



# 2021 Promoters' Package ✓

[CHANGES highlighted in yellow.]



# 2021

Celebrating 20 Years

# Vintage Karting Association

*The oldest and largest vintage karting association in America*

[www.VKAKarting.com](http://www.VKAKarting.com)

[www.VintageKartNews.com](http://www.VintageKartNews.com)

[www.Facebook.com/VintageKartingAssociation](https://www.Facebook.com/VintageKartingAssociation)



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# VKA PROMOTERS' PACKAGE

VKA wishes to thank you for hosting a vintage karting event. Present-day karting started with these types of karts. The history of karting is shown in these karts. The history of karting is also shown in these karts' ability to demonstrate their capabilities and enables present day karting to move forward. **Help us celebrate the First Annual International Go Kart Month in September. Visit [www.facebook.com/groups/1107821282970313/](http://www.facebook.com/groups/1107821282970313/).**

## 1. General

- Promoters must execute the **Marketing Agreement**.
- Other useful documents are available on the VKA website: [www.VKAkarting.com](http://www.VKAkarting.com)
- Effective January 1, 2020, all class entrants, show judges and **participants**, and returning vendors must be VKA Members. You will be provided a current list of VKA Members about one week prior to your event.
- All entrants should complete a Registration Form before they sign the track waiver. A copy of the completed form should be part of the event report, submitted to VKA.
- Have VKA membership forms available at registration. (See [Appendix G](#) or they can be downloaded from the VKA site ([www.VKAkarting.com](http://www.VKAkarting.com)).)
- VKA is asking for a **voluntary advertising contribution** back from your event. You may do a 50/50 Raffle (50% of the proceeds are given to VKA and 50% are given back to ticket holder. **NOTE:** You may have to be licensed/approved in some states in order to hold a raffle) or you can just make a voluntary advertising contribution of \$100.00 to \$200.00 to The *Vintage Karting Association*. If you have fewer than 40 attendees, you don't need to send anything. For 40 to 80 attendees, the recommended amount is \$100.00; Over 80 attendees, \$200.00. In return, VKA promotes your event on the VKA website ([www.VKAkarting.com](http://www.VKAkarting.com)), Vintage Karting Association Facebook Public Group and *FirsTurn*® magazine, provides guidelines and offers technical support. **VKA provides Kart Show Awards/Certificates**. Any additional prizes could be given at this time and could boost ticket sales.
- Special awards could include: Oldest Driver, Greatest Distance Traveled, and Outstanding Vintage Karter. Be creative.
- Be sure to display the VKA banner provided to you by the *Vintage Karting Association*.
- VKA recognizes two levels of demonstration events: Tier I and Tier II.
  - Tier I events are flagged events with motocross scoring and recognition of at least 1<sup>st</sup> place winners, although 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> are preferred.
  - Tier II events are “non-flagged” events, with no scoring and no awards.
  - Promoters should identify which level of event they are holding when they announce their event.

Promoters should be aware of one of the **major** 2014 VKA membership survey results; **99% want consistency between events!** Before you consider adding a “promoter’s option,” consider the impact it will have on how participants will have to change their equipment for your event. Any changes must be approved by VKA 120 days before the planned event date and should be part of the event flyer. A PDF copy of your event flyer will be posted on the VKA website and should be submitted to [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com) well before the event.



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- In order to promote pre-registration, the promoter should consider publishing a “Refund Policy,” so those who **do** pre-register will know the extent to which they will or will not be reimbursed if they don’t show up.
- To avoid any confusion at your event, the Promoter should make it clear that if anyone brings a kart that does not conform to the **VKA Guidelines**, they may be turned away. They should also welcome any potential participant to contact them prior to the event if they have any questions about the equipment they intend to bring. The Promoter should consider reviewing any photographs and **documentation the potential participant presents to justify the “period correctness” of their equipment** and how it conforms to the **VKA Guidelines before the event.**
- Although VKA will promote your event, the promoter is welcome to promote their own event, especially in local media (e.g., local newspapers and community service announcements on radio and TV).

VKA will also support the event after-the-fact with an Event Summary in **VKA FirsTurn**® based on input from the Event Promoters. Submissions of text and/or pictures may be included in the **VKA FirsTurn**® (space available) and on the VKA website. Text submissions should be in WORD and submitted to [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com) and pictures should be posted in a file link (preferably on [www.DropBox.com](http://www.DropBox.com)) and access sent to [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com). It is highly recommended that photos be accompanied by appropriate captions or list of captions linked to photos. VKA reserves the right to restrict the publication in print or on-line if captions are not included.

## 2. Safety/Insurance

**Safety is the responsibility of the promoter and track owner/operator. VKA Guidelines and this Promoters' Package are intended to create consistency between events. VKA does not accept responsibility for conduct of the event.**

**The Promoter should ensure that VKA is listed as “additional insured” in the track’s insurance policy.**

***Safety inspection of karts should be done prior to any kart practicing. Helmets must be SNELL APPROVED 2015 or later! (Helmets with SNELL APPROVAL of 2010 or earlier are no longer acceptable and should not be allowed.)***

**Before starting karts:** Driver should be in the kart or the kart should be on a stand.

**New Drivers:** Defined as someone new to the sport or someone who has not driven in years. In the Drivers' Meeting, New Drivers should be told they start in the back of the grid in **all** Heats. An “X” should be displayed on the back of a New Driver’s helmet.

**For Demonstration Heat starts:** have the flagman **START** the Heat close to the first turn. This keeps the speed down while the karts are tightly packed together. Some tracks have placed cones in the first turn to define and separate karts only for the first lap ... karts gridded on the left, stay to the left; karts gridded to the right, stay to the right. The cones are then removed.



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The **Black Flag** should be used to take control of overly aggressive and reckless behaviors that cause wrecks and for technical issues with a kart or driver's equipment after they are on the track.

### 3. Demonstration Heats (Tier I)

Typically, most **Tier I** events run three Heats consisting of six to eight laps depending on track length, weather, and vote at Drivers' Meeting. Your first Heat line-up can be in the order of sign-in, "pea pick," age, or other system (e.g., lap time). The second Heat is inverted from the first. In the third Heat, high point drivers go in front (see para. 132.6 in *Guidelines*). Regardless of finish, novice participants should start at the back of **all** Heats. Practice sessions should also be provided and will allow some vintage karts a Tier II-experience (see Paragraphs 3a & 4, below) if they prefer not to enter your Tier I Heats. If lap times are used for setting the grid, drivers should be allowed to "opt-out" of a position for one at the back of the grid.

#### 3a. Demonstration Heats (Tier II)

Tier II events are not meant to be formal, flagged Heats and are not scored and there are no awards. A Tier II event is for practice, testing, kart/motor shakedown and karter get together. If some karters wish to form their own class and have a friendly Heat, that would be at the promoter's discretion.

