



***Georgia Sprint Karting
Association***

Rule Book

Club Rules

Intent of this rule book: The GSKA uses the current WKA Rule Book as a guide to safely and fairly execute go-kart races. The intent of this rule book is to try to cover items not listed in the WKA Rule Book or items unique to the GSKA.

Pit Passes: Persons in a designated pit area MUST be in possession of a pit pass and/or wristband. Drivers are responsible for their pit area and can be disqualified for people in their area without a pass. This is for the safety of everyone at the track.

Practice: Each driver entering the track must first sign a release/waiver. Minors can not sign a release/waiver. Release/waivers for minors must be signed by a parent or legal guardian over the age of 18. This includes race days as well as any time the track is open.

Used Oil/Fuel: There are no provisions at the track for waste oil or fuel disposal. It is the responsibility of the racer/entrant to collect their own waste oil or fuel and take it with them after the end of the race day. If caught dumping on the ground or in trash cans, club and track privileges may be taken away. Any spills must be cleaned up immediately. No Exceptions.

Alcohol/Drugs: The consumption of alcoholic beverages or drugs by drivers or crew members will not be tolerated at any time before, during an event on track property.

Sportsmanship: Physical contact and/or acts of aggression, physical or verbal, will not be tolerated. Drivers and crews are responsible for their actions. Violation of this rule will result in a disqualification and a two race suspension or a possible ban from the club.

Protests: All protests must be done in writing and given to Race Director. Only written protests within 30 minutes after incident will be discussed. This will be done at an appropriate time and not during a race.

Scoring and Transponders: Transponders and legible numbers are required to be scored. Numbers must be at four locations on the kart; one on the front, rear, and each side of the kart. This is the responsibility of the driver.

Body Work: Dimensions per current WKA tech manual. Club reserves the right to over-ride, if deemed inappropriate or unsafe. Body work rulings will be pre-race not post-race tech.

Pit Area: No driving in pit area on raceday. Shut engine off at the scale; restart once on the grid.

Checks: Accepted, with valid Drivers License number. A \$35.00 fee for returned checks, track privileges revoked until cleared up.

Soliciting: No karting related business is allowed on the track property, without prior written or verbal consent of the club's Board of Directors.

Restrictor Plates: Plates are subject to inspection at ANY time during the event. Any illegal plate or refusal to allow inspection will result in disqualification for rest of event.

Silencers: Intake and exhaust silencers must always be used and comply with the WKA Technical Manual.

Weights: All bolt-on weights must be painted white, the kart number marked on them and attached per WKA tech manual. Bolts for weights must be cotter keyed, safety wired or double nut. 5/16 inch grade 5 or better, or 8mm grade 8.8 or better bolts are recommended. Refer to WKA 201.10 or 251.10

- **Rules can and will be changed or amended without notice. It is the contestant's responsibility to know and understand the latest rules. Updated rules will be posted.**

Race Regulations

Race Practice: Practice will be available before each race event. Driver must be registered and paid to practice. If not, their practice will be terminated. **No Refunds** will be given once practice begins.

Starting Grid: 20 kart maximum. More than 20 can start if event is considered to be a SPECIAL event. Classes may be combined at the discretion of the Race Director.

Race Starts: No passing until the start/finish line or starting cones are passed. If after two failed starts, the front row can be moved back one row at the discretion of the Race Director

Rain Out: If a race day is cancelled for rain before qualifying is completed then all competitors will receive 1st place points. If qualifying is completed by all classes, then points will be given based on qualifying times. If the heat race is completed by all classes, then points are given for the finishing position in the heat race. If a session is not completed (a session is either timed qualifying, heat race or feature) then points are given for the prior completed session.

Race Tech: WKA tech manual to be used when applicable. Any rule change will take effect at the first race following an announced change, except a safety related change may be implemented immediately. .

Minor Consent Form: A minor consent form must be signed the first time a minor visits the track during a calendar year. This minor consent form will expire on December 31st and a new one will have to be signed the next year. This applies to ALL minors, from newborns to age 18.

Minor Waivers: All minors entering the pit/paddock/racing area must have a minor waiver signed by the parent or guardian regardless of age. Insurance armbands are required for all minors including newborns. Children under the age of 5 will not be charged an entry fee.

Insurance: Supplemental medical insurance and a certified EMT are provided at each race. No insurance will be provided during non-race times.

Disqualification: Refusal to report to post race tech will result in an immediate disqualification and could result in a multi race suspension from the club. A serious on-track disqualification for unsafe driving could also result in a multi race suspension. These decisions are the responsibility of the GSKA Board of Directors. The club reserves the right to refuse entrance to track property, to anyone, at any time for any reason.

Appeals: In the event of disqualification, an appeal can be requested, and a fee of \$25 is required. In the event the disqualification is upheld, the fee will be forfeited. In the event of the disqualification being overturned, the fee will be returned.

Point System: Points will be allocated per WKA 800.3. Two race drops will be allowed, one in the first half of the schedule, and one in the second half. A disqualification is not eligible for drop, unless it is a mechanical waive off DQ. A mechanical DQ found in Tech **IS NOT** eligible for a drop. If you find an issue that will disqualify you when you come off the track, you may declare a mechanical DQ before going to Tech and then be eligible to drop that race.

Awards: Awards will be given out as follows:

Junior Trophies:

1 racer:	Trophy
2 to 4 racers:	Trophy/medal/medal
5 to 7 racers:	Trophy/trophy/medal
8+ racers:	Trophy/trophy/trophy

Senior Trophies:

1 racer:	None
2 to 4 racers:	Trophy
5 to 7 racers:	Trophy/trophy
8+ racers:	Trophy/trophy/trophy

Awards will be presented at the following race, during the drivers meeting. A driver must compete in at least eight races to be eligible for end of year awards. The Champion will be the driver with the most championship points. Classes must have three entries or more for at least eight races to be recognized as a points paying class. A tie in championship points at the end of the year will be broken by number of first place finishes, then second place finishes and finally third place finishes. In the unlikely chance that a tie still exists, then the winner will be decided by a coin toss. Points cannot be combined from multiple classes.

