the top of the port is not acceptable. Damage from wrist pin damage resulting in grooving of the cylinder above the port is not acceptable. It is strongly recommended that any questionable cylinder be approved in advance, at the tech director's discretion for a specific event.
- 6.17.13. **Crankcases:** Main bearing pockets may be repaired with inserts, but the crankshaft centerline must not be altered. All other dimensions must remain as published in the specifications.
- 6.17.14. **Piston:** As supplied by manufacturer; must conform to dimensions in PDF. No modifications allowed.
- 6.17.15. **Radiator (X30):** One aftermarket radiator allowed to replace the IAME radiator, subject to the following: no auxiliary fans; no additional scoops, air dams or other aerodynamic additions. Water pump is non-tech but must be powered from axle. Electric pumps not allowed. Thermostat optional. Height 50 cm maximum from ground (excluding filler cap). Maximum dimension: height 19.5", width 12", depth 3.250" (496 mm x 305 mm x 83 mm). Shield on rear allowed to prevent damage from track debris.
- 6.17.16. **Spark plugs:** Only the following spark plugs may be used:

6.17.16.1. **IAME 60cc:** NGK BR\_EG or B\_E G or Denso W\_ESZU or Autolite AR50, AR51, AR52 and AR53.

6.17.16.2. **X30:** NGK R6252K-105 or NGK R6254E-105. In the event of a declared rain race, NGK BR 10EG may be used.

## 7. Event Operations

### 7.1. Race Officials

7.1.1. **Race director:** The race director is the head official at all GKC sanctioned events. The responsibilities of the race director include all decisions on matters of competition, rule interpretation, and disciplinary action. It is the race director's obligation to certify the legality of all aspects of the competition, including timing and scoring, vehicle conformity, fuel and engine legality. Decisions by the race director are final.

*Only the appeals board can overrule the race director.*

7.1.2. **Grid steward:** The grid steward directs all grid operations, including dispatching karts to the grid, supervising the grid alignment, overseeing the entry of karts onto the track, and ensuring that all karts comply with published safety and technical guidelines.

7.1.3. **Starter:** The starter is in charge of all infield personnel and is in control of the racing surface during all competitive activities. Responsibilities of the starter include maintaining a safe, competitive environment on the track and displaying the appropriate flags of competition. The black flag will only be given upon the race director's approval.

7.1.4. **Technical director:** The technical director is in charge of all pre- and post-race inspections to ensure that all karts comply with published safety and technical guidelines. The technical director is in charge of all technical staff and reports any and all infractions concerning safety and technical issues to the race director.

7.1.5. **Other officials:** The race director will appoint other officials as considered necessary for race operations. These officials may include, but are not limited to, registration, timing and scoring, pit area, etc.

### 7.2. Race Procedures

7.2.1. **Pre-grid:** The pre-grid serves the following functions: (1) to allow race officials to stage the forthcoming event, (2) to inspect for safety violations, and (3) to allow for last minute adjustments by mechanics or crew. Once the driver and kart leave the pre-grid, there can be no mechanic or crew assistance without penalty or official approval. Mechanical work by crew on the circuit (grid) will result in the competitor being placed to the rear of the field for the start. This

stands whether or not the need was for safety reasons.

7.2.2. **Grid:** Once vehicles are released to the racing surface from the pre-grid, all competitors are under "race conditions" and the direction and control of the race director. From this point forward to the point where the competitor clears post race tech, no person may assist the competitor unless directed to do so by the race director. (Penalty #1–9). A course worker is not required to help restart the kart. Karts stalling on warm-up laps or experiencing difficulties in keeping the warm-up pace are in jeopardy of losing their starting position. A kart not in proper position upon approaching the grid is subject to being placed at the rear of the field. Any such vacancies on the grid will be left open. Any driver stalling while in position on the grid must raise his hand immediately. An effort may be made on the part of the grid staff to restart the kart one time only. Should this not occur, the driver is obligated to immediately remove his kart from the racing surface. If a stall occurs after the 5-second notice, the driver must raise his hand immediately and stay in the kart until the field has cleared the grid.

7.2.2.1. **"No wrench" grid:** It is assumed that a kart and driver are ready for competition when they leave the pre-grid. If it becomes necessary to do work on any competitor's equipment, and provided the race director allows for such, that competitor must then start the race from the rear of the field. Penalty #7.

