WKA 2010 MANUFACTURER'S CUP SERIES REGULATIONS

Contact information and updates can be found at www.ovka.com

The following regulations are guidelines ONLY.
Please refer to 2010 WKA Technical Manual and 2010 OVKA Rule Book for complete wording, descriptions and details.

FRAME AND OVERALL DIMENSION *= 2010 RULE CHANGE # = See OVKA Rule Book

201.1 FRAME: Have proven safe design, main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bends radii. Minimum diameter for main frame member is 1.0" and maximum diameter is 1.4". Minimum tubing wall thickness at 1.0" diameter is .078", Minimum wall thickness at 1.125" diameter or greater is .060", Frame material shall be at minimum, cold rolled, electric-weld (ERW) steel tubing or material of at least equal strength.

Note: Tubular steel construction technology is the only type of frame design method currently considered to be within the spirit and intent of the rules for all classes, in all divisions. The board of trustees shall, via and appointed competition committee, maintain an open policy to investigate examples of monocoque or unit-type frame design and/or non traditional construction materials utilization of the bases of safety, availability and cost impact upon the sport, making recommendations as necessary.

Oval tubing-type frames are subject to material approval. Approved makes are eligible for competition in shifter classes. See Figure 201 for specifications in the following paragraphs:

201.2 DRIVER POSITION: When normally positioned on the kart for racing competition, the entirety of the driver shall be within the specified width and length dimensions of the kart.

201.3 WHEELBASE: Standard kart Maximum 43.0" Minimum 40.0", Cadet Kart Maximum 41.0", Minimum 35" as measured longitudinally between the true axel centers.

201.4 MINIMUM TREAD WIDTH: 28.0"as measured from outside of one tire to inside of opposite tire laterally.

201.5 OVERALL MAXIMUM WIDTH: 55 1/8" for all classes. Maximum width includes side pods.

201.6 OVERALL MAXIMUM LENGTH: Standard Kart 82.0", See Figure 201.
Cadet Kart 71.0", See Figure 611.14a for Cadet Kart specifications.
Overall length includes nose cones on all karts.

201.7 HEIGHT: Maximum of 26.0", Maximum Height includes steering fairing.

201.10: WEIGHT BALLAST: Non-structural weights added to meet minimum kart/driver weight requirements must be bolted securely to the kart using bolts of at least 5/16" in diameter.
Weights in excess of 7lbs must use two or more 5/16" bolts.
All bolts must be cotter- keyed, safety wired or double nutted.

 # NOTE: All bolt–on weights must be white in color for visibility. Mounting of weights to nerf bars, front bumper and rear bumper is prohibited. No added weight allowed on driver.

201.11 DRIVER WEIGHT AND WEIGH –IN: All drivers are subject to a minimum combined kart/driver weight check prior to events and a mandatory post-race weight check. (See 803.8).

201.12 SUSPENSION COMPONENTS: Use of suspension components of any type, including springs, shocks, etc, is prohibited.

202 WHEELS AND TIRES *= 2010 Rule Change # = See OVKA Rule Book

 # 202.1 TIRES: Pneumatic, designed for racing application types only, maximum diameter 12.5" and minimum diameter 9.0".Tires slick or wet must be available to USA general market at least 60 days prior to use in any sanctioned event. Recapped tires are not approved for any application. Tires (wet and slick) will be marked in classes or divisions where applicable before time trials/qualifying heats. If a competitor replaces a tire after tire painting procedure, he or she must start at the rear of the field. Number of tires to be marked for a class on a race day is as follows; One set (2 front, 2 rear) of slicks and one set (any combination) of rain tires.

Rain tires must be of same manufacturer as the spec slick tire for that class, i.e., class spec tire with Bridgestone must use Bridgestone rain tires.

Maximum width on any tire and wheel combination of 10 3/8". See section 212 for information regarding wet weather racing. Tire bleeders, tire relief values or pop offs are not legal.

NOTE: WKA reserves the right to establish spec tire regulations for all classes. Any attempt to alter the performance of a spec tire though the use of chemicals is illegal. WKA officials shall use any means they deem necessary to identify tires that have been treated with chemicals at National Events.

202.2 WHEELS: Material Optional, but must be of a proven design capable of maintaining tire bead seal in competition conditions. 5" diameter rim size accepted only. No "G-rings or lateral-supported wheels allowed.