Race Officials – Role and Responsibilities

Steward of the Meet is the official responsible for supervising all racing operations. This includes grid formation, disputes/protests, assessing penalties and addressing and enforcing rules. The SOM is also responsible coordinating efforts between all race officials. This position may be aided by any or all other track officials. The SOM is also in charge of tech and safety inspections of karts and safety equipment. Tech inspections will occur both before and after a race and safety inspections are required before a driver can begin a race. It is the responsibility of the SOM to insure all regulations are met before drivers enter the track.

Race Director is the official who controls the actual race and works the start/finish line. The Race Director has the responsibility of controlling the start of a race and works with Head Flagman and Corner Marshals to manage on track activities. The Race Director has the authority to start and stop the entire field and must be aware of all racing activities on the track.

Head Flagman is the person who controls the flags at the start/finish line and works with the Race Director and Timing and Scoring to effectively control the racing on track.

Grid Marshal is responsible for gridding the karts on the false grid and making sure the correct class is in the correct order for the next race. He is also responsible to make sure karts safely enter the track from the grid.

Corner Marshals are responsible working the turns of the track to caution drivers of hazards. Corner Marshals will also assist drivers in returning to a race or clearing the track after an incident. Corner Marshals work with the Head Flagman and the Race Director to manage track activities and will have blue, red and yellow flags. It is the corner worker's responsibility to insure his/her corner is safe for racing.

Registration Representative is conducted by a club member to collect entry fees, issue pit passes and register drivers for their race. The registrar is responsible for collecting signing in drivers, recording kart numbers, issuing wrist bands and collecting entry fees.

Scoring Representative will be responsible for classifying the finishing positions of a race. Every attempt will be made to use two people to score a race.

Scale Representative will be responsible for weighing drivers and their karts after each race. Karts will be weighed in the order in which they enter the pits. Any kart that is under weight will be reported to the SOM.

DISRESPECT TO ANY OFFICIAL WILL NEVER BE TOLERATED.

Penalties for disrespect and inconsideration to race officials will be harsh and immediate. Fines and/or a permanent ban from the club could be handed down, with the severity of the penalty being determined by the severity of the occurrence. Volunteer work is the core of our club and will never be sacrificed for any reason.

Class Structure

Please refer to classes section of the GSKA web site for class rules and latest changes or additions

Anyone who does not meet the requirements of a class will be put into a class that is closest in performance to their kart so that they can still enjoy racing. However, this driver will not be scored in the championship regardless of performance or finishing position. A minimum of 3 karts are required for a class to be grouped on its own.

Georgia Sprint Karting Association (GSKA)

CODE OF CONDUCT

All participants in all GSKA events and activities are expected to behave in accordance with this **CODE OF CONDUCT**. The Conduct Committee will deal with breaches of this CODE, as required.

PREAMBLE

The GSKA wishes to make karting safe and fun, while providing an atmosphere of competition, learning, personal development, and friendship.

The GSKA desires that all participants respect the rights and dignity of all other participants, without regard to age, experience, race, gender, ability, background, religion, et al.

To this end, the GSKA realizes some behavior is preferred, and some behavior is intolerable. This CODE expands on these ideas, and authorizes the Conduct Committee to apply appropriate sanctions. The GSKA understands that many situations have unique circumstances, and the Conduct Committee is given great latitude when evaluating situations that are assigned to its attention.

CODE OF CONDUCT

This Code is meant to be applicable for any and all GSKA-related events, including but not limited to races, practices, work-days, internet use, emails, and banquets.

DRIVERS AND CREW are expected to abide by pertinent rules and regulations. In the spirit of fair racing, no bullying, verbal abuse, threats, goading, vilification, purposeful crashing or bumping, or other types of unsportsmanlike conduct will be tolerated.

DRIVERS AND CREW are expected to maintain their pit areas and equipment in such a manner to achieve a safe sporting environment, and also to abide by any pertinent racing directives. The GSKA must adhere to the highest level of safety practices, and reserves the right ultimately to deny participation to individual(s) who will not meet the level of safety required; normally, drivers and crew can be given ample notice of safety infractions.

ALL PARTICIPANTS are expected to act in a manner that is fair, nurturing, safe, civil, instructive, tolerant, even-tempered, helpful, and appreciative, demonstrates self-control, and generally promotes a safe, fun environment.

For ALL PARTICIPANTS at GSKA-related events, the following are not permitted:

- Cheating, stealing
- Provoking an individual
- Any type of verbal abuse (bullying, threats, goading, vilification, slander, character attacks, etc.) at the track, at any GSKA function, on the GSKA web site or Forum, or any type of social media (**i.e. Facebook, Twitter etc.**)
This includes comments that are deemed detrimental to the club.
- Any type of physical abuse, or threat of physical abuse
- Any type of rude, obscene or offensive gesture
- Any type of rude, obscene or offensive word, phrase or image on karts, trailers, attire, etc.
- Emotional arguments (the GSKA recognizes that disputes will arise, but expects civil dialog and action from participants)
- Any possession or use or abuse of alcohol
- Any possession or use or abuse of illegal drugs
- Any possession or use or abuse of firearms
- Any act of violence
- Any abuse or misuse of GSKA equipment, or of other members' equipment
- Any act of disrespect toward a race official, other participant, or track visitor
- Any other type of unsportsmanlike conduct