### 4. Practice

You should offer a "Practice Only" pass at your event for people who don't want to be in Demonstration Heats, **especially for Tier I events**. But be aware, when you are practicing karts, you should take precautions against karts of different speeds, tires and handling being on the track at the same time causing an accident. The promoter should consider speed groups like: Single Rear, Dual Rear, Single Sidewinder, Dual Sidewinder and Junior/Historic.

### 5. Classes (Sprint and Enduro)

The VKA has instituted a class format guide for running vintage karts at events, **2021 VKA Class Guidelines** (see [Appendix H](#)). It is recommended that event promoters follow these classes when they prepare for an event. Vintage karters prepare their karts to conform to these class guidelines and want to show up at your event ready to run. Promoters should also consider allowing vintage enduro karts to participate in demonstration runs when there are enduro entrants. At the time an event is announced, and flyer is prepared, the promoter should identify it as either a Tier I or a Tier II event, **and any deviations from VKA Guidelines. (A Flyer Checklist is included in Appendix I.)** Promoters should welcome inquiries from potential attendees if they have any question regarding their equipment **BEFORE THE EVENT**.

### 6. Other Activities

Events usually offer a dinner, picnic, or cookout (which is included in the driver's entry fees) on the second day of a three-day event, or the first day of a two-day event. Since karters like to mingle at these dinners, it's nice to introduce any famous, old karters attending your event. *Karting events could be structured as follows* (see **Appendix J, for a Recommended Schedules**):



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**2 DAY EVENT – Day 1:** Registration, practice, 1<sup>st</sup> Heat<sup>1</sup> (local option), Kart Show, meal. **Day 2:** Registration, Practice, 1<sup>st</sup>, 2<sup>nd</sup> and/or 3<sup>rd</sup> Heat, after-Heat get together.

**3 DAY EVENT- Day 1-** Registration, Practice. **Day 2-** Registration, practice, 1<sup>st</sup> and/or 2<sup>nd</sup> Heat, Kart Show, meal. **Day 3-** 2<sup>nd</sup> and/or 3<sup>rd</sup> Heat.

The event flyer should address the classes, **Tier I or Tier II**, activities, accommodations, directions, costs of event and point-of-contact (see Event Checklist, Appendix I). The event flyer should be made available to the VKA website and the VKA *FirsTurn*® Editor (see [Appendix B](#), below) as soon as possible.

**Remember, the main themes of any event are safety and fun.** The people attending your event this year may not remember who won in what class, but rather, how much they enjoyed themselves. Make your event special! Some suggestions include: encouraging all drivers to walk the track after the first Drivers' Meeting, hiring a singer to perform the "National Anthem" at the start of your event, providing an event announcer, recognizing famous karters, providing "special awards" (see [General](#), above), planning an *hors d'oeuvre* dinner party, *etc.* Think out of the box. Do something that will make them remember **your** event – and want to return next year.

## 7. Kart Show – Categories

HISTORIC	REAR	SIDEWINDER	ENDURO	MINIBIKE	PEOPLES' CHOICE
• Unrestored	• Unrestored	• Unrestored	• Best in Show	• Best in Show	• Best in Show
• Restored	• Restored	• Restored			
• Modified	• Modified	• Modified			
• Past Champion	• Past Champion	• Past Champion			

You will select three **VKA Members** as judges at your event who are best qualified to judge the Kart Show entries.

VKA certificates are available from the kart show contact (see [Appendix B](#), below) upon request for Kart Show awards.

### 7.a Kart Show Organization- **Only Current VKA Members may participate.**

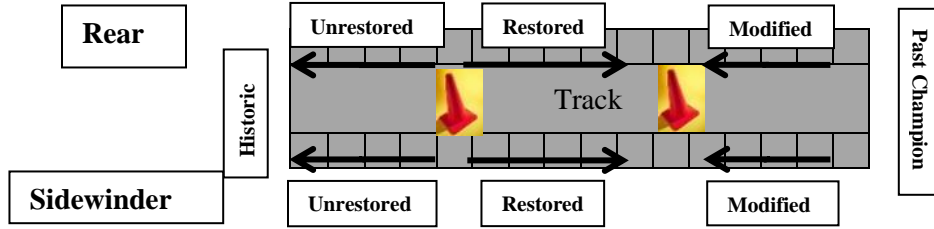
1. To streamline and simplify the Kart Show, sidewinders should go on one side of the track, and rear engine karts on the other side. That will get things started (see chart. below). Then, starting from the left, moving to the right, line them up with the rear "Historic" on the far left, "Unrestored" next, "Restored" next, then "Modified." "Past champion" should be placed at the end or in the infield to accent their success.
2. Promoters may want to "pre-stage" temporary cones or signs to make placing participants' kart easier. This effort will pay off in the time saved for the judges to evaluate the participants. This in turn will expedite the entire process and get the karters to the next part of the event ... dinner, practice, awards, *etc.*

<sup>1</sup> Heat structure may be for Tier I or Tier II.



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### 8. Before and After Your Event

Early in the season, you will receive this Promoters' Package. It will also contain VKA Membership Application Forms and VKA *Guidelines*<sup>2</sup>.

**BEFORE** the event, as soon as your event date is confirmed, prepare and send a copy of your Event Flyer and Registration Form to your Regional Coordinator and [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com). (A **single** pdf version is preferable.) Examples can be found on [www.VKAkarting.com](http://www.VKAkarting.com). The flyer and Registration Form should include event schedule, **special activities**, classes, pricing, hotel information, at a minimum. (See **Appendix I** for checklist.)

**BEFORE** the event, consider contacting local radio and television stations to run FREE Public Service Announcements (PSAs). Also consider contacting local newspapers to run your event in their "Upcoming Community Events" section. Invite them to your event. Let them know how special vintage karting is ... the beginning of many current race drivers' careers, the excitement of wheel-to-wheel exhibitions and ... the fun!

[Consider acknowledging the **First Annual International Go Kart Month (September)** celebration in 2021. ([www.facebook.com/groups/1107821282970313/](http://www.facebook.com/groups/1107821282970313/))]

**BEFORE** the event, be sure to line-up reliable, dependable, conscientious people to help. In addition to EMS, you should have support with administration, safety tech, grid management, flagging, scoring, announcing, and photography. (It will be necessary to arrange for someone to take pictures at the event and to write an event summary for the VKA *FirsTurn*<sup>®</sup>. The Editor of the VKA *FirsTurn*<sup>®</sup> or other VKA members may be available to help. If they are not available, when making arrangements with a professional photographer, you should make him/her aware photos of the event, including the Kart show, should be made available for the VKA website and to the VKA *FirsTurn*<sup>®</sup> at no charge, **or as part of his/her fee.** (Send to [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com).) **The photographer should provide captions for all picture.**

The Monday **BEFORE** your event, you will be e-mailed a current VKA membership list. This will be helpful in determining if event and show judges and entrants are VKA members. Returning vendors must be VKA members; if they are not, access to the pit area should be restricted.