202.3 WHEEL WEIGHTS: Clip-on or double back tape wheel balancing weights are allowed and not to exceed one-fourth (1/4) ounce weight each. Additional security is suggested when utilizing stick-on weights. A lack of security is not grounds for disqualification.

203 AXLES AND HUBS *= 2010 Rule Change # = See 2010 OVKA Rule Book

***203.1 WHEEL HUBS:** must be constructed of metallic materials. Wheel studs must be a minimum of 0.3125" (8mm) in diameter.

203.2: WHEEL BEARINGS: Ground-ball or roller type bearings only. Slit race bearings are not acceptable.
Wheel bearings must be adjusted so there is no excessive wheel play.

203.3 FRONT SPINDLE NUTS/FASTENERS: Front spindle nuts must be cotter pinned or safety wired.
Spring clips or E-type safety fasteners are allowed in place of safety wire or cotter pins where applicable.

203.4 REAR AXLE ASSEMBLY: Axles may be solid or tubular of one–piece design. Minimum diameter is 25mm (25.4 millimeter = 1.0"). Maximum axle diameter is 50mm. Axles over 1 3/8" diameter must be of ferrous material. No carbon fiber or carbon fiber composite axle allowed. Both driving wheels must be locked to rear axle with a "live" axle design. Axle stiffeners are allowed as long as they are secured by cotter pin, though-bolt or circlip. Snap ring grooves may not be cut in axles anywhere between the wheel hubs.

203.5 AXLE WIDTH: Front spindle axle and rear axle may not protrude beyond outside of rim and tire.

204 STEERING AND STEERING SHAFT SPECIFICATIONS *= 2010 Rule Change # = See OVKA Rule Book

***204.1 WKA: Steering General:** Must be of direct mechanical type. Tiller and vertical shaft steering systems are not allowed. Rack and pinion steering in not allowed.

All steering assembly bolts and nuts, including spindle bolts must be drilled cotter keyed and/or safety wired. Spring clips and E-clips are allowed with manufactured bolts/studs designed for their use.

All bolts will be a minimum of 14,000lbs. Tensile strength and be a minimum 1/4" (6mm) in diameter and a grade 5 or US mark 3 rating or better. All rods ends must have universal type swivel joints.

Note: All fasteners (nut on bolt, etc) of any component that would enable movement of or adjustment of spindles, such as for castor, camber, etc. must be drilled for and utilize either a cotter pin or safety wire. Sprint clips and E-clips are also allowed with manufactured bolts or studs designed for their use.

204.2 STEERING SHAFTS

***204.2.1 SOLID SHAFT:** Minimum 0.625 diameter cold-rolled steel, one piece design.

Steering hub (one piece) must be secured with minimum diameter 5/16" quality nut and cap screw in the axial position with the center line of the shaft. Bottom of the shaft will have a minimum diameter 5/16" bolt/cap screw or minimum 1/8" steel roll pin (safety wired).

No cutting or welding of the shaft to alter the length allowed.

No quick release steering hubs allowed (except champ karts).

***204.2.2 HOLLOW SHAFT:** Minimum 0.700" diameter steel tubing, one piece design, with minimum 0.070" wall thickness, with minimum 5/16" diameter fastener at the bottom end.

Steering hub (one piece) will be secured through the axis to the steering shaft with minimum 5/16" bolt through the steering shaft/hub parallel to the axis point. No welding the steering wheel to the hub or the hub to the shaft allowed. No shaft extensions allowed. No quick release steering hubs allowed.

***204.2.3 OPTIONAL STEERING SHAFT ADAPTER:** An optional adapter may be inserted between the steering hub and steering wheel to change the angel of the steering wheel or to move the steering wheel closer to the driver. Maximum length 2" measured on the longest side. Minimum diameter of the adapter must be the diameter of the steering hub. Adapter must be designed such that all fasteners may be visually inspected and all mounting bolts must be a minimum diameter of ¼" and must be cotter keyed or safety wired, spring clips and e-clips are allowed with manufactured bolts or studs designed for their use.

204.3 STEERING WHEEL: All classes must utilize a steering wheel with a circular shape. Steering wheels must be of a design with a minimum of 3 spokes and a minimum of 10" in diameter. The upper 1/3 part of the circumference of the steering wheel may be flat or open. Open steering wheels must be of the design by a manufacture and approved by WKA. 3 spoke steering wheels that are not designed to be open above may not be cut.