7.2.3. **Delays of start:** Any action, or lack thereof, that results in delaying the event will result in penalties for the associated driver. A driver stalling on the grid must, first and foremost, raise both hands to signal trouble. Where possible, a grid official may assist in a restart effort. Failure to restart will result in officials ordering the kart and driver to a safe position off the racing surface.

#### 7.2.4. **Race Starts**

7.2.4.1. **Standing start:** One or more warm up laps are provided with the field staying in line-up position. At the direction of the officials, the field will slow and proceed to their designated grid position in two abreast format, coming to a complete stop and waiting for the starter's signal to go. It is the driver's responsibility to know their proper position.

7.2.4.1.1. **Flag start:** Once the field is set:

1 - The flagman will raise his non-flag hand vertically, with the green flag pointed straight down and beside his leg, to signal a five-second "window" count.

2 - The flagman will throw the green flag at any time within the five-second window.

7.2.4.1.2. **Light start:** At some specific event(s), a light starting system may be implemented. Details will be explained at

the drivers' meeting.

#### **7.2.4.2. Rolling Starts**

##### **7.2.4.2.1. Starting Grid**

- 7.2.4.2.1.1. The starting grid will be finalized (closed) 5 minutes prior to the release of the field onto the racing surface. Note: this time is approximate (5 minutes will be the maximum) and is at the sole discretion of the pre-grid "A" official.
- 7.2.4.2.1.2. An announcement may be made over the PA system and/or a sign may be posted at the rear pre-grid "A" noting the grid closure.
- 7.2.4.2.1.3. Karts that arrive to the grid, or are delayed on the grid, after the field has been released to the track may be allowed to join the field—if the field has not passed the commitment line and if allowed to do so per the race director. However, they must take a position at the rear of the pack, provided the race has not commenced. If the race has begun, or if in the interest of safety it is deemed unsafe by the race director to enter the racing circuit, the competitor shall be excluded from that particular race.
- 7.2.4.2.1.4. Empty positions prior to grid closure will be filled by reordering the field. Example: kart in P6 (outside row 3) is missing from pre-grid "A". P7 would move to outside row 3, P8 to inside row 4, P9 to outside row 4, and so on.
- 7.2.4.2.1.5. Once the pack is released to the track, if a driver drops out of formation prior to the start, the karts directly behind the absent driver will move forward to fill the void.

##### **7.2.4.2.2. Warm-up / Formation Laps**

- 7.2.4.2.2.1. The field will be given a minimum of one warm-up / formation lap.
- 7.2.4.2.2.2. During the warm-up/formation lap(s), karts will maintain their grid positions. It is the driver's responsibility to retain the proper grid position, and the starter is not obligated to allow any

additional formation lap to allow a driver who has lost position to regain it. During the formation lap, a driver who is delayed or has lost his grid position may attempt to regain it only if it does not affect any other driver and must occur prior to reaching the commitment line. If a driver intentionally starts out of position, that driver will be penalized at the race director's discretion—up to and including Penalty #9 disqualification.

- 7.2.4.2.2.3. Drivers should make every effort to stay one kart length behind the kart in front of them. Failure to do so may result in a penalty at the race director's discretion.
- 7.2.4.2.2.4. The pole position driver will control the pace of the warm-up/formation laps. The P1 driver should modulate the pace such that it is possible for the field to maintain good order by the time it enters the straight on which the start line is located. If the P1 driver does not live up to this responsibility (excessive speed, brake checking, etc.), that driver may be penalized positions, including being moved to the back of the pack.
- 7.2.4.2.2.5. If a kart stops during any warm-up/formation lap:
  - 7.2.4.2.2.5.1. The driver may not attempt to restart until the entire field has passed.
  - 7.2.4.2.2.5.2. The driver must push the kart to a safe spot before attempting to work on it. No assistance can be given to the driver (other than on-track personnel). Working on the kart in an unsafe spot causing a delay to the start of a race may result in a DQ.
  - 7.2.4.2.2.5.3. The driver may rejoin at the back of the formation, but must not try to regain their grid position. Should a driver attempt to move up through the field, or attempt to start in front of the field in the hope the leader will overtake them, they will receive the black flag and be excluded from the race.
  - 7.2.4.2.2.5.4. Similarly, should a driver, without stopping, fall behind the entire field, they must remain

at the rear for the start and not attempt to regain their position. Any infringement will result in a black flag penalty.

