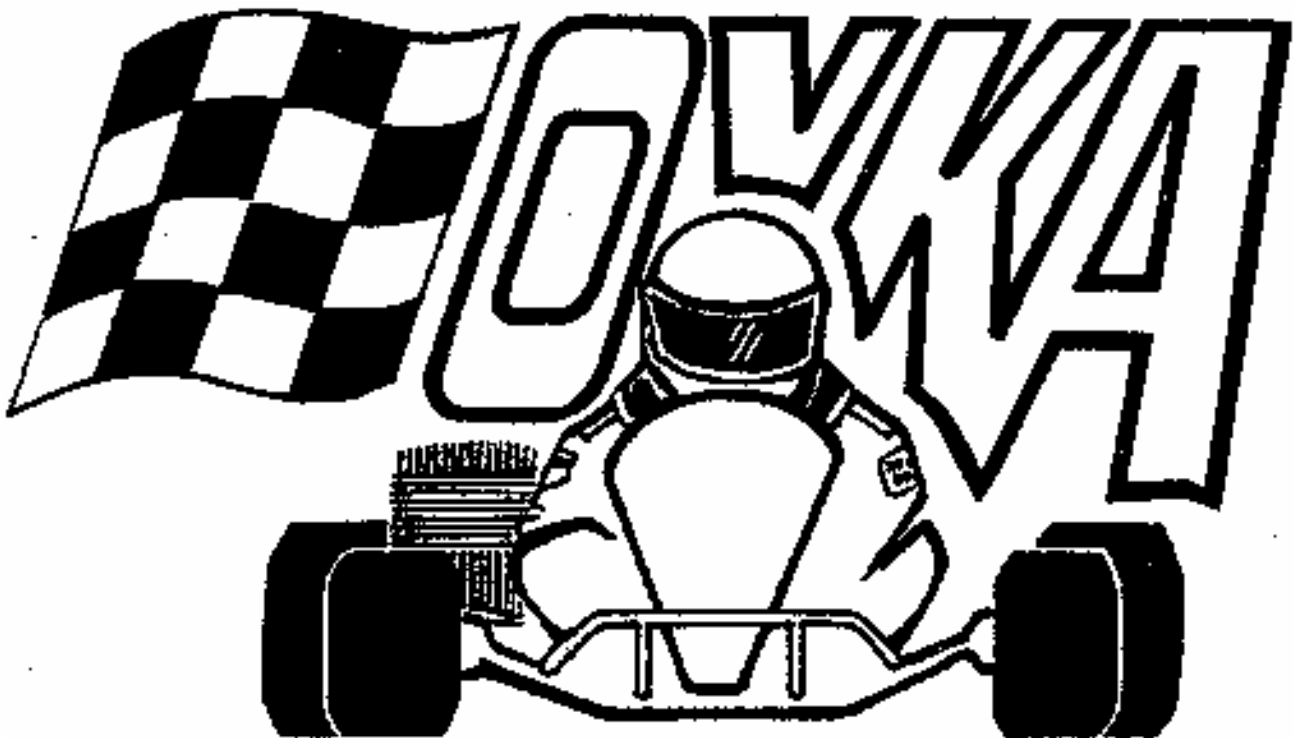


OHIO VALLEY KARTING ASSOCIATION
1619 BARNETS MILL ROAD
CAMDEN, OHIO 45311
(937) 452-1218

OFFICIAL
COMPETITION RULES
AND
REGULATIONS



Revised 2006
By
OVKA Board of Directors

Official 2006 OVKA Competition Rules and Regulations

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**OHIO VALLEY KARTING ASSOCIATION
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Board of Directors meetings held on 1st Tuesday of each month at 7:00 p.m.

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OFFICIAL COMPETITION RULES & REGULATIONS

FOREWORD

Included in this booklet are the competition regulations of the Ohio Valley Karting Association (OVKA). These regulations became effective February 7, 2006 and will remain in force with such modifications or additions as the Board of Directors may determine necessary. A new rule change will take affect 30 days after publishing. Publishing is defined as posting on the website or postmark on a mailing, whichever date is the earliest. All safety rules will take affect immediately after voting by the Board of Directors (no 30-day waiting period). (2/7/06)

SPIRIT AND INTENT

Karting is a sport and is designed for fun and enjoyment of the whole family. These rules and regulations have been kept to a minimum within the spirit of common sense and fairness to all as the basic guide and goal.

SPIRIT AND INTENT: It is the requirement of all OVKA club members and competitors at OVKA racing venues to conduct themselves at all times within the Spirit and Intent of these rules and regulations, both as specifically stated and as implied. No pretense is made of having designed a foolproof set of rules and regulations.

Any person who falsifies his/her age, qualifications, or modifies his/her equipment in an attempt to defraud OVKA Officials and/or other competitors, or otherwise seeks to circumvent or undermine these rules, the family sport of competitive karting, or the OVKA in any way as determined by the Race Committee or the OVKA Board of Directors shall be disqualified from the event, and may be subject to further disciplinary action.