205 BRAKES *= 2010 Rule Change # = See Ovka Rule Book

205.1 BRAKE GENERAL: All Karts must have brakes, which at minimum, stop both rear wheels equally and adequately. ALL BOLTS and NUTS must be secured with cotter pins, safety-wire, spring clips or "E" clips. Brake pedal must be secured to the kart with cotter pins, safety –wire, spring clips or "E" clips.
No scrub or band-type brakes allowed. The linkage from the brake pedal to the master cylinder(s) or bias adjuster must be a steel rod of 6mm (.236) or larger in diameter. The rod must have either (1) a clevis or swivel fitting (Heim joint) at each end and jam nuts in tension with fittings or (2) other OEM brake rod fittings. CIK homologated karts may use a cable in place of the rod. The cable must be at least 2.5 mm in diameter, supplied by the kart manufacturer, and marked with the brand or part number. Cadet Karts may use an OEM cable in place of rod.

205.2 DUAL BRAKE SYSTEMS: Dual system four-wheel brakes are optional in all classes. When dual brake systems are used, they will consist of two independent brake systems, operated by separate master cylinders, One system shall be fully operational if the other system fails. If bias control is used, it must allow proper operation of the remaining system should either system fail.

205.3 BRAKE BOLTS: All master cylinder and calliper mounting bolts and master cylinder roll pins are to be drilled and cotter-pinned/safety wired.
Spring clips and E-clips are allowed with manufactured bolts/studs designed for their use.
The use of steel locking nuts or a minimum of two drilled bolts with steel/castellated nuts, cotter pined/safety wired is acceptable fastener for brake disk. Nylock-style nuts used to hold brake disk to their hub is PROHIBITED unless all bolts are drilled and cotter pined/safety wired.

205.4 PAD MOUNTING: Since most competition karts have brake pads secured by countersunk bolts, safety wiring is not feasible. Each karter should monitor proper tightness, and use appropriate thread locking substance to prevent loss of hardware.

205.5 CONNECTIONS AND ROUTING: Hydraulic brake connections must be tight and free of any visible leaks. All brake lines should be safely routed to prevent any possibility of being rubbed though or pulled loose while kart is in motion.

205.6 BRAKE COMPONENTS: Traditional type brake components only, i.e. steel or aluminum. No carbon fiber components, etc. allowed.

205.6.1 HAND BRAKES: Traditional foot operated brakes only; Karts with hand held brakes are illegal.
Notes: WKA may approve handbrakes on an individual basis to compensate for driver disabilities. See section 103.7.
WKA Section 103.7 DISABLED DRIVERS: *Drivers with disabilities wishing to compete in WKA sanctioned events may apply in writing to the Board of Trustees for the waver of a specific rule or specification. The requested waver may not negatively affect safety and may not provide a significant performance enhancement.*

206 DRIVELINE COMPONENTS *= 2010 Rule Change # = See OVKA Rule Book

206.1 CLUTCHES: Clutches are mandatory in all classes except where otherwise specified.

206.2 WET CLUTCHES: Wet-type clutches (Where allowed) must be sealed to prevent fluid leakage.

206.3 CHAIN GUARDS AND BELT GUARDS: All chain, belt or gear-driven karts must be equipped with a chain, belt or gear guard designed to retain a broken chain, belt or gear. Karts with Outboard drive systems must have enclosed guard or third bearing support.

206.4 EXPOSED SPROCKETS: Karts starting a race or practice, which are equipped with an axle clutch or sprocket hub not being used, MUST NOT have an exposed sprocket mounted in any manor.
Sprocket must be removed.

206.5 CHAIN OILERS: Chain oilers are prohibited.

206.6 TRANSMISSIONS AND TORQUE CONVERTERS: No transmission, gearbox or other device which permits a change of gear/sprocket ratios while the vehicle is in motion is allowed unless otherwise noted for specific classes. Torque converters are prohibited.

206.7 CHAIN SIZE: #219 OR #35 are the only acceptable chain size allowed in all classes except gearbox, which is #428, pitch.