**AFTER** the event, send the Event Report ([Appendix C](#)) and contribution money to your Regional Coordinator. Please make sure all checks are made payable to *Vintage Karting Association* (see [Appendix B](#)). The Event Report should include copies of scoring printouts to include number of karts in each class, lap times, average times, Heat time, *etc.* (See [Appendix C & K](#)).

<sup>2</sup> VKA *Guidelines* may include recommendations regarding classes, safety tech procedures, flagman duties, *etc.*



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**AFTER** the event, send completed Membership Applications to the Regional Coordinator, together with checks made payable to *Vintage Karting Association* (see [Appendix B](#), below).

**AFTER** the event, you should email (see [Appendix B](#), below) a written event summary (**Appendices C and K**) and pictures of the event, including the Kart Show and the Peoples' Choice in time for publication in the next issue of *FirsTurn*® (see [Appendix B](#), below).

**The photographer should be advised to send a link to photos to the editor of the VKA FirsTurn, [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com). Photos should be available from DropBox.com and the link accessible to VKA Website Director and [VKAeditor@gmail.com](mailto:VKAeditor@gmail.com) (see [Appendix B](#), below). All pictures should have captions.**

Although not mandatory, failure to meet the publication deadline will mean your event results and photographs will not appear in the next issue of the VKA *FirsTurn*®. (If you provide the mailing address of your track owner, a complimentary copy or link of that edition of the VKA *FirsTurn*® will be sent to the track owner.)

**AFTER** the event, the event results (at least 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions and Kart Show winner/entrant information) should be provided to the Editor of the VKA *FirsTurn*® (see [Appendix B](#), and [Appendix K](#), below).

### 9. Guidelines

Go to [www.VKAkarting.com](http://www.VKAkarting.com). Click on “Members” area. Scroll down to “Download Links for VKA Documents.” Click on “Event Guidelines.” (see [APPENDIX H](#), below, for **Class Guidelines**)

### 10. Grid & Scoring

#### 10a. Tier I Events are flagged and scored.

- The event should consist of three Heats of equal value.
- Starting positions for Heat One may be determined by one of the following methods:
  - **In order of Registration**- Starting position will be assigned at registration – Earliest entry will start with the pole position,
  - **Pea-Pick System**- Karts will be grid in descending pea-pick number, or
  - **Qualifying System**- Karts will grid with fastest time to the front. (Any driver should be allowed to “opt-out” of a grid position for a position at the rear of the grid.)

Regardless of the starting position for Heat One, the grid for Heat Two will be completely inverted from Heat One and Heat Three will be based on the combined score from Heats One and Two ... keeping in mind novices should always start at the back of the grid and anyone in a timed starting may choose to start at the rear of the grid.

All novice and rookie drivers should have an ‘X’ on the back of the helmet and start at the back of the grid.



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**NOTE:** Vintage karts are scored different than the Modern Karting-Heat & Feature-system. More and more promoters on the VKA circuit are going with the AMB Trans X 160 transponder for ease of scoring the Heats. Most tracks have this electronic system in use already. Until more karters own/lease a transponder, you will need to make transponders available. Entrants still need to put a number on their front panels. If there are no transponders used, then use the old-fashioned way with scorers “in the tower.”

### 10b. Point System:

Starting in 2021, **VKA Guidelines** revised the scoring system. The new system is defined in Section 132.6. “Tie-Breakers” are also described in that section:

Points are issued by on track finishing positions

Lowest point total wins.

1 = zero

2 = 2

3 = 3

4 = 4

5 = 5

and so on

**DNF** points are issued based on the number of laps completed --

**Example:** in an 8-kart race (karts that take the Green Flag), the first kart out receives 8 points -- next out 7, and so-on.

**DNS** points issued based on number of karts entered in the race --

example: in an 8-kart race, if two karts do not take the green flag, both receive 8 points.

# 2021

Celebrating 20 Years

## Vintage Karting Association

*The oldest and largest vintage karting association in America*

[www.VKAKarting.com](http://www.VKAKarting.com)

[www.facebook.com/VintageKartingAssociation](https://www.facebook.com/VintageKartingAssociation)





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## Appendix A

### 2021 VKA Officers, Board of Directors and Volunteers:

OH	Gary Wlodarsky	President	<a href="mailto:g.wlodarsky@gmail.com">g.wlodarsky@gmail.com</a>
CA	Louie Figone	Vice President	<a href="mailto:louiemtb@aol.com">louiemtb@aol.com</a>
MI	Dean Kossaras	Secretary/Legal	<a href="mailto:DeanK7@comcast.net">DeanK7@comcast.net</a>
CA	Joe Swantek	Treasurer	<a href="mailto:joe.stonepros@verizon.net">joe.stonepros@verizon.net</a>
IL	Deo Curts	Membership	<a href="mailto:SweetDeoCurts@gmail.com">SweetDeoCurts@gmail.com</a>
TN	Lynn Haddock	Guidelines/Safety	<a href="mailto:LynnHaddock@epbf.com">LynnHaddock@epbf.com</a>
PA	Karl Ginter	Events Director	<a href="mailto:ginterkarl@hotmail.com">ginterkarl@hotmail.com</a>
IN	John Copeland	Enduro Director	<a href="mailto:JohnAndGail.Copeland@frontier.com">JohnAndGail.Copeland@frontier.com</a>
VA	Sal Palatucci	Show Director	<a href="mailto:sal.vo@verizon.net">sal.vo@verizon.net</a>
GA	Bob Barthelemy	South Director	<a href="mailto:bobb@Lhthomson.com">bobb@Lhthomson.com</a>
WI	Bill McCornack	Midwest Director	<a href="mailto:bil.mccornack@comcast.net">bil.mccornack@comcast.net</a>
CA	Louie Figone	West Director	<a href="mailto:louiemtb@aol.com">louiemtb@aol.com</a>
PA	Skip Owen	NE Director	<a href="mailto:jOwen0729@yahoo.com">jOwen0729@yahoo.com</a>

### VKA VOLUNTEERS:

Len Emanuelson	Editor	<a href="mailto:len@automediaproductions.com">len@automediaproductions.com</a>
Deo Curts	Distribution	<a href="mailto:SweetDeoCurts@gmail.com">SweetDeoCurts@gmail.com</a>
Kelly Frazier	Recording Secretary	<a href="mailto:kelly.frazier74@gmail.com">kelly.frazier74@gmail.com</a>

Regional Coordinators phone numbers are listed in **Appendix D**.

**It should be noted that the *Vintage Karting Association* does not sanction any events. VKA is a promotional organization that gives assistance to promote events and provide consistent guidelines between events. Each event is the responsibility of the promoter and/or track owner.**





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## Appendix B Important Event Contacts

Below listed VKA members can provide assistance on questions in order to make your event successful.