#### 7.2.4.2.3. **Start**

- 7.2.4.2.3.1. At the direction of the officials, the field will slow and proceed toward the start line in two abreast format. Speed shall be constant and relatively slow when approaching the acceleration line (may be marked by cones approximately 75 ft prior to the start line).
- 7.2.4.2.3.2. The No. 2 driver must maintain position level or slightly behind the pole driver as they approach the acceleration line. Note: the No. 2 driver may correct an early jump by moving back into position prior to the acceleration line.
- 7.2.4.2.3.3. At any point between the acceleration line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up and in two parallel lines, the starter may give the starting signal.
- 7.2.4.2.3.4. The front row will get two chances to get the start right, after which, at the race director's discretion, one or both of the front row drivers will be docked position(s), depending on the severity of the infraction.
- 7.2.4.2.3.5. No further karts will be allowed out of the grid onto the track once the start signal has been given and the race has begun, even if the start is aborted.
- 7.2.4.2.3.6. At the race director's discretion, penalties may be assessed at the end of the race for the following infractions:
  - 7.2.4.2.3.6.1. Breaking out of line prior to the green flag for reasons other than contact avoidance.
  - 7.2.4.2.3.6.2. Bumping or Pushing
  - 7.2.4.2.3.6.3. Aggressive maneuvers that lead to contact between karts deemed avoidable by race

officials.

7.2.4.2.3.7. Potential penalties to be assessed at race official's discretion:

- Docked one position
- Docked three positions
- Docked all positions gained – plus one
- Docked all positions gained – plus three
- DQ
- Finish behind aggrieved party

- 7.2.5. **Rejoining field after start:** An effort may be made by a driver to rejoin the race after the green flag has been given, unless directed to the contrary by a race official. However, failure to restart safely before the field completes the lap will result in being ordered safely off the circuit for the duration of that race.
- 7.2.6. **DNS, DNF:** Any driver failing to cross the start line after the green flag (race start) will be scored DNS. In the absence of a hot pit, once a kart returns to the pits during a race, it cannot re-enter the track and will be marked as a DNF.
- 7.2.7. **Restarts:** Restarts will be a single file, rolling start in the same order as the last fully completed and scored green flag lap prior to the red or full course yellow condition. A lap is considered complete when the leader crosses the finish line to begin the next lap.

Karts that caused or were involved in the incident resulting in the need for a restart may be required in the case of a full course yellow flag, or will be required in the case of a red, to restart at the rear of the field. In the case of a red flag, drivers, unless otherwise directed, must make their way to the start/finish line and await restart alignment instructions.

If the track is blocked due to a red flag incident and one or more competitor(s) stop in full control of their kart and are not involved in the incident, the race director has discretion, when the track is clear and safe, to allow the competitor(s) to continue to the start/finish line and be placed in grid position determined by the last completed and scored lap.

No crew or other persons may come upon the racing surface without specific authorization from the race director. Drivers waiting for restart may not go to the pits.

Crew members may not approach the kart or driver for restart or work until, and only if, directed to do so by the race director. Passing may begin once the green flag/light is shown.

7.2.8. **Red flagged events:** In cases where a race is halted due to a red flag, two methods exist regarding restarts:

7.2.8.1. **Method #1:** The red flag was displayed before the completion of one half of the total scheduled laps or distance. In this situation, the race will be restarted as a general rule, conditions permitting.

7.2.8.2. **Method #2:** The red flag was displayed after the halfway point. In this situation, at the discretion of the race director, the race may be declared complete and the results will be based on the last completed and scored lap. Any passing taking place in the incomplete (red flag) lap will be negated. Drivers involved in the red flag incident will be scored behind the last running kart in the lineup and not in the position they were in on the last completed green flag lap. Restart rules apply for scoring.

### 7.2.9. **Race Completion**

7.2.9.1. All races will be run until the leader has completed the prescribed distance. If conditions prevent the completion of the prescribed distance, the race will be considered officially completed if half of the prescribed distance is completed.

7.2.9.2. When an event is halted due to adverse conditions, the event may be rescheduled. The rescheduled event shall start with the incomplete portion of the previous race and all original entries shall start in the same position as when the race was stopped. If the race cannot be rescheduled, and is cancelled prior to the end of all heat racing, all entered competitors will be given 100 points. If a feature line-up has been determined, or if a feature is less than halfway completed, points shall be awarded as to the lineup position or the last fully completed and fully scored lap in the session.