207 FUEL SYSTEM *= 2010 Rule Change # = See OVKA Rule Book

207.1 FUEL TANK: Fuel tank must be constructed of puncture-resistant material and have a secure, leak proof fill closure. Fuel tank must be mounted between frame rails and beneath steering shaft. Fuel tank must be securely fastened to primary structure/frame/floor-pan of the kart. Tank may be of a design to mount between steering uprights.

207.2 FUEL TANK CAPACITY: Maximum of one fuel tank permitted with maximum nine- liter (2.38 Gal) capacity. Fuel line will be of adequate length to connect between fuel tank and carburetor.
Excessive fuel line will not be allowed.

207.3 FUEL SYSTEMS: No pressurized fuel systems are allowed. No axle or electric fuel pumps allowed.
Fuel pump must be pulse- driven. Fuel lines must be secured at all connecting points with approved fasteners such as safety wire or cable ties.

208 BODYWORK COMPONENTS *= 2010 Rule Change # = See OVKA Rule Book

208.1 DEFINITION: Bodywork includes two side-pods, one nose cone, one steering fairing panel and one floor pan. All bodywork must be CIK-style in appearance. CIK Homologated and aftermarket bodywork manufactured of traditional materials to dimensions in TM Section 200 are legal. 2002 CIK style bodywork and 2003 and newer meeting CIK dimensions are legal. No element of the bodywork can be used as fuel tank of for the attachment of weight ballast. No cutting of bodywork elements is allowed except for a hole in side pod for insertion of engine starters and for radiator installation in classes allowing water cooled engines. All must be must be neat in appearance, and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event. Mounting method open but must secure and of good workmanship unless otherwise specified. The minimum radius of any angles or corners is 3/16" (5mm). 2002 and 2003 bodywork are interchangeable providing the above rules are followed.
Note: See Figure 611.14b for Cadet Kart bodywork specifications.

208.2 NOSE CONES: Only CIK style nose cones are legal. Quick-attaching systems for mounting of nose cones are optional. Solid butterfly clamps or bolting upper hoop of bumper to bottom of bumper/frame to secure nose cone is allowed. Nose cones must be intact as per specifications throughout race event, if not, entrant will be disqualified. Nose cones are mandatory in all classes.

208.3 NOSE CONE GUIDELINES: (1) Bottom of nose cone must a minimum of ½" from ground plane as raced and measured without driver in kart. (2) Top of nose cone must be below top plane of front tires as raced with driver seated in normal driving position. (3) Minimum nose cone width is 39 3/8" (1000mm) and maximum nose cone width may be no wider then outside edge of front tires with wheels in the straight-ahead position. (4) Maximum front overhang of nose cone from the center of the front axle (wheels positioned straight ahead) to front edge of nose cone is 29 9/16" (650mm).
(5) No strengthening pieces inside or support for nose cone allowed. (6) Nose cones manufactured with holes for front brake cooling are legal. See Figure 208.

208.4 STEERING COLUMN FAIRING: Only CIK style steering fairing is legal. Steering fairing must not be located above the horizontal plane through the top of the steering wheel. No portion of the steering fairing may be located within 1 15/16" (50mm) of any part of the steering wheel.
Minimum width of steering fairing is 9 7/8" (250mm) and maximum width of the fairing is 11 13/16" (300mm) (cord measurement) and mounted with easily bendable tabs or struts. The steering fairing and/or mounting materials must be exposed no sharp edges to the driver. Steering fairing may not connect to the chassis-frame directly or indirectly or to the floor area of kart with a connecting strip not exceeding 3.0" (76mm) in width.
Competition number must be located on the steering fairing near the top. All dimensional checks are to be done with the steering wheel in the straight ahead position. (See Figure208).

208.5 SIDE PODS: Only CIK style side pods are legal. The surface of the side pods must be uniform and smooth;
No cutting of side pods is allowed except hole in pod for insertion of engine starter and radiator installation for classes allowing water cooled engines. No part of the pods may cover any part of the driver seated in the normal driving position. The side pods must not overlap the chassis-frame as seen from underneath. Side pod must be solidly attached to the nerf bar. Competition numbers must be located on the rear vertical surface, close to the rear wheels.