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### Regional Coordinator (See APPENDIX D)

General information, incident reporting, event set-up and class structure.

Mail event statistics and **voluntary advertising contributions** or raffle money to your regional coordinator *immediately after event*.

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**Gary Wlodarsky** – President                      440-315-9235                      [g.wlodarsky@gmail.com](mailto:g.wlodarsky@gmail.com)

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**Lynn Haddock** – *Guidelines/Safety*                      423-619-1566                      [LynnHaddock@epbf.com](mailto:LynnHaddock@epbf.com)  
Safety and VKA *Guidelines*.

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**Karl Ginter** – National Events Director                      240-367-4511                      [GinterKarl@hotmail.com](mailto:GinterKarl@hotmail.com)  
Coordinates Annual Schedule and Regional Coordinators.

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**John Copeland** – Enduro                      765-491-3746                      [johnandgail.copeland@frontier.com](mailto:johnandgail.copeland@frontier.com)

Promotes and coordinates vintage enduro karting.

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**Deo Curts** – **Membership/ *FirsTurn*®** 817-429-3444                      [SweetDeoCurts@gmail.com](mailto:SweetDeoCurts@gmail.com)  
Current membership lists for event registration. Membership Support and **VKA *FirsTurn*®** distribution.

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**Len Emanuelson, Editor** – **VKA *FirsTurn*®** 805-907-8346                      [len@automediaproductions.com](mailto:len@automediaproductions.com)  
Event articles and Show Winner photos. Email Demonstration Heat Results and Show Results immediately after event to [len@automediaproductions.com](mailto:len@automediaproductions.com). Posts all event photos on [VKAkarting.com](http://VKAkarting.com).

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**Jeff Campbell** – **Website Administrator**                      734-812-0230                      [jscampbe@comcast.net](mailto:jscampbe@comcast.net)  
Website event flyer listings. Posts event photos. Use the VKA website application to post photos. Send email/text to Jeff to notify him photos are downloaded and need to be uploaded.

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**Bill McCornack** – Public Relations                      630-400-2645                      [bill.mccornack@comcast.net](mailto:bill.mccornack@comcast.net)

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## Appendix C Event Report

Return to your Regional Coordinator

Name, Location and Date of Event: \_\_\_\_\_ -

WEATHER	FIRST DAY	SECOND DAY	THIRD DAY
	<input type="checkbox"/> Rained out	<input type="checkbox"/> Rained out	<input type="checkbox"/> Rained out
	<input type="checkbox"/> Some rain/karts ran	<input type="checkbox"/> Some rain/karts ran	<input type="checkbox"/> Some rain/karts ran
	<input type="checkbox"/> Clear	<input type="checkbox"/> Clear	<input type="checkbox"/> Clear
	Temperature: hi    low	Temperature: hi    low	Temperature: hi    low
REGISTRATION FOR DEMO EVENTS		REGISTRATION FOR KART SHOW	
Registration-Practice ONLY		Historic	
CURRENT Members		Rear	
NEW Members		Sidewinder	
		Enduro	
		Mini-Bike	
		4-Cycle	

NOTES: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Be sure to attach copies of electronic race report generated by transponder system. VKA is especially interested in number of entries in each class, individual lap times, total time of each Heat and any average times the report can generate. (See Appendix K for Results Forms.)

Incident Report: (EMS responses, injuries, collisions, pit fires, confrontations, etc.)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Completed by: \_\_\_\_\_ Date: \_\_\_\_\_  
(Please Print)

Email: \_\_\_\_\_ Phone: \_\_\_\_\_



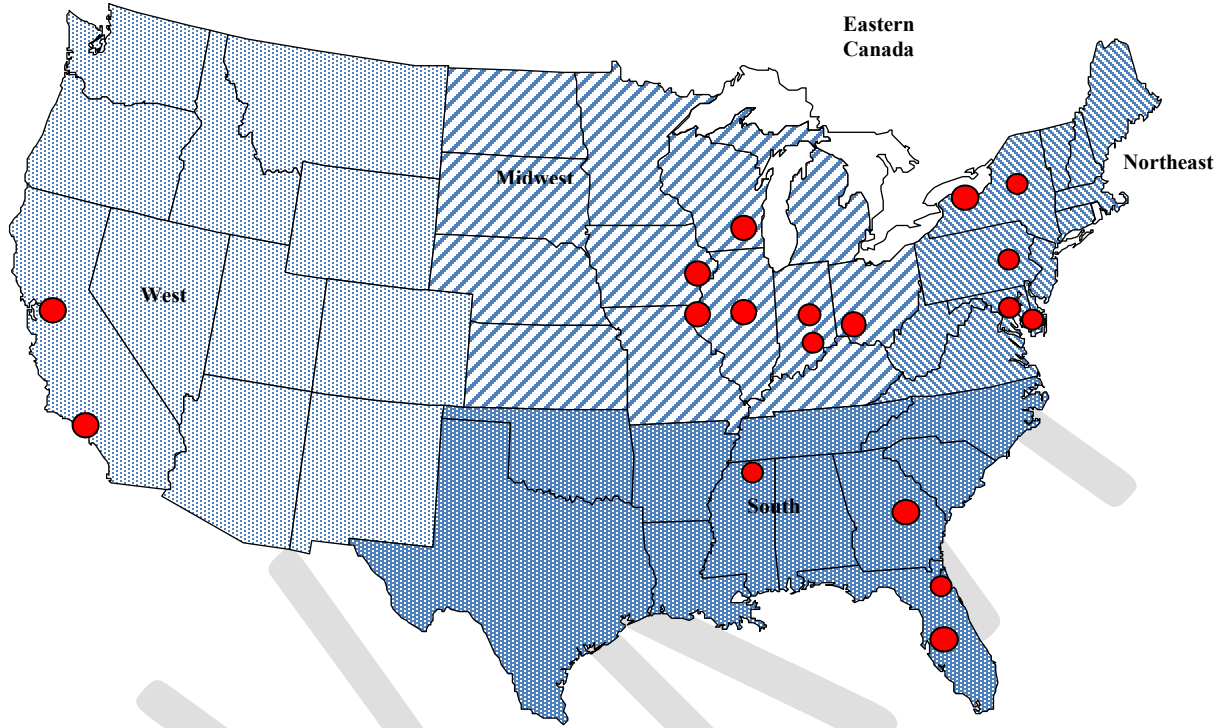
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## Appendix D