The OVKA Race Committee and/or the OVKA Board of Directors shall have the right to initiate such action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations. (2/3/04)

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conduct of all Ohio Valley Karting Association events, and, by participating in these events, all entrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

By the mere fact of entering an OVKA event, every participant agrees to abide by these rules, regulations and any supplemental regulations pertaining to the event. Every participant in an OVKA event will recognize the Race Officials and Race Committee of that event, and the Board of Directors of OVKA as the only authority in the enforcement of these regulations or in the resolution of any dispute from such enforcement. Infractions of the rules may result in exclusion or expulsion from the event, or in extreme cases, suspension or expulsion from OVKA. (3/1/05)

Organized "street races" by karting clubs or civic organizations are the only recognized use of public streets for karting. (2/3/04)

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MEMBERSHIPS

Active members shall be limited to members who pay annual membership dues or have been awarded a lifetime membership by the Board of Directors. Members are entitled to compete in sanctioned OVKA events, and to vote as specified in the by-laws. Each member may receive a membership card, rulebook, and other official publications pertaining to active membership. Memberships are "family" memberships and include all members of the same family living at the same address. Memberships must be in an adult's name (18 and over), with the minor's accurate birth date information. If a member is under 18, their parent or legal guardian is to be used as the "Master Member", even if they are not drivers. "Minor Members" are considered full members in respect to racing privileges, but are not allowed to vote. (3/1/05)

MEETING OF THE BOARD OF DIRECTORS

Monthly meetings are held at 7:00 p.m. on the 1st Tuesday of each month at a location set by the President. Monthly meetings may be changed and special meetings convened with at least a 24-hour notice to all board members. Members and guests are always welcome to attend board meetings. Although only board members may vote on business before the board, any OVKA member may propose business for the board to consider. Motions may be made by any member but must be seconded by a board member. (2/1/05)

SECTION 100 – REGISTRATION

101: **REGISTRATION / SIGN-IN:** Once your equipment has passed Pre-Tech, a Pre-Tech Inspector will give you an entry form. Proceed to the Registration / Sign-In area. You should have the entry form completed, including your signature on a "release" and "acceptance" of our rules and regulations. Also, your entry fee of \$25 should be ready and \$20 for each additional class for the same driver (non-member fees are \$30 & \$25 respectively). Personal checks are accepted and made payable to OVKA. A starting position will be assigned via a draw system for the first heat, with the order inverted for the second heat (except qualifying events). There will be no refunds after registration closes. (No late entries 30 minutes after sign-in closes - refer to Appendix C regarding late registration). In the event of cancellation due to weather, see Weather Policy (Appendix B). (2/7/06)

OVKA requires, as a condition of membership, that all participants help fill track worker positions as may be required. At the time of registration each entrant in the class responsible (see Appendix H) must supply the name of their designated worker in the space provided on the registration form. If needed, worker names will be drawn at random, and positions assigned. If a driver's designee is unavailable to work, the driver (or parent/legal guardian) will work and earn an average of annual accumulated points for the day (rounded down to the nearest full point). (2/7/06)

102: The entrant and/or driver, in signing the entry form for any OVKA event, elects to use the course of the event at his/her own risk, and thereby releases and forever discharges the Ohio Valley Karting Association, together with their heirs, assigns, officers, representatives, agents, employees, and members from all liability from all claims of said injuries to parties listed above growing out of, as resulting from the event contemplated under the entry form, or caused by any construction of conditions or the course.

103: Kart numbers will be assigned during sign-in on the first points race date on a first-come, first-served basis. Last year's numbers will be held for those members who wish to retain them in the same class until the end of sign-in on the first points race date. The number 1 will be reserved for the previous year's class champions (if desired). Paper numbers will be available upon request, and should be attached with clear tape.

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SECTION 200 – SAFETY EQUIPMENT

201: Refer to current WKA tech manual, Section 115 or subsequent WKA updates, for Safety Equipment Requirements. Updates can be found on the WKA website (www.worldkarting.com) (2/3/04)

201.1: Per current WKA tech manual, section 115.4 (driver clothing), which in part states, “Chest protectors meeting SFI Specification 20.1 are mandatory for all drivers in all classes where the maximum age is 12 or lower”. (2/7/06)

202: Racers will be required to change to a clear or amber visor at all night races at the start of the third heat or when called for by the Race Director. (2/3/04)

203: No weight may be added to ANY DRIVER. (2/3/04)

SECTION 300 – DRIVER REQUIREMENTS KARTS

301: Male and female drivers are permitted in all classes.

302: Entrants, drivers and participants are required to be fully conversant with these regulations and any supplementary rules or instructions governing an event and are (by reason of their entry therein) definitely bound by such regulations, supplementary rules or instruction. Officials of any event shall have (and exercise) their powers during the entirety of any event. Prime responsibility for the safe conditions and operation of a kart or any other vehicle at an event rests with the owner and driver. The course operator's main responsibility is that of providing a safe place to conduct events.

302.1: Safety is every person's responsibility, and must be totally shared by every person and every associate in the sport of karting. The purpose of the rulebook is to provide a common denominator of standards that will benefit all those concerned. For this reason, adherence to the rules and practices set forth in the rulebook is fundamental to the welfare of everyone in the sport.

302.2: All drivers must be in good physical condition, with no known impairments (physical or mental) that would adversely affect his/her performance on the track in any way that could possibly be considered unsafe or dangerous to any other driver, spectator, official, or himself. Failure to report such a condition, with attempts at competition or warm-ups, can and will result in the immediate disqualification, probation, suspension, and/or loss of total points earned to-date.