7.2.9.3. **Weighing/Scales:** Competitors are required to scale at the end of each competition session. Scaling is optional during practice sessions, unless otherwise directed onsite.

7.2.9.3.1. The scale in use will be designated the "official event scale." All weights obtained on this scale will be considered "official".

7.2.9.3.2. In the event of a disputed weight, the competitor will be allowed two re-weighs, with the competitor in the seat in normal driving position. The scale will be zeroed prior to the re-weigh. Standing in various positions on the scale platform during re-weighs to attempt to obtain the highest weight is not allowed.

7.2.9.3.3. Driving onto the scale is subject to DQ for the session and/or the entire event.

7.2.9.3.4. GKC officials may elect, for expediency purposes, to not weigh the entire field during some portion of the competition.

#### 7.2.10. Pit Rules (Hot and Cold)

7.2.10.1. **Access:** Only those persons who have signed a release and waiver of liability will be allowed in the general pit areas. GKC is empowered to determine the number of persons per entry that may be permitted access to the pit area and to revoke permission as may have been granted to any individual for misbehavior, non-compliance with the competition regulations, or disobedience to a race official's orders.

7.2.10.2. **Fluid disposal:** No fuel, gear oil, or coolant may be disposed of at a GKC event. If no officially designated container is provided for disposal of specified fluids, all such fluids and their disposal are to remain the responsibility of the driver.

7.2.10.3. **Hot pit entry/exit:** All drivers must enter and exit the hot pit area at designated pit entrance and exit only. When entering or exiting the hot pit area, during practice or a race, a driver shall yield the right of way to all other competitors already on the track. The entering or exiting drivers must stay out of the fast groove until the kart is up to racing speed and able to merge with traffic safely.

7.2.10.4. **Tire disposal:** All competitors are obligated to take charge of their used or junk tires in a responsible manner, and shall initiate such responsible action by taking their used and junk tires with them upon leaving the racing facility. Teams or individuals caught in violation of this rule are subject to Penalty #8, loss of all points for the day.

7.2.10.5. **Crew in hot pit:** The hot pit, if such exists, is reserved for the exclusive use of competing karts and their support crew. The number of such support persons may be limited and is subject to the control of the race director.

7.2.10.6. **Signals:** Unless a kart is actually in the pit, only one crewmember will be in front of the pit for signaling and only for the length of time needed to accomplish the actual signaling operation.

7.2.10.7. **Warming of tires:** It is non-conforming to warm or heat tires, in any manner, in the pits and pre-grid.

7.2.11. **On-track conduct:** Driver conduct rules are in place to protect competitors from unreasonable interference from other competitors. This unreasonable

and unacceptable interference could be generally classified as rough driving and/or blocking.

7.2.11.1. **Signaling procedure:** A driver will raise one arm overhead to signal following drivers when slowing abnormally or pulling off course. The slowing driver will maintain their line and point the approaching kart(s) to the safest side to pass.

7.2.11.2. **Blue flag/lapping procedure:** A driver will signal the safest side for the faster, lapping kart to pass. The driver is not to block or race the lapping kart. The overtaking vehicle may or may not be right behind the kart being lapped.

Furthermore, the overtaking process may or may not take place in the next turn. In the opinion of the official, the kart being lapped will be overtaken before that driver completes the present lap. It may well be by more than one vehicle, often indicated by fingers from the official presenting the flag.

Failure to respond to this flag and to properly yield may result in a penalty. Penalty #1-14.

7.2.11.3. **Track re-entry:** *Competitors must always raise a hand when re-entering the track.*

7.2.11.3.1. A kart that intentionally or inadvertently cuts the track, a corner, and/or has 4 wheels off the racing surface must yield right-of-way to competitors at racing speed. When re-entering the racing surface during practice or a race, the driver must stay out of the racing line until the kart is up to racing speed and able to merge with traffic safely. Penalty #3-8.

7.2.11.3.2. If an accident or unsafe situation results upon re-entry, a penalty for “reckless or dangerous” driving may be imposed. Cutting the course during qualifying or racing, regardless of whether position(s) were gained or lost, may also be subject to penalty. This judgment is at the sole discretion of the race director and may be based on reports from corner flag stations or the head flagman. Any driver that commits a driving procedure infraction is subject to penalties #1-15.