### 2021 VKA Regions & Events



### 2021 Regional Coordinators

Northeast	Skip Owen (PA)	717-440-1053	<a href="mailto:jOwen0729@yahoo.com">jOwen0729@yahoo.com</a>
South	Bob Barthelemy (GA)	478-361-3048 (after 5:30PM)	<a href="mailto:bobb@Lhthomson.com">bobb@Lhthomson.com</a>
Midwest	Bill McCornack (WI)	630-400-2645	<a href="mailto:bill.mccornack@comcast.net">bill.mccornack@comcast.net</a>
West	Louie Figone (CA)	415-297-0374	<a href="mailto:louiemtb@aol.com">louiemtb@aol.com</a>
Enduro	John Copeland (IN)	765-491-3746	<a href="mailto:JohnAndGail.Copeland@frontier.com">JohnAndGail.Copeland@frontier.com</a>
Enduro Southern Region Contact	Dick Charest (SC)	803-493-2099	<a href="mailto:DickCharest@Yahoo.com">DickCharest@Yahoo.com</a>



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# Appendix E

## FLAGGING DUTIES

### I. START/FINISH FLAGGER

These items should be discussed at drivers meeting

1. **Slow starts are safe starts –**
2. Discuss parade laps
  - a. It is the Pole Position's responsibility to maintain a slow speed to the **Start/Finish Line**.
  - b. Failure to do so will result in moving the Pole Position to the back.
  - c. The Start should be close to the first turn or cones could be placed to keep inside and outside rows separate for the first lap only. (See paragraph [2. Safety and Insurance](#), above.)
3. Explain the flags ... especially the track requirements for Red Flags.
4. Ask novices to start at the back **of each Heat** with "X" on back of the helmet.
5. When taking the Green Flag - No "Texas starts" or passing before the green flag drops.
6. 1<sup>st</sup> kart in the corner has the right of way.
7. No chopping or diving in the corners or blocking on the straights – no cutting into grass to pass. **Driving Standards outlined in Paragraph 96 of the VKA Guidelines should be discussed.**
8. Insure drivers raise hand when exiting the track or stopping on the track. (**Get your elbow up!**)
9. If you observe a bumping, unsafe, or aggressive driving by someone when it could have been avoided, you should point a rolled-up Black Flag at them. If done twice, you should Black Flag the driver.

### II. TRACK ENTRY FLAGGER

1. Insure drivers entering the track, stop and waits until you direct them to enter the track.
2. Kart speeds vary between low-power and high-power karts. Low-power karts need a longer lead-time when high-power karts are on the track before you direct the slower karts from the grid onto the track.

### III. CORNER WORKERS

1. Monitor drivers for inappropriate actions
2. Display appropriate flag (Red, Yellow, or Black) when needed.



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[CHANGES highlighted in yellow.]

EVENT LOCATION: \_\_\_\_\_

## Appendix F Pre-Tech Inspection Form

Kart #: \_\_\_\_\_ Frame: \_\_\_\_\_ Engine(s): \_\_\_\_\_  
Class(es): \_\_\_\_\_

Please indicate compliance by checking each item -- form to be submitted to officials to attain tech sticker -- no kart is allowed on the track without the tech sticker -- operation of a kart without the tech sticker may result in exclusion from the event. Your signature is also required, below.

SAFETY GEAR (meets VKA Guidelines)	
SNELL approved helmet (2010 or later)	Long Pants
Shoes	Gloves
Jacket	Neck Collar
BRAKE and THROTTLE SYSTEM	
Brake/Throttle Pedal pivot to chassis*	Activator Rod / clevis pins / Cable ends*
Master cylinder to chassis bolts*	Brake rotor to axle hub (cotter pin or lock nuts)*
Caliper to chassis bolts*	Throttle Return Safety Spring (recommended)
STEERING SYSTEM	
Steering wheel to hub bolts*	Kingpin bolts*
Steering hub to shaft nut*	Tie rod end bolts*
Steering shaft to chassis (lower end)*	No "over-steer"
REAR AXLE	FRONT AXLE
Main wheel nut*	Main wheel nut*
Axle snap ring (movable hubs)	Valve stem not "torqued" <sup>1</sup>
Valve stem not "torqued" <sup>1</sup>	
TIRES	FUEL SYSTEM
All tires meet VKA Guidelines	Tank secure
All tires in good condition	No leaks
No valve stems are "torqued" <sup>1</sup>	Cap tight
	Fuel lines safety wired, clamped or Ty-Rap
NUMBER PANEL(S)	CHAIN/CLUTCH
Secure	Chain guard
6" Number	3 <sup>rd</sup> Bearing support/clutch guard

**\*Items that need to be secured by cotter pin.**

<sup>1</sup> A "torqued" valve stem is a valve stem that is not aligned with valve stem hole in rim (i.e., twisted)

I certify that the information above is true, accurate and complete. I have personally checked each item and am satisfied that each item is in good condition, and my vintage kart is safe to operate. Any changes, repairs, or modifications made after this certification will be in compliance with VKA Guidelines.

\_\_\_\_\_  
Please Print First & Last Name

\_\_\_\_\_  
Signature

\_\_\_\_\_  
VKA Member Number

\_\_\_\_\_  
Date



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[CHANGES highlighted in yellow.]



## Appendix G

### Vintage Karting Association, Inc.



#### VKA Membership Application – SUBJECT TO APPROVAL

12 Month Individual Membership: **\$35.00**  
36 Month Individual Membership: **\$95.00**

12 Month Family\* Membership: **\$50**  
36 Month Family\* Membership: **\$135**

\* All Family Members must live at the same address.

#### MEMBER INFORMATION

Name \_\_\_\_\_ Age \_\_\_\_ Sex \_\_\_\_ Birthdate \_\_/\_\_/\_\_\_\_  
Address \_\_\_\_\_  
City/State/ZIP \_\_\_\_\_  
Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ e-mail \_\_\_\_\_

#### FAMILY MEMBER INFORMATION

Relationship \_\_\_\_\_ Name \_\_\_\_\_ Age \_\_\_\_ Sex \_\_\_\_ Birthdate \_\_/\_\_/\_\_\_\_  
Relationship \_\_\_\_\_ Name \_\_\_\_\_ Age \_\_\_\_ Sex \_\_\_\_ Birthdate \_\_/\_\_/\_\_\_\_  
Relationship \_\_\_\_\_ Name \_\_\_\_\_ Age \_\_\_\_ Sex \_\_\_\_ Birthdate \_\_/\_\_/\_\_\_\_

**Membership:** All Members receive a membership card and access to on-line VKA magazines and newsletters. New Members also receive a patch. Additional patches are available for \$6.00 each plus \$1.00 postage by contacting Deo Curts at the address below.



**Volunteering:** VKA is run by volunteers. Because the membership is comprised mostly of vintage karters, we not only have drivers and mechanics with a lifetime of experience at and on the track, but are in the unique position of having access to a vast and varied "knowledgebase." Don't let it go to waste. VKA is always looking for volunteers at the track, but also to manage, organize and run the organization. Please take a moment and indicate below what life experiences or general interest you have and can contribute to VKA.