303: Officials reserve the right to prevent any person from participating in any OVKA event. The Race Director or Committee may classify entrants into groups, based upon driver experience/ability. The Race Director or Committee may, upon observation of driver's ability, change a driver from one class to another and may hold events restricting certain races to a certain classification of drivers.

304: Sportsmanship of Driver, Crew, Officials, and Families is required at all times. The safety of the same is to be protected at all times.

304.1: Obscene language, gestures, fighting, flagrant driving infractions, illegal engines or fuel, falsification of age, the threat of physical violence and/or drugs or alcohol being consumed during practice, race or post-tech inspection will not be tolerated. Violation of any of these can result in a verbal warning, probation, or disqualification for that heat or the entire event. A driver disqualified for any of the above infractions will not be permitted to compete in additional classes, if entered in more than one class, and may be required to leave the premises.

The Race Director must notify the Board of Directors of the names, information and any further action to be considered at the next Board meeting. (2/3/04)

304.2: It shall be the duty of every person to conduct themselves while representing the Association, in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the organization.

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304.3: Drivers will at all times be responsible for their conduct and that of their crews and any offense committed by a crewmember will be chargeable directly to the driver. This particularly applies during the running of an event while the kart owner (or driver and crewmember) is away from their pit. This responsibility also extends to the conduct in the local area of the event, including motels, hotels, and to track facilities or property. Conduct is defined as verbal language, non-verbal communication, and physical contact.

304.4: A member in any sanctioned event shall make it their duty to present a neat appearance.

305: Any person who has consumed any alcoholic beverages or illegal drugs on the day of any OVKA event will not be allowed to compete. Any participant or crewmember observed consuming alcoholic beverages or illegal drugs during any event at an OVKA track or sanctioned event will result in up to a full season points race suspension chargeable to the driver and forfeiture of all points earned for that year. The event is defined as starting when you have entered the gate and ending when ALL races have been run for the day and post-tech is closed. (3/1/05)

306: Minor (less than 18 years old) and Adult Release: It is mandatory that the parent or legal guardian of all minors complete the OVKA "Release of Liability and Hold Harmless Agreement" before being allowed to use any OVKA track. This may NOT be done on an annual basis, but must be completed at the time of registration at each event. Minor drivers must satisfactorily demonstrate driving capability to the Officials during a mandatory warm-up period before being allowed to compete. If the parent or guardian is unable to attend a race, a release form (see Appendix K) may be executed for a specified event or period of time. All adult drivers must sign a waiver of liability release at each event before being allowed to use any OVKA track. All drivers must be on the premises at the time of registration. There will be no registration prior to race day. (2/3/04)

306.1: In consideration of their promotional efforts on behalf of the sport, participants assign all commercial communication and broadcast rights to OVKA and declare OVKA as their lawful agent and representative regarding such rights. Participants agree that OVKA or its assigns, on a non-exclusive basis, may use their name and pictures taken at any sanctioned event for publicity purposes.

306.2: ELIGIBILITY TO ADVANCE AN AGE CATEGORY: Per current WKA tech manual, section 103.2.2, *"Minor drivers of at least nine years of age (fifteen in Road Racing) whose birthday qualifies them to move up to classes with the next higher age requirement may do so under two conditions. If their birthday occurs by June 30 of a competition year, they may advance to classes with the next higher age requirement at the beginning of that competition year. If their birthday occurs after June 30, they may move up on or after their birthday and complete the competition year in classes with the next higher age requirement"*. If the competitor does move up an age group, he/she may not return to the younger group. If a minor driver qualifies to race in 2 different age (class) levels, once the driver chooses the higher (older) level, he/she may not return to the previous age level (younger) without the approval of the Board of Directors. At no time can a 14-year-old driver compete in a senior level class. Points earned in a class cannot be moved to another class or age category. (2/7/06)

306.3: All drivers must provide proof of age by their third event. Proof of age can be a copy of the driver's birth certificate, passport, or driver's license.

307: There is a MANDATORY Drivers Meeting of all competitors. Failure to attend this meeting will result in starting on the tail in all three heats. Special instructions about the track, conditions, rules, and procedures to be used for the day are given. Race Officials will be introduced. Race line-ups are being completed at this time and will be "posted" for viewing by the scoring tower.

307.1: Minor drivers must have a parent or guardian in attendance with them at all drivers meetings. Failure of parent or guardian to attend will result in the minor driver starting on the tail in all three heats. Minors are defined as anyone under the age of 18.

308: A "new" driver will be required to start their first 3 points race dates on the tail (all 3 heats) in each class entered and is required to have an "X" on the back of their helmet. New drivers who participate in Karting 101 will start on the tail in addition to complying with the "tail-start" policy for 3 points races. Drivers moving from Kid Karts to competitive classes will abide by this rule. This is for your protection and that of the other racers. However, this doesn't mean you cannot attempt to pass. All other experienced drivers will draw for grid position (lowest number to pole 1st heat, reverse of draw 2nd heat, average finish position 3rd heat). (3/1/05)

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IF YOU ARE AN EXPERIENCED DRIVER, BUT HAVE NOT RACED WITH OVKA PREVIOUSLY, YOU MAY BE ASKED TO START AT THE REAR FOR OBSERVATION. If you inform the OVKA Officials of your experience, we can observe the driver during a warm-up session and may remove this requirement.