208.5.1: SIDE POD DIMENSIONS: (1) Top of side pods may not be located either above the plane through the top of the front and rear tires or beyond the plane through the external part of the front and rear tires (wheels positioned straight ahead). (2) Side pods may not be located inside the vertical plane through the two external edges of tires (wheels positioned straight ahead) by more then 1 5/16" (40mm). Only the rear tire may be inside of the pod. (3) Bottom of side pods must have a minimum clearance ½" and a maximum of 2 5/8" from the ground plane as raced and measured without driver in kart. (4) Gap between the front of the side pods and the rear of the front tires (wheels positioned straight ahead) is 5 7/8" (150mm). (5) Gap between the back of the side pods and the front of the rear tires is 2 5/8" (60mm). (6) Maximum width of side pods is that of rear track 55 1/8" (1400mm). See Figure 208.
NOTE: (1) 2003 chassis and beyond must utilize bumpers and nerf bars that are CIK style and meet 2003 specifications (must be of style for type of bodywork being utilized). (2) See 2003 Tech Manual for 2002 and previous bumpers and nerf bar specifications.

208.6 BELLY PAN: A full floor or belly pan is allowed providing it is within the area inside of the main frame rails, side to side and front to back and is no higher then the center of the rear axle. Additional floor pan is allowed within the front foot cage area. See Figure 208.

208.7 NUMBERS AND NUMBER PANELS: Four numbers are to be displayed on the kart. Including one on the front of the vehicle, on both sides in a vertical plane between front and rear wheels; and at the rear of the vehicle as view from behind. Number panels of adequate size to accept assigned disposable numbers. Whether paper-type numbers utilized or numbers are painted or decaled on bodywork, they must be readily readable to the scoring and race officiating personnel.

209 BUMPERS AND NERF BARS * = 2010 Rule Change # = See OVKA Rule Book

209.1 FRONT BUMPER: The front bumper must consist of at least 2 steel elements. A steel upper bar with a minimum diameter of .625" (16mm) and a steel lower bar with a minimum diameter of .750" (19mm). Both bars being connected together. These 2 elements must be independent from the attachment of the pedals. The front bumper must permit the attachment of the mandatory nose cone. Front bumper must be attached to the chassis-frame by 4 points. The front bumper overhang is 13 3/4" (350mm) minimum measured from the center of the front axle (wheels positioned straight ahead) to front edge of bumper. The front bumper height to the top of the upper bar is 7 ¾" (200mm) minimum and 9 7/8" (250mm) maximum from the ground as raced with driver seated in normal driving position. See Figure 209.

209.2 BUMPER AND PEDALS: Front bumper that incorporates pedal mounting points must be either welded to the frame or through-bolted or dowel pinned with safety wire/cotter pins.

***#209.3 REAR BUMPER:** All karts must be equipped with rear bumper to protect the driver and kart from rear impact and to keep a following kart from reaching the rear tires. The bumper may be either CIK style "rear wheel protection" or a double bar design.

209.3.1 CONSTRUCTION: Double bar bumpers must be constructed of steel tubing with a minimum diameter of 0.630" (16mm) with a minimum tubing wall thickness of 0.065". The complete bumper assembly must be fastened to the frame at a minimum of 2 points on the 2 main chassis tubes.

209 BUMPERS AND NERF BARS * = 2010 Rule Change # = See OVKA Rule Book (CONTINUED)

209.3.2 DOUBLE BAR HEIGHT: Top bar must be located no more then 12" and no less than 6 ½" above the ground plane as measured form the top of the bar to the ground as raced with driver seated in normal driving position. The bottom of the bottom bar must be no lower then the bottom of the frame, and the top of the bottom bar must be no higher then the bottom of the rear axle. The bottom bar may be interrupted in the space between the frame rails if there is a rear cross member that serves as that part of the rear bumper. The bottom bar may have a slip joint located between the frame rails to allow for frame flex. See Figure 209.

***209.3.3 MAXIMUM WIDTH:** The ends of the double bar rear bumper shall not extend beyond the outside of the rear tires. See Figure 209. CIK style rear wheel protection must not exceed maximum CIK specification: 1,340mm (55.8"). (Exception – Bumper may extend beyond rear tires in rain conditions).

209.3.4 MINIMUM WIDTH: The bumper shall extend to at least the center of the rear tires as raced.

209.3.5 DOUBLE BAR BUMPER DESIGN: The ends of the upper and lower must be connected. Connection may be tube bent 180 degrees or by bending the top tube to meet the bottom tube with the upper ends of the top of the top tube bent down to meet the bottom tube. 90 degree corners at the end of the upper tube are not allowed. Additional horizontal and vertical tubes are allowed within the dimensions listed above. The top horizontal tube must be directly above or to the rear of the bottom tube. The bumper may be tilted to the rear by up to 45' (degrees) from the vertical plane.