- Computers (Identify area: typing, website management, programming, spreadsheets, etc.) \_\_\_\_\_
- Finance/Accounting/Taxes     Management/Supervision     Other (describe) \_\_\_\_\_
- Writing/Editing     Photography     Drone Video \_\_\_\_\_

Applicant's Signature or  
Guardian for Under-18 Applicants: \_\_\_\_\_ Date: \_\_\_\_\_ Amt. \_\_\_\_\_

Send **CHECK** made payable to **Vintage Karting Association** and this application to:  
**DEO Curts: PO Box 3074 St. Charles, IL. 60174 Cell: 630-440-8348**  
[sweetdeocurts@gmail.com](mailto:sweetdeocurts@gmail.com)  
PayPal is accepted on [www.VKAkarting.com](http://www.VKAkarting.com)

Rev12/14/2020  
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[CHANGES highlighted in yellow.]



# Appendix H

## 120 VKA Event Class Structure -- VINTAGE DIVISION -- 1956-1987

**1.) HISTORIC** 1956 to 1964 rear engine karts and engines; single, dual, or triple engines, 16.5 c.i. (270cc) max displacement; Must have vintage-style dry clutches or direct drive; box muffler; vintage tires -- Promoter may split class as per VKA Guidelines -- duals/triples in front -- this is a Tier 2 demo class -- Max kart width – 46”

**2.) JUNIOR** (ages 10-14) Rear or sidewinder with single 80 or 100cc (6.1 cu. in.) max. American Fan Cooled Engine -- engines will run single HL carb with 1” or smaller throttle bore -- Small single intake manifold only (WB V-reed, Homelite reed, Go Power reed, *etc.*) -- Manifold to have an HL bolt pattern, single reed cage only -- no Mac 91 or 93 manifolds. -- box muffler -- vintage dry style clutch (no Hartman slippers) ----- Yamaha KT100 engine may be used with WA55 Walbro carb and “limited” exhaust system -- (See Yamaha Limited Class for pipe and clutch requirements) -- Vintage tires required. Max Rear kart width – 46” ----- Max SW kart width – 50”

### 3.) SPORTSMAN REAR

**Group A** American fan cooled engines -- 8.2 c.i. (135cc) max displacement industrial type WB-820 or West Bend 610 -- McCulloch's must be 6.1 c.i. (100cc) max displacement or saw blocks over 80cc -- Small single intake manifold required (WB or GEM V-reed, Homelite reed, Go Power reed, *etc.*) -- Manifold to have an HL bolt pattern -- single reed cage manifold only -- Single HL 1-inch maximum throttle bore carburetor -- Small Mac flat-back carb OK -- West Bend 820 must use 0.813" max venturi / 1" throttle bore carb (or HL232 standard carb) -- vintage style dry clutch -- no slipper arms on Hartman clutches -- box muffler -- vintage tires -- MC-91, 92 and 93 engines are allowed -- single carb manifolds only -- No V-4, V-6 or V-12 manifolds -- after market stuffer plates OK -- no 91-93 carbs -- no 91-93 McCulloch manifolds -- Max kart width – 46”

**Group B** Stock 100cc Mac -- Single pumper BDC carb -- stock V4 factory manifold -- Stock flywheel -- stock stuffer -- gasoline fuel -- box muffler -- dry clutch (no Hartman slippers) -- #35 chain -- intake manifold may be removed for visual tech and No-Go port inspections (.450" dia) -- exhaust header may be removed for visual and No-Go size inspection (.578" height / .087" rib / 1.730" width) -- aftermarket connecting rods approved -- vintage tires -- max kart width 46”

**4.) 80cc MAC** Both groups: 80cc Mac 49 or comparable chain saw block – 1.375” maximum stroke -- rear, straight axle sidewinder or pre-1981 SW chassis – 1” axle – Vintage tires per 125.1 – max width 46” – single intake manifolds only -- (WB V-reed, Homelite reed, Go Power reed, *etc.*) or factory Mc 49 series intake -- manifold to have an HL bolt pattern -- Single HL carb with maximum one inch throttle bore or small Mac flat-back carburetor – gas or alcohol fuel

**Group A** any engine modifications allowed -- vintage style dry clutch – any box muffler

**Group B** Engine to have no modifications – must be run stock -- stock intake and exhaust ports – no additional boost ports – absolutely no internal modifications – heads are not allowed any alteration / filling to increase compression -- GEM #1273 box muffler – Max Torque dry clutch with no modifications and orange springs – minimum driver age 45 years old – entrant must accept intake / exhaust removal for engine inspection upon request Class may be run on track -- with Class #1 / Historic at race director’s discretion

**5.) 6.1 REAR** Rear engine karts; American fan cooled engines only, 6.1 c.i. (100cc) max displacement --pipes and oil clutches allowed -- no disc clutches -- any carburetor combinations -- vintage tires -- Max kart width 46”

**6.) 8.2 REAR** Rear engine karts; American engines only, 8.2 c.i. (135cc) max displacement -- pipes and oil clutches allowed -- no disc clutches -- any carburetor combinations -- vintage tires -- Max kart width – 46”





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[CHANGES highlighted in yellow.]



**7.) DUAL REAR** American fan cooled engines only -- (B+C) up to 16.5cu (270cc) -- box mufflers -  
- #35 chain -- vintage tires -- oil or dry clutches -- no disc clutches - Max kart width – 46”

### **8.) 100 SIDEWINDER**

**Group A** 1979 and older sidewinder chassis and engines -- with Foreign (100cc) engines per section 126 -- 100cc American fan cooled engines, 125cc American fan cooled engines -- engine clutches only -- Max Torque, Rev Grip, L&T, Horstman DXL, Horstman Steel Nytro, Burco, Hartman, and Noram (no Tomar clutches) -- no modern clutches -- no axle clutches -- pipes allowed -- modern tires allowed -- 56 durometer minimum -- kart and engine must be manufactured prior to 1979 – 1" axles -  
- max kart width of 50".

**Group B** 1987 and older sidewinder chassis and engines -- with Foreign (100cc) engines per section 126 and 126.1 – 100cc American fan cooled engines, 125cc American fan cooled engines -- engine clutches only -- Max Torque, Rev Grip, L&T, Horstman DXL, Horstman Steel Nytro, Burco, Hartman, and Noram (no Tomar clutches) -- no modern clutches -- no axle clutches-- pipes allowed -- modern tires allowed -- 56 durometer minimum -- kart and engine must be manufactured prior to 1987 – 1" and 1.25" axles --max kart width of 50"

**Group A and B run together** -- they may be separated at the discretion of the promoter if participation warrants.

**9.) 150cc SIDEWINDER** 1987 and older sidewinder chassis with Foreign or American engines -- 9.15 c.i. (150cc) max. displacement produced before 1987 -- engine clutches only -- pipes allowed -- modern tires allowed -- 1" or 1.25" axles -- No axle clutches -- Max kart width of 50 inches

**10.) OVER 60 / Drivers 60yrs+ -- Rear karts max. width of 46” or pre-1980 sidewinder karts MASTERS** max width of 50"-- American fan-cooled 6.1 c.i. (100cc) max displacement engines -- pipes allowed -- oil or dry clutches allowed -- no disc clutches -- vintage tires -- any carburetor combinations -- promoters should consider separating the sidewinder and rear engine karts when participation is sufficient to do so and allow sidewinders to start in the front -- this class should not be combined with over 60 Yamaha Limited (class 16) as some drivers may run both.