309: Anyone entering the track to run with a class and who is not registered in that class (or classes) shall be subject to a possible full season points race suspension, probation, or disqualification. You must be registered prior to running, with the correct kart and engine specifications.

309.1: Participating in the wrong class during class warm-ups shall result in a penalty of starting the first two heats on the tail.

309.2: In those cases where drivers do not for some reason obtain any warm-up, their karts will be placed at the rear of the starting grid for two heats behind karts that have obtained warm-up. Also, at the discretion of the Race Officials, the driver may be excluded from the event. (2/3/04)

310: In order to receive points for a regularly scheduled race day, a driver must be entered and take a green flag during a heat race. In the event of a rainout, see Appendix B - Weather Policy.

311: Relief drivers are not permitted in any OVKA points race.

SECTION 400 – EQUIPMENT RULES

401: It will be at the discretion of the Race Director or his appointed representative to disqualify an entry for not meeting the specific safety requirements not only listed here, but in their opinion, other safety problems not listed below.

402: PRE-TECH: Pre-Tech Inspectors must thoroughly examine each kart; and only when a kart passes all pre-tech requirements should it be allowed to be operated on the course. The opinion of Inspectors and the Race Officials shall be final.

Pre-Tech inspection may include, but is not limited to, the following:

- a. Suitability for competition: The basic design of the kart must be suitable for high performance with safety.
- b. Neat and clean appearance.
- c. Tires shall be in good condition with no visible or apparent flaws.
- d. Brakes must be in proper adjustment and in safe working condition.
- e. Brake keys must be securely fastened.
- f. Bolts securing the master cylinder and caliper must be safety wired or cotter keyed so the nut and/or bolt cannot loosen. Castellated nuts are recommended. Special rotor lock nuts as supplied by the manufacturer are allowed to secure the rotor.
- g. Wheel bearings should be properly adjusted so that there is no excessive wheel play. Clip on wheel balancing weights not to exceed 1/4 ounce each.
- h. Karts must be equipped with an operating throttle that has a self-returning spring, which will close the throttle when released. Throttle system must be fully operable during the race or be disqualified.
- i. Steering shall be of a suitable design and in proper order and properly adjusted for maximum safety.
- j. Tightness: All steering bolts and nuts, and axle nuts will be cotter keyed, safety wired or snap ringed. They must be exposed for inspection.
- k. Frame: Shall be checked by the Inspector for design and defects, which would tend to impair the safety of the kart. Special attention is to given to all welds.
- l. Bumpers and Fairings: Checked to determine whether they would constitute a safety hazard.
- m. Protrusions or extensions outside the frame of the kart are subject to tech. Any sharp or possible unsafe object that could lead to damage or injury of another entrant or their equipment is not allowed and subject to disqualification.
- n. Each kart is to have 4 number panels (see section 403.3).
- o. Each driver is to supply helmet, driving suit/jacket, neck collar, and gloves for inspection.
- p. An entrant whose kart is barred or doesn't pass safety pre-tech and then later again presents the kart for re-check without the specific corrections made, could be disqualified from the event.

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402.1: The responsibility of meeting the OVKA specifications rests with the individual entry. Failure to meet requirements will result in not passing pre-tech, or if altered, disqualification from the event/heat. Altering kart configuration after pre-tech so that it does not meet pre-tech requirements may result in disqualification from the event/heat. Passing the pre-tech inspection is not a guarantee that the entrant has met all requirements of the rules. The pre-tech "inspection" is intended to assist the entrant, and to point out observed deficiencies. The Race Director is required to "black flag" any entry that does not meet the minimum safety requirements while on the track.

403: KARTS: All kart chassis and engine rules are per WKA Tech Manual (Sprint Racing Regulations) with the following exceptions. (TaG Regulations governed per Appendix G).

403.1: There may be only one entry per class per driver in any OVKA event. The kart chassis is a part of the official entry, and changing the chassis in a class is allowed only by approval of the Race Director, and then only for reasons of safety, not performance and will be placed at the tail of the next heat. There will be no refunds after sign-in closes.

- a. Switching chassis, engine system, or tires without approval will result in disqualification for the day. Only provable malfunction or safety issues will be allowed. (2/5/02)
- b. Once a kart chassis has been removed from competition it cannot be reentered in the same event by any driver. A driver cannot enter more than once in the same class. (2/7/06)

403.2: WKA bodywork rules as of current WKA tech manual apply in all 2-cycle (Section 208 & 209 Manufacturers Cup classes) and 4-cycle (Section 258 & 259 Gold Cup classes). (3/1/05)

- a. Nose cones must be intact as per specifications throughout race event, if not, entrant will be disqualified.
- b. 4-cycle classes are required to have nose cones per WKA specifications Section 258.

403.3: Numbers and Number Panels: All karts must have 4 number panels to be located on the "front", "right side", "left side" and "rear". Numbers must be on contrasting background. Refer to current WKA tech manual, Section 208.7 (Manufacturer's Cup) and 258.8 (Gold Cup). (2/7/06)

403.4: Weights: All weights must be painted white or chrome plated and include kart number on them. Weight added to a kart should be in compliance with WKA specifications (current WKA tech manual, Sections 201.10 and 251.10). (2/3/04)

403.5: Grease or lubricants are not allowed on the tire sidewalls, nerf bars, bumpers, or sidepods.