209.3.6 ADJUSTABLE WIDTH: The bumper may be designed so that the overall width may be adjusted to fit the rear tread width. Such design must provide for the same rear protection as non-adjustable bumpers.

***209.3.7 BUMPER LOCATION:** The bumper must be at least 1" behind the rear tire at its closest point to the tire.

209.3.8 MEASUREMENT: Measurement of all specifications shall be taken "as raced".

 # 209.4 NERF BARS: Nerf bars be composed of a lower and a upper bar. The minimum straight length of the lower bar is 15 ½" (400mm) and the upper bar minimum straight length is 11 13/16" (300mm). Nerf bars must be style for the type of side pods being utilized. Nerf bars must be made of steel tubing and have a diameter of .630" (16mm) as a minimum and .787" (20mm) maximum. Nerf bars must attach to the chassis/frame by two points. Minimum width is 18 7/8" (480mm) center to center and a maximum of 20 ½" (520mm), measurements are in relation to the longitudinal axis of the kart. Attachments should be horizontal and attach to main frame/side rail as shown in Diagram 209. The height to the top of the upper bar from the ground as raced with driver seated in normal driving position is 6 5/16" (160mm) minimum. See Figure 209.

210 SEAT * = 2010 Rule Change # = See OVKA Rule Book

210.1 SEAT STYLE: Sprint-style "bucket" seats only, no Laydown seats allowed. Seat must be of one-piece or molded construction, with no "peaks" or add-on sections intended to subvert the seat back height requirements noted below. Seat must securely locate driver laterally and longitudinally. Seat must bolt securely to the frame and not be adjustable while kart is underway. No portion of the seat may be located rearward of a plane projected vertically from rear of rear axle. Seat height requirements are as follows:

210.1.1 SPORTSMAN CLASSES (8-12 AGE GROUP): 10" minimum as raced. See Figure 210.

210.1.2 JUNIOR CLASSES (12-15 AGE GROUP): 12" minimum as raced. See Figure 210.

210.1.3 ALL OTHER CLASSES: 14" minimum as raced. See Figure 210.
Note: Measurements is a vertical plane from ground to top center of seat back as raced with driver seated in normal driving position. See Figure 210.

211 MISCELLANEOUS * = 2010 Rule Change # = See OVKA Rule Book

211.1 THROTTLE: It is mandatory for all karts to be equipped with a positive action throttle-return spring.

211.2 RESTRAINTS; Seat belts or other driver restraints are prohibited.

211.3 REAR VIEW MIRRORS: Are illegal.

211.4 COMMUNICATIONS: Drivers may utilize no type of radio communications devices.

211.5 DATA ACQUISITION SYSTEMS; On-board data acquisition systems and/or computer systems are allowed to retrieve the following information only: on-board RPM, water temperature, cylinder temperature, speed, exhaust temperature, lap timing (lateral G sensing), and computer scoring systems.
One beacon only from each manufacture allowed on the race circuit on race days to be located in a designated area by a designated person. All other beacons found on race circuit on race day will be confiscated and held by WKA to be returned through a request to the Board of Directors. Data can only be downloaded in pits.

211.6 ADJUSTMENTS; The only items that can be adjusted on the kart while in motion are the carburetor or brake bias.

***211.7 WATER COOLED ENGINES:** All water cooled engines must have a catch container for radiator overflow. Coolant may not contain any ethylene glycol based material. Surfacants such as water wetter may be used.

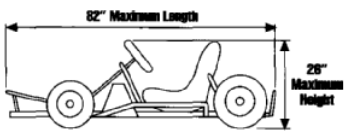
 # SECTIONS 212 – 212.5 OMITTED: (Race format, qualifying, pre-final, final, restarting karts, restarts, incomplete event, and timing procedure). Please see OVKA Rule Book for details.

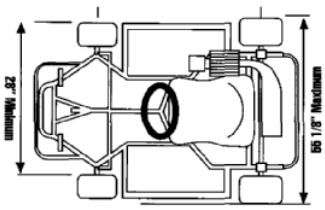
212.6 TRANSPONDER MOUNTING: Transponders are to be mounted safely on the kart and located no less then 9" to the rear of the centerline of the top of kingpin leading edge of transponder.