**11.) DUAL SIDEWINDER SW** with Foreign or American engines - 18.3 c.i. (300cc) max displacement -- engine clutches only (L&T wet disc, Horstman DXL, Horstman Steel Nytro, Burco, Hartman, and Noram) -- pipes allowed -- modern tires allowed with minimum compound durometer of 48 -- may use any approved single SW tire (see 125.4 below) -- 1¼” axle allowed if original; engines must be manufactured prior to 1980 and karts must be manufactured prior to 1983 -- No K-30, K35, TKM 135, TKM 150, or PCR 135 engines allowed in this class -- No axle clutches -- Max kart width 50"

**12.) SPORTSMAN SIDEWINDER** Sidewinder (pre-1980) with 6.1 c.i. (100cc) max displacement -- American fan cooled engine - - single carburetor (Mikuni, Tillotson, or McCulloch BDC-single or double pumper) -- any size throttle bore – Factory intake with Mac V4 reed assy -- modern tires -- 1" axle only -- box muffler -- vintage-style dry clutch -- no slipper arms on Hartman clutches – after-market stuffer plates allowed --#35 Chain Only -- max kart width of 50”

**13.) YAMAHA PISTON PORT** 1987 and older sidewinder chassis with single 100cc (KT100S, 1977 to present) -- piston port only -- max. bore 2.090” -- max. stroke 1.816” -- "stock appearing" -- internal modifications allowed (section 135) --factory ignition system only (exception: “RLV” TCI replacement module OK) -- Walbro WB3A carburetor only -- no carb triggers --any pipe allowed -- Horstman DXL, Steel Nytro, Hartman, L&T, Burco wet clutches allowed -- Max-Torque clutches allowed -- no modern clutches -- no direct drive or Tomar clutches -- no axle clutches) -- 1” or 1¼” axle; modern tires -- -- gasoline only -- 219-chain allowed -- Max kart width 50"

**14.) YAMAHA LIMITED** 1987 and older sidewinder chassis with single KT100s, piston-port engine, max bore 2.090” – max stroke 1.816” – all WKA stock specification guidelines to apply (section 136) -- factory ignition systems only (exception-RLV TCI replacement module allowed) --



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[CHANGES highlighted in yellow.]



Walbro WB3A carb with max 0.950" venturi -- No carb triggers -- "Limited" pipe (VKA Sr Y -- / K1 / K2) at 12" minimum length (piston to start of first cone); no tapered headers -- Horstman DXL and Steel Nytro, Hartman, L&T, Burco wet clutches -- Max-Torque clutches allowed -- no modern clutches -- no Tomar clutches -- no direct drive -- no axle clutches -- 1" or 1.25" axles -- 219-chain allowed -- Modern tires -- Max kart width of 50 inches

**15.) STRAIGHT AXLE SIDEWINDER** Straight Axle Sidewinder/non-wishbone front axle frames -- 6.1c.i. (100cc) American fan cooled engine -- single carburetor (Mikuni, Tillotson, or McCulloch BDC single or double pumper) -- any size throttle bore -- Factory Mac V4 intake -- box muffler -- vintage-style dry clutch -- Hartman "slipper arms" not allowed -- after-market stuffer plates allowed -- #35 Chain Only -- Vintage tires -- 1" axle only -- max kart width 50"

**16.) YAMAHA MASTERS** Drivers over 60 years old -- 1987 and older sidewinder chassis with single KT100S piston-port engine -- max bore 2.090" -- max stroke 1.816" -- WKA stock engine specification guidelines to apply (section 136) -- factory ignition systems only (exception RLV TCI replacement module allowed) -- Walbro WB3A carb with max 0.950" venturi -- "limited" RLV pipe (VKA Sr-Y / K1 / K2) at 12" minimum length (piston to start of first cone) -- no tapered headers -- Horstman DXL, Steel Nytro, Hartman, L&T, Burco oil clutches, Max Torque -- no modern clutches -- no direct drive or Tomar clutches -- no axle clutches -- no carb triggers -- 219 chain allowed -- Max kart width 50" Vintage Speed Tires (11/350/5 -- 11/450/5 -- 11/600/5) --or-- Hoosier R80 (4.5/10/5 -- 6.0/11/5 -- 7.1/11/5) only.

This class should NOT be combined with over-60 (Class #10) as some drivers may run both

**17.) DUAL YAMAHA** 1987 and older sidewinder chassis with two Yamaha KT100S engines, 1977 to present -- max. bore 2.090" -- max. stroke 1.86" -- Factory ignition system only (exception -- "RLV" TCI replacement module OK) -- Walbro WB3A carburetor only -- No carb triggers -- vintage engine clutches only -- Horstman DXL, Steel Nytro, Hartman, L&T, Burco wet clutches only -- no Tomar clutches -- no direct drive -- no axle clutches -- gasoline only -- 219-chain allowed -- modern tires -- 1¼" axle allowed if original. -- Max kart width 50 inches **Group A** Stock Appearing engines; internal modifications allowed (section 135) -- any pipe

**Group B** Yamaha Limited engines -- WKA stock engine specification guidelines to apply (section 136) -- "Limited" RLV pipe (VKA Sr Y / K1 / K2) at 12" minimum length (piston to start of first cone) -- no tapered headers.

**Group A and B run together** -- may be separated at the discretion of the promoter

**18.) WEST BEND SIDEWINDER** Stock appearing West Bend 820 with stock bore and stroke (fan cooled) -- box muffler -- single West Bend factory manifold and V4 reed cage with HL carb -- Max venturi 0.813" -- 1" max throttle bore -- 0.810" restrictor plate under carb is acceptable if carb is larger -- modern style tires -- pre-1980 sidewinder karts with 1" axle -- OEM Horstman -- Hartman (no slipper arms) and Max-Torque Dry Clutches only with no add-ons -- #35 Chain Only -- Max kart width 50" May be run behind Class #12 but scored separately.