7.2.11.3.3. Karts that leave the track or stop on the track must, first and foremost, get themselves and their kart to a safe position and out of the way of others. Only after taking care of safety concerns may they attempt to restart. All such attempts must be conducted in a safe manner and

under the driver's own power. At all times, a driver's privilege to attempt to restart is subject to track official's instructions and interpretation of "safe to do so."

7.2.11.3.4. Driver is not to expect corner workers to assist his re-entry/restart. If the kart cannot be restarted, the driver is to assist course workers to get the kart to a safe position. Once the kart is secured, the driver must remain in a safe place near their kart until the race is completed.

7.2.11.4. **Rough driving:** Rough driving is a term commonly applied to knocking (punting) (bump and run) another competitor from the line or the course, nerfing, or other avoidable contact with another kart. It must be understood that there is a fine line that exists between malicious intent and inadvertent contact.

The basic rule is "no contact."

Good, competitive racing sometimes sees contact between competitors. This type of contact can still be considered a violation of the rules, depending upon the incident in question. Officials will spot such infractions and take the prescribed action. GKC shall employ the assistance of all race officials to identify rough driving. Penalty #3-10.

7.2.11.5. **Blocking:** Blocking tactics are blatant efforts by a leading driver to avoid being overtaken by a trailing driver. There is a difference between being tough to pass and blatant blocking. These blocking actions observed by officials will be subject to penalties. Penalty #3-8. Blocking is considered when a driver makes more than 1 move off the preferred racing line on a given straightaway.

7.2.11.6. **Inadvertent and unwilling participants:** Rough driving violations can involve unwilling victims. Every effort will be made to minimize or eliminate rough driving, but it must be understood that when you enter the course you could become the victim of poor judgment or malicious intent.

As a rule, no compensatory action can or will take place with regard to the violated competitor(s). All actions in such situations will be taken toward the violator. Penalty #1-2 during practice; Penalty #3-15 during a race.

7.2.11.7. **Prescribed action:** Marginal infractions shall be met with a rolled black flag warning. Blatant rough driving is not subject to a warning rolled black flag, but instead a full waving black flag. Ignoring a black flag is grounds for event disqualification. Penalty #11. All such calls, with the utmost consideration of the officials, will be final. Penalty #1-

11. Some contact results from missed shifts and will be judged by the official.

7.2.11.8. **Repeated violations:** Competitors exhibiting tendencies toward repeated conduct violations will become susceptible to suspension penalties. Penalty #12-15.

## 7.3. Event Format

**Race sessions:** The number of race sessions (heats, qualifiers, LCQs, mains) will be determined by the race director based on the entry count, venue limitations and/or weather conditions. In the event of qualifying heats, aggregate point ties will be broken by qualifying time. Note: 107% rule on qualifying times may be enforced. Example: Pole time is 50 seconds, 107 x 50 equals 53.50 seconds (maximum qualifying time allowed to compete).

### 7.3.1. Tires

7.3.1.1. **Spec:** Tires (including rains) are spec for all classes and such spec will be announced a minimum of 30 days prior to an event.

7.3.1.2. **Marking:** Tires will be marked, scanned or sequestered after qualifying. In regional events, competitors must race all heats, LCQs, pre-finals, and features/finals on the same tires used to qualify. In national events, additional sets of tires may be allowed at the race director's discretion. Likewise, some classes may require the same tires to be used for more than one competition day. Unmarked or improperly marked tires at the end of any race session will result in a disqualification.

7.3.1.3. **Replacement:** A "one-for-one" tire replacement of a tire that has been damaged during racing may be approved by the technical director, race director, or tire desk manager. Tires replaced without the proper approval will result in a disqualification. Replacement tire will have a measured tread depth equal to or less than the measured tread depth of the tire being replaced.

7.3.1.4. **Rain race:** The decision to declare a race a rain race is at the discretion of the race director.

7.3.1.4.1. When rain conditions are declared for a race, it is the racer's option to choose rains or slicks. Rain tires are only optional to use when it has been declared a rain race. The number of sets will be at the race director's

discretion.

7.3.2. **Fuel/Oil:** Fuel and oil are spec items and unless competitors are notified otherwise, both will be provided at the event by the promoter.

7.3.3. **Points system:** Points are based on finishing order in the heats and main event for regional races and based on finishing order of the main event for national races. Drivers must take the green flag to be eligible for feature points. Only licensed member drivers may accumulate points.