403.6: Seat Belts: The use of seat belts is prohibited.

403.7: OVKA will allow data logger systems, data acquisitions systems, computers, etc. to be used during race day. Steering sensors, brake sensors and throttle position sensors must be removed.

403.8: OVKA has adopted a spec tire rule. See Appendix D and Appendix G for details.

403.9: Use of treated tires is prohibited. Off track heating (tire warmers, etc) of tires is also prohibited if it raises tire temperatures above air temperature for the race. Cleaning of tires with a heat gun is permitted on race day. (3/1/05)

404: ENGINES: All engine specifications and legal modifications as described in the WKA Tech Manual, (available through WKA) will be used, except as superseded by OVKA specifications.

404.1: Fuel and Lubrication: No pressurized fuel tanks of any kind (WKA 207.3 Manufacturer's Cup / WKA 257.3 Gold Cup). Any member using fuel other than what is permitted in their class will be subject to loss of year-to-date points and/or up to a full season points race suspension. The use of Hydrazine, Dioxane or ANY additives in fuel or oil, is **ILLEGAL**. (3/1/05)

- a. All 2-cycle participants must use spec fuel as prescribed by OVKA.
- b. All 2-cycle participants, except Kid Karts and shifters, must use the spec fuel with (4) ounces of Burris Castor and (4) ounces of Burris Blend per gallon of fuel. Kid Karts are required to purchase pre-mixed fuel from OVKA on race day. (5/4/04)
- c. Shifter kart's oil when mixed with fuel must read between -50 and -80 on the Digatron meter when that meter is set to -80 using cyclohexane. (2/3/04)

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d. Intake - All fuel or anything else entering the engine, other than atmospheric air, must pass through the inlet needle and seat of the carburetor(s). Modifications to carburetors allowed only as specified in tech rules of the class rules. Shifter karts are excepted and should refer to WKA tech manual, Section 613.1.

404.2: Engine clutches are mandatory on all classes, except where otherwise specified.

404.3: The muffler & silencer systems must be intact at the start and throughout the entirety of the race. Any entrant whose exhaust system or silencer is not properly connected shall be automatically black-flagged and/or disqualified for the heat. (2/1/05) (2/7/06)

404.4: OVKA rules allow for the use of non-titanium, stock length after market rods for Briggs and Stratton 5hp flathead motors.

404.5: OVKA has an open ignition policy for 125cc moto shifter engines.

404.6: The OVKA 125cc Shifter class allows both moto and ICC style engines. Unless technical specifications are specifically exempted elsewhere in this rule book, Shifter karts should refer to current WKA Tech Manual, Section 613. (2/1/05)

404.7: Kid Kart technical specifications are per current WKA Tech Manual, Section 900, Rules 901.2.1 through 901.4 with the following exception: Head cc, 6.5cc minimum. Kid Karts must use spec fuel. Kid Karts found to be in violation of technical specifications will be excluded from the day's competition, and the parent or guardian must work one race per infraction. In order to enter their next event, the Kid Karter must provide a track worker to fulfill their penalty in order to participate. The competitor will not receive a "P" for the races worked, or reimbursement for the excluded event. (2/7/06)

405: AMB 160 transponders are required for racing and drivers are responsible for supplying their own transponder. A limited number of transponders will be available for rental at the track at a fee of \$10 per day. Only one transponder is allowed on each kart. The transponder must be mounted in a fixed position to the side pod or nerf bar. The leading edge of the transponder may not be closer than 9" from the back edge of the top of the king pin bolt. It is the responsibility of the karter to assure proper installation and operation of the transponder. The loss of a transponder during a heat, or the failure of the transponder to operate for the entire heat, may result in a last place finish for that heat. (2/1/05)

406: Timing beacons are to be placed in a designated area determined by Race Officials and must be left in place until the final heat of the day is complete. Removal prior to this will result in last place points for the day. Beacons are to be marked with driver's name and kart number.

407: If any component of the kart becomes inoperable, so in the opinion of the Race Director or Head Flagman it is unsafe or illegal, the kart may be removed from the course by being black flagged. If in the opinion of the Race Director the defect cannot be repaired properly for racing for that event, the entry may not reenter and continue in the rest of that day's event, and will be disqualified from the event.

SECTION 500 – RACING RULES

501: STARTS (All except shifter classes): A rolling start will be used. The START of a race can be as soon as the Head Flagman perceives the entire field of entries (the entire class from the grid) to be in proper alignment. The Starter will start the race at the safest place on the track, not necessarily at the normal start/finish line where the race is ended. Each driver in each heat will receive the starting flag (or green light) as he/she passes the starting line. No lane change before start / finish line. Drivers may not pass or change grid positions until they pass the starting line. Drivers "jumping" the start can be penalized at the discretion of the Race Director. (2/9/06)

501.1: STARTS (Shifter Class): Standing start, lined up on a grid located behind the start line. All karts must be stopped at their grid position (no rolling starts). Passing can start once the green flag is waved.

501.2: TRACK POSITION (ON STARTS): If, WHILE ON THE GRID, an entrant does not take their pre-gridded position, the entrants "behind" should move in such a way to retain the proper sequence of order (1st, 2nd, 3rd, etc.) by filling in the vacant spaces left by the absent entrant(s). This is sometimes called the "Criss-Cross" Rule.