## 121 CLASSIC DIVISION

**1988 --1991** -- max kart width 50" -- older chassis also allowed -- modern tires -- #35 or 219 chain allowed

**19.) 100cc** Foreign or American engines, 6.1 c.i. (100cc) max displacement -- #35 or 219 chain allowed -- 1" or 1.25" axle -- maximum kart width 50"

**Group A** 100cc Piston Port Engines -- Yamaha KT100S -- Dap T50 -- TKM BT82 -- PCR100 -- Komet K71 -- Parilla PV92 -- HPV / KPV -- Walbro WB3A carb with max 0.950" venturi -- 1" throttle bore -- No carb triggers -- "Limited" pipe (VKA Sr Y / K1 / K2) at 12" minimum length (piston to start of first cone) -- no tapered headers -- Horstman DXL and Steel Nytro, Hartman, L&T,



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Burco, Tomar wet clutches -- HPV dry disc clutch -- KPV dry clutch -- Max-Torque clutches allowed -- no direct drive -- no axle clutches axles

**Group B** 100cc Piston Port, Reed and Rotary engines -- any fixed pipe -- Horstman DXL and Steel Nytro, Hartman, L&T, Burco, Tomar wet clutches -- Max-Torque clutches allowed -- axle clutches allowed.

**20.) 150cc** Sidewinder with Foreign or American engines -- 150cc max -- can be run with Class #9 but scored separately -- axle clutches allowed.

### 21.) VINTAGE UNLIMITED

Sidewinder with Foreign or American engines, 18.3 c.i. (300cc) max displacement; Tire durometer minimum of 48 allowed -- K99, K299, K29; K-30; K35; TKM 135; TKM 150; PCR 135; DAP T60; DAP T62 engines allowed in this class.

Can be run with Class #11, but scored separately

**22.) VKA Four Stroke** – drivers age 16 and up -- Gasoline or Methanol fuel only – no additives -- air filter optional -- chain guard required -- catch tank required --any dry clutch allowed - - Muffler

required – RLV B91 – max diameter on all outlet holes 0.1285” No-Go

### Group A

**Stock division** – Briggs+Stratton 5hp Raptor style Flathead engine with stock carb and fuel tank – Carb max diameter 0.695” no-go (to be checked on engine side of carb) Engine to be stock appearing outside with proper head, fan shroud and sidecover.

Bore – 2.625” No-Go

Stroke – 2.440” No-Go

Max Valve diameter – Intake 1.065” No-Go – Exhaust 0.945” No-go

Max cam lift -- .234” No-Go (checked as run)

Flywheel – Stock B+S #555667 only with no alterations – minimum weight 6# 4oz

### Group B

**Modified Division** – Same as stock division except no cam check -- Tillotson butterfly carb allowed with 0.900” No-Go venturi size – any manifold allowed – external fuel pump allowed but must be pulsed from manifold -- Billet flywheel required -- minimum flywheel weight 4#12oz -- no stock flywheels allowed

Group A and B run together -- may be separated at the discretion of the promoter if participation warrant's.

The complete Guidelines are on [www.VKAkarting.com](http://www.VKAkarting.com).

Any class deemed appropriate may be split into light and heavy at the discretion of the promoter -- the procedure is to weight the driver only and then evenly divide the group into a light and heavy division to be run separately.

*This is Vintage Karting!*

**JOIN THE FUN**

**... where it's starting all over again!**

[www.VKAkarting.com](http://www.VKAkarting.com)

[www.Facebook.com/VintageKartingAssociation](https://www.Facebook.com/VintageKartingAssociation)





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[CHANGES highlighted in yellow.]



## Appendix I

### FLYER AND ENTRY FORM CHECKLISTS

✓	ITEM	DESCRIPTION
<b>FLYER</b>		
	Track Logo	Logo and website
	Dates	
	Location	Track Name and address (suitable for GPS)
	Schedule	Two- or three-day event/List times for Track Open/Meal/Track Close/ Practice Times/Dinner/Kart Show/Drivers' Meeting/Heat 1, Heat 2 and Heat 3. (See ) Consider a comment that says "Schedule is tentative – weather may have an impact."
	Tier I or II	If both, list which classes will run in each.
	Fees	Pit Pass for Drivers/Pit Crew; 1, 2, or 3-day cost/Is Meal included.
	Classes	Use <b>VKA Guidelines</b> for <u>correct class names</u> . Consider a comment that puts participants on notice they may be turned away if not in compliance and allows participant to contact you <b>before</b> the event if they have any questions.
	Contact	Give name, email and phone number of contact.
	Hotels	Give name/address/phone. Have you worked a special deal for event?
<b>ENTRY FORM</b>		
	Classes	Use VKA Class <b>Guidelines</b> for names
	Fees	Specify fees for drivers, pit crew, meals and what is included in each
	Refund Policy	If your policy is NO REFUNDS, say so. Otherwise, stipulate conditions; from "no refund" to "for any reason if in writing within one week of event." What you say will affect pre-registration.

***This is Vintage Karting! . . . where it's starting all over again!***

[www.VKAkarting.com](http://www.VKAkarting.com)

[www.Facebook.com/VintageKartingAssociation](https://www.Facebook.com/VintageKartingAssociation)





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[CHANGES highlighted in yellow.]



## Appendix J

### Recommended Event Schedule

(Activities and Times for Activities are up to track/promoter.)

TWO HEATS ON <b>FIRST DAY</b>	TWO HEATS ON <b>SECOND DAY</b>
<b>Wednesday –</b> 7:30 – Optional Dinner (Separate checks)	<b>Wednesday –</b> 7:30 – Optional Dinner (Separate checks)
<b>Thursday –</b> 9:00am – 5:00pm Registration and Practice 6:00pm – Optional Welcome Party at the track	<b>Thursday –</b> 9:00am – 5:00pm Registration and Practice 6:00pm – Optional Welcome Party at the track
<b>Friday/<b>1<sup>st</sup> Day-Two Heats</b> –</b> 8:00am – Registration and Practice 9:00 am – Practice 10:30am – Drivers' Meeting 11:00am – <b>1st Heat</b> 12:30 pm – <b>2<sup>nd</sup> Heat</b> 3:30pm – Track Closed 4:00pm – Set Up Kart Show 4:30pm – Optional Track-Sponsored Dinner 5:00pm – Judging of Karts and Awards Bench Racing	<b>Friday–</b> 8:00am – Registration and Practice 9:00 am – Practice 1:30pm – Drivers' Meeting 2:00pm – <b>1st Heat</b> 3:30pm – Track Closed 4:00pm – Set Up Kart Show 4:30pm – Optional Track-Sponsored Dinner 5:00pm – Judging of Karts and Awards Bench Racing
<b>Saturday –</b> 9:00 am – Practice 11:00 am – Drivers' Meeting 11:30am – <b>3rd Heat</b> 2:00pm – Trophy Awards	<b>Saturday/<b>2<sup>nd</sup> Day-Two Heats</b> –</b> 9:00 am – Practice 11:00 am – Drivers' Meeting 11:30am – <b>2nd Heat</b> 1:00pm – <b>3rd Heat</b> 3:30pm – Trophy Awards

**A 3-day event is preferred, but if the Promoter is unable to provide a full Thursday schedule, the Promoter should work with the track to make the facility available for at least half-a-day.**