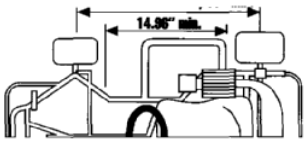
 # SECTIONS 212.7 – 212.11.2 OMITTED: (Wet and inclement weather, wet track, wet conditions procedures, qualifying rules). Please see OVKA Rule Book for details.

***# 212.12. TIRE AND ENGINE CHANGE:** In the event of an approved tire or engine change, the competitor will start in the rear of the next round of completion

 # SECTIONS 214 – 214.22 OMITTED: WKA series classes. Please see OVKA Rule Book for details.

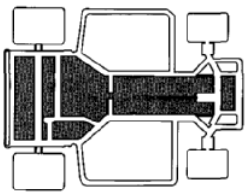


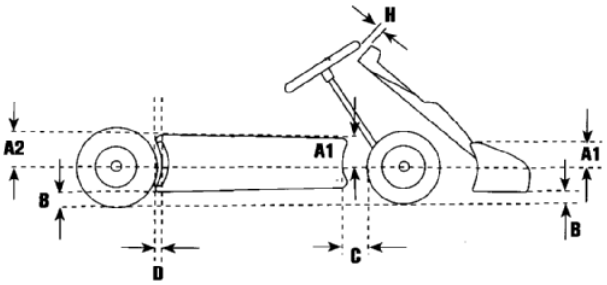


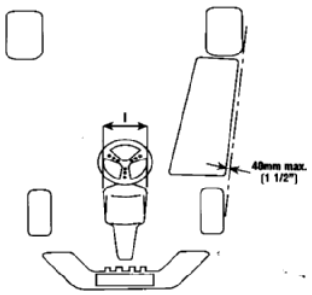


All other Sprint Chassis specifications appy. Cadet kart is legal in Cadet Junior Sportsman class only.

Figure 208

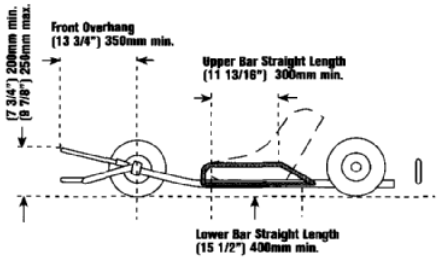


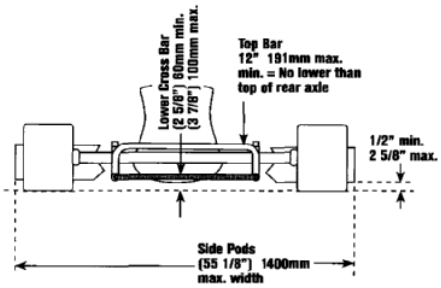




CODE	DIMENSIONS	LIMITS	COMMENTS
A1	Top of nose cone/ Top front of side pod	Less than the front wheel radius	Nose cone/front of side pod
A2	Top rear of side pod	Less than the rear wheel radius	Rear of side pod
B	1/2"	Minimum	Without driver
B	2 5/8" (60mm)	Maximum	Without driver
C	5 7/8 (150mm)	Maximum	Gap between front tire and side pods
D	2 5/8 (60mm)	Maximum	Gap between rear tire and side pod
H	1 15/16 (50mm)	Minimum	Gap between steering wheel and steering fairing
I	9 7/8 (250mm)	Minimum	Steering fairing
I	11 13/16 (300mm)	Maximum	Steering fairing

Figure 209





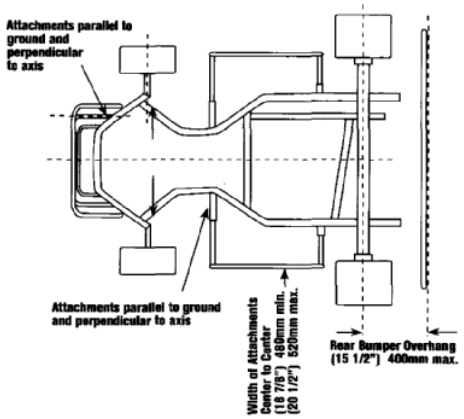


Figure 210