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If 3rd place on the grid is absent (inside 2nd row), the 4th place entry (outside 2nd row) moves over, and all others "Criss-Cross" up and over. If, ON THE TRACK, an entry "falls out", the entire row behind the "empty spot" moves straight ahead to fill in the opening. (THERE WILL BE NO CRISS-CROSSING WHILE ON THE TRACK DURING PACE LAPS).

502: RE-STARTS are those races that have been stopped for any reason. The decision to restart on the track or reform on the grid is at the discretion of the Race Director.

- a. Races restarted on the track will be single-file, in the order of the last completed lap.
- b. If the race is restarted from the grid, an announcement will be made as to when that class is to reform on the grid. Grid assignments will be based on the original line-up for the heat. In the event that some entrants are unable to start or re-start any race, the starting positions will be shuffled as described in Rule 501.2 .
(2/3/04)

502.1: 90-SECOND RULE AS APPLIED TO RE-STARTS:

- a. Any entry not in "running condition" on the track area, after the 90-second time period has ended, may not re-enter the grid area, and may not re-enter the track. See Appendix D. (2/7/06)

502.2: There will be no "re-starts" of any races because of accidents on the track unless the RED Flag is brought out. Re-starts for other valid reasons are at the discretion of the Head Flagman and Race Director.

503: The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing, however, if in the judgment of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants in other than an inadvertent manner, that participant may be subject to penalties or disqualification.
(3/1/05)

504: In the event that a driver is preparing to lap another competitor, the driver of the overtaken kart is obliged to allow the lapping kart to pass. A lapped driver must always be prepared for another kart to pass. The driver being lapped should maintain a driving line that does not impede the progress of the overtaking kart. The lapped driver should indicate on which side the faster kart should pass, and maintain his driving line until such time as the "normal" driving line is clear. The overtaking kart shares the responsibility in making a clean pass. (2/3/04)

505: If, for any reason a driver is forced to stop his/her kart on or near the course during an event, it should be his/her first duty to place the kart in such a manner as to cause no danger or obstruction to other competitors.

505.1: If during the progress of a race, a driver comes to a stop on the racing surface/course, cannot drive kart to a safe shoulder of the track, and is in the path of overtaking karts, he/she should remain in his/her kart, **waving both arms above his/her head** to signal both the Corner Worker and the overtaking karts of your problem. The entrant may rejoin the race as provided by the above rules.

505.2: During an event, it is expressly forbidden to drive or push at any time, or under any condition, in a direction opposite to that in which the event is being run without the specific approval of the race official. Infringement of this rule means immediate disqualification.

506: On the circuit, the officials may designate portions of the course as "caution zones" indicating areas of extra-ordinary hazard, requiring no passing, and special care on the part of the entrants.

507: Any competitor deliberately driving his/her kart onto the course "shoulder" during a race will suffer a penalty for each such "excursion" or will be disqualified. An "excursion" will be free from penalty only if taken in circumstances of emergency (as to avoid an accident). Intentional passing by using the "grass" is prohibited.

507.1: If during the progress of a race, a driver inadvertently leaves the course with all four wheels off the track, he/she must rejoin in at the nearest possible point with the safety of themselves and other competitors as a priority. No improvement in position (placement/distance) is allowed.

508: Scuffing or heating of tires on the track by weaving driving motions is prohibited.

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509: If during a race, the kart stops on the track it cannot be restarted. (2/3/04)
If the engine stops within the **90 Second Rule**, the driver may push his kart back to the grid apron area with no assistance allowed from pit crew or track personnel and restart before the 90 Second Rule has expired. Pit personnel are allowed to assist in the "grid apron area", not on the track or racing surface. (2/3/04)

510: No passengers are allowed to be carried either during practice or an event. (3/4/03)

511: DRIVERS' SIGNAL: Drivers shall signal by raising a hand if they intend to stop for inspection by Track Officials. Track Officials shall investigate accidents. No pit personnel are permitted on the track while the race is in progress, or after an accident without the approval of the Race Director or an Official.

512: NUMBER OF KARTS: The maximum number of karts permitted in any one race should be determined by track design, safety of competitors, and the ability of competent scorers to do a reliable job. (2/3/04)

513: An OVKA event may have its own special set of rules supplementing these regulations. Should these special rules be invoked, they will take precedence by virtue of their specialized nature for the duration of that event.

SECTION 600 – POST-RACE RULES

601: At the conclusion of the third heat all designated karts will proceed to the impound area for post-race inspection. Karts must stay in the impound area until released. If the kart fails to go to impound, refer to WKA rule 502.6. Engine legality may be checked at the Race Director or Tech Director's discretion. All technical requirements are subject to inspections at any time; especially those that are considered performance enhancements. (3/1/05)

601.1: Any violation of the club's fuel policy, tire rules, engine specifications, or violation of standards or illegal modification of the intake, engine or exhaust systems of the kart will result in disqualification for the day. Violators are subject to additional penalties as determined by the OVKA Board of Directors. (3/1/05)

601.2: The engines and karts of the top 5 overall finishing places in each class, and any others designated by the Race Director or Tech Director, in all sanctioned events are subject to post-race teardown and inspection. One person from the entry plus the Inspector(s) is allowed to be in view or sound of the tech procedure. Shifters are required to have their engine manual available upon request at all races. (3/4/03)

601.3: Safety pre-tech rules and technical standards that are required to begin a race, are also required to be met after each race and violations may result in disqualification for the heat. The Race Director and Tech Director have the right to disqualify any competitor for violations of safety standards from the heat or in extreme cases the day's event. The loss of any number panel during any race will not be grounds for disqualification. (3/1/05)

601.4 Participants who are disqualified for "the day" will receive zero points which must be applied to year-end point totals. (3/1/05)

602: Post-race technical disqualifications may be appealed in the following manner:

- 1) The participant may request an inspection by WKA Officials by posting a \$50 cash protest fee. (3/1/05)
- 2) Upon receipt of the protest fee, OVKA will ship the engine or components in question to WKA by ground or next-day air (participant's choice) for inspection.
- 3) If WKA finds the engine or components to be legal, OVKA will return the parts to the participant, pay for all shipping costs and refund the \$50 protest fee.
- 4) If WKA finds the engine or components to be illegal, the participant will forfeit the \$50 protest fee and pay all shipping costs. Reimbursement for shipping cost is due upon receipt of WKA's ruling and must be paid before the participant can compete in future OVKA sanctioned events. In this event, the disqualification will stand and the zero must count towards year-end points totals.

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603: If after a race (heat or feature) the participant crosses the scale up to 5 pounds light, he/she is disqualified for the race (heat or feature). If the participant is more than 5 pounds light, he/she will be required to pre-weigh before the next heat and maintain the minimum weight for the duration of the event. Refusal to pre-weigh will result in a DQ for the day. Any participant who is unable to weigh (post-race) due to on-track injuries requiring medical assistance will not be penalized. (3/1/05)

SECTION 700 – PIT RULES

701: A pit pass must be purchased for access to the Grid and Pit areas. Pit passes are sold as “day of event” only. **Everyone in the pit area must have a pit pass displayed on his or her wrist.** Violation of this rule may lead to disqualification for the day. The Pit Pass fee is separate from entry fee. (2/3/04)

702: The Ohio Valley Karting Association is empowered to limit the number of persons per entry that may be permitted access to the pit area and to revoke permission as may have been granted any individual for misbehavior, non-compliance with these competition regulations, or disobedience of Race Official's orders.

703: The use of open flame devices in the pit or grid area is prohibited. An area of the track, away from fuel and flammables, may be designated for welding. No smoking by the pump-around, scales, grid area, or fuel dispensing areas.

704: Excess tires, oils and/or fuel are to be disposed of in a container designated by the track owner for this use. If the track owner provides no receptacle, the entrant must take the materials with them. Any entrant disposing of tires, fuels or lubricants in other than a designated receptacle may be subject to expulsion from the pit area or ejected from the grounds completely. Everyone must be aware that the improper disposal of these items may be a federal, state or local environmental law violation and may result in civil penalties.

705: The entrant or driver of the kart entry will be held directly responsible for the proper department of his/her pit crew. Any driver whose crew violates any O.V.K.A. regulation, or disobeys the instructions of the Race Officials, will be "black flagged" to his/her pit and instructed to tell his/her crew to observe the regulations or the entry will be disqualified and the entry and crew instructed to leave the grounds immediately.

706: There is no driving or riding of any type of vehicle in the pits during any O.V.K.A. event. All karts are to start their motors on the grid area and stop their motors at the scales. Failure to follow this procedure will result in penalties and/or disqualification. It is **strongly recommended** that no tow vehicles or trailers be removed in or out of the enclosed pit area once an event begins; if done, **extreme caution must be exercised** with at least one observer guiding exit or entry into pits. O.V.K.A. reserves the right to disqualify or penalize entrant if damage occurs to another kart.

706.1: Driver must be in the seat of their kart when on the ground when the engine is running. (2/7/06)

707: Drivers will enter the track via the line-up grids safely and with caution. Drivers will exit at the designated exit area with one hand in the air to signal slow pace and exit intentions.

708: At tracks where pit spots are reserved, all participants must obey the prescribed pit locations. Attempting to use a pit spot assigned to someone else will subject individuals to disqualification for the day and possible suspension from future events.

709: O.V.K.A. does not normally operate races that require “hot pitting procedures”. Karts are not allowed to come in for refueling. During a race assistance may not be given to an entry on the track or in the pits. Hot racing

pit procedures may be needed at special events, and those rules will be made known to all entrants during the drivers meeting by Race Officials.

710: UNLEASHED PETS & ANIMALS, BIKES, TRICYCLES, ROLLERBLADES, SKATES, SKATEBOARDS, SCOOTERS, RADIO CONTROLLED VEHICLES, ETC. ARE NOT ALLOWED IN THE PITS OR PIT PARKING AREA for which O.V.K.A. is responsible during racing events. (Track Owner may make an area available on the property not controlled by O.V.K.A.). (2/3/04)

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SECTION 800 – FLAG RULES

The following O.V.K.A. flag signals will be obeyed without question:

GREEN: Displayed at the start of the race or practice session, and kept visible as long as the track is clear for racing,

YELLOW: Used instead of the green if the track is partially blocked by accident or objects that may have fallen off competing vehicles. It means to slow down, use caution, hold your position, put your hand **high** in the air to signal to those behind that you are slowing, no passing is allowed until the track is clear (past caution area), or until the green flag is given. The Head Flagman's (start/finish) yellow flag means that the entire course is under "yellow", use caution and do not pass until the Head Flagman displays a green flag. A Corner Flagman's yellow flag means, that area only, be alert, green flag condition is as soon as the problem or obstruction has been passed, you may proceed to race conditions again.

RED: Stop immediately! Clear the circuit (pulling off to the side and stop engine) as soon and as safely as circumstances permit. The track is hazardous and unsafe for racing. Come to a safe and controlled stop on the racecourse with your **hand held up in the air** to signal your slow pace to competitors behind. Remain in your kart until all vehicles around have stopped. When told by a Race Official, push your kart to the area designated for restart.

- 1) Any competitor who is (or appears to be) injured, necessitating a red flag, shall be required to sit out the balance of the race for observation and safety.
- 2) If in the opinion of the Officials present, an entrant is considered responsible for causing a red flag, that entrant(s) shall be placed at the back of the field for that heat. The entrant causing the red flag incident may be different from the entrant for whom the red flag was waved.
- 3) Any driver found disobeying the red flag will be immediately disqualified from the race and subject to suspension.
- 4) No work is allowed on the karts during a red flag.

YELLOW AND RED FLAGS WAVED: This indicates a restart of the race for reasons other than a red flag incident and no laps have been scored. This is at the discretion of the Race Director or Head Flagman. The race will be restarted double file with the starting order based on the original grid assignments. (2/3/04)

BLUE (Blue with Orange Stripe): This is the warning flag that a competitor is lapping you. The driver being lapped should maintain a driving line that does not impede the progress of the overtaking kart. The lapped driver should indicate on which side the faster kart should pass, and maintain his driving line until such time as the "normal" driving line is clear. This is a courtesy flag and may not always be displayed. (3/1/05)

WHITE: One more lap until the race is over. This is a courtesy flag and is not mandatory. Race until checkered flag is given.

ROLLED BLACK: A rolled black flag from a Turn Marshal or Pit Steward indicates a warning is being issued for a driving infraction. A rolled black flag from the Head Flagman indicates a penalty has been assessed. Every attempt will be made to display rolled black flags, but even if not displayed a warning or penalty will still be imposed. (2/3/04)

WAVED BLACK: This is the consultation flag. If shown, complete the next partial lap at a reduced speed and exit the track at the exit point as soon as possible. A Track Official will relay to you the need for the consultation and the other information; stay by the "scale area" until information is given.

CHECKERED: You have finished the race or practice session. Complete one more partial lap at reduced speed before exiting to the pits.

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BLACK and CHECKERED: A signal to the finishing field that the race has ended under protest from either the Head Flagman or the Race Director. This situation is caused by reports of foul, rough, or illegal driving, unsportsmanlike conduct, or suspected technical violations that may be present on or off the track pertaining to an entry in that heat/race. The race outcome may be affected pending the action of the Race Director after checking

with corner personnel and the Race Committee if needed. The Race Director will state the findings or rulings to the entrant(s) involved if an infraction of the rules has occurred and/or requires disciplinary action.

Note: Should conditions exist whereby drivers cannot easily distinguish between various flags by color, the Race Director will call a special meeting to advise all drivers and crews of any required changes.

BLACK FLAG WITH ORANGE DISK ("MEATBALL"): Any driver who has received the black flag for a mechanical defect, which he/she is made aware of by track personnel, may proceed to the track exit with extreme care, as long as the problem poses no safety problem to the rest of the competitors on the track. Otherwise, the competitor should pull off the racing surface and wait until the race is over to push back to the scale lane. (2/3/04)

ROLLED FLAGS CROSSED: This is a courtesy signal given to show halfway point of the race.

ROLLED FLAGS HELD PARALLEL: This is a courtesy signal given with 2 laps left until checkered flag is given. (Race until **checkered flag** is given.)

SECTION 900 – RACE OFFICIALS RACE PROCEDURES

OFFICIALS/WORKERS: The Race Committee is defined as the Race Director, Head Flagman, Tech Director and Pit Steward. All Officials and Workers must be qualified and familiar with all rules, regulations, and procedures as required to complete their duties in a reasonable manner. (2/03/04)

RACE DIRECTOR: Shall be that Official having **COMPLETE CHARGE** of the race day. He shall assess warnings, penalties and/or disqualifications to any driver who, in his opinion or that of his observers, is in violation of the rules or whose kart is or has become unsafe to operate. He is also in charge of all the other Track Officials. He may call for the technical inspection of any entry or entries for any suspected rule violation without any protest or reason given. The Race Director can require any competitor to change to another competition class, or refrain from active competition, with respect to that competitor's abilities. (2/3/04)

TECH DIRECTOR: The Official having complete charge of all race day technical procedures, including pre-tech, post-tech and technical inspections throughout the day. Tech Director and assistants will verify compliance to certify event finishes as official. (3/4/03)

PIT STEWARD: The Official having charge of the pit area and any Officials working in his/her area. The Pit Steward shall keep all unauthorized personnel out of the grid, scale and track areas. They shall communicate warnings and penalties as assessed by the Race Director to the competitors. This is a courtesy to the competitor and every attempt will be made to communicate such actions, but even if not communicated a warning or penalty will still be imposed. The Pit Steward shall also report any irregularities or unsportsmanlike