**Heat finish points:**

1st – 25

2nd – 18

3rd – 15

4th – 12

5th – 10

7.3.3.1. **Bonus points:** The top qualifier may earn an additional 10 points. The fastest lap in main may earn an additional 10 points. There may be a tough guy rain bonus of 100 points offered to any and all drivers that complete at least one full lap after the race has been declared a rain race by the race director.

7.3.3.2. **Championship ties:** Will be broken by the number of times one driver has beaten the other in all main events of the season. Heat races will be considered as well, if necessary.

7.3.4. **Disqualification**

7.3.4.1. Drivers DQ'd from qualifying shall start at the rear of the heat race field.

7.3.4.2. Drivers DQ'd from the first heat race will be placed at the rear of the next heat.

7.3.4.3. Conduct DQs shall always be more severe than technical DQ's.

7.3.5. **Flags:** Each competitor is responsible for the adherence to the following flag signals. Any driver that commits a flag procedure infraction is subject to penalties at the discretion of the race director.

7.3.5.1. **Green flag:** A green flag is displayed at the start of practice or competition. If the starter, after giving the green flag, decides to have a restart, he will throw a yellow and red flag or yellow and red lights. If this happens, all corner workers will go to a waving yellow flag.

- 7.3.5.2. **Waving yellow flag:** A yellow flag indicates that there is a problem on the course ahead. The driver is to proceed with caution and raise a hand to signal following drivers. A driver is not to pass another driver from the point that the yellow flag is being displayed until cleared of the incident. Passing on a yellow flag will result in lap penalties.
- 7.3.5.3. **Standing yellow flag (not waving):** Continue at racing speed. Minimal danger ahead requiring driver's attention at next corner.
- 7.3.5.4. **Double waving yellow flags:** Signifies a full course yellow. When double waving yellow flags are displayed at the start/finish line and all corners are displaying double yellow flags, all competitors will line up behind the leader at a constant reduced pace and follow the restart procedure. Failure to comply with the double yellow flags will result in a black flag removal.
- 7.3.5.5. **Red flag:** Indicates that the race is stopped due to an emergency, weather or darkness. A driver is to slow down and be prepared to stop where directed by officials, preferably to the start/finish line. A driver may not enter the pits and may not work on the kart unless otherwise directed by the race director. The race order for the restart is determined by the last fully completed and scored green flag lap.
- Any kart involved in any red flag incident, under any circumstances, will go to the back of the field. If more than two karts are involved in a red flag incident, position at back of pack will be determined by last scored position in a fully completed lap. Any kart deemed to have caused the red flag may be eliminated from the race at the race director's discretion.
- 7.3.5.6. **Blue flag:** Indicates that the driver is being overtaken by a faster, lapping kart. The driver being lapped is to make room for the faster kart and point to the safest side for the pass. The driver is not to race the lapping kart.
- 7.3.5.7. **Black flag:** A black flag indicates that the driver has committed an infraction. If available, a sign board with driver number will be displayed to indicate the offending kart. The driver is to immediately report to the pits and stop where directed by a race official. Failure to respond to the black flag will result in lap penalties or disqualification.
- 7.3.5.8. **Rolled black flag:** A rolled black flag may be displayed as a warning of a driving infraction. If the driver does not heed the rolled black flag warning, the unrolled black flag will be displayed.
- 7.3.5.9. **Black flag with orange disc** (also called a "meatball" flag): This flag indicates a mechanical issue or failure on the driver's kart, making it

hazardous to stay on track. The driver must immediately report to the pits.

- 7.3.5.10. **Yellow flag with red stripes** (debris flag): This flag may be displayed as a courtesy flag and is not always available. It signifies a significant reduction in traction or grip on the racing surface due to the presence of foreign materials. It is usually displayed until the entire field has been made aware of the hazard. It is permissible to overtake another driver when this flag is being displayed.
- 7.3.5.11. **White flag**: Indicates that the race has one more lap.
- 7.3.5.12. **Checkered flag**: A checkered flag is displayed at the finish of competition or practice. A driver is to race to the checkered flag irrespective of the lap number.
- 7.3.5.13. **Crossed flags**: A set of crossed flags (green & white) is displayed to indicate that the race is at the halfway point.
- 7.3.5.14. **Two vertical flags**, side by side: Represents two laps remaining in the race.
- 7.3.5.15. **Checkered flag waving with a black flag**: A checkered flag displayed at the finish of competition with a black flag indicates that the results of that session are under protest, and a final result is pending the race director's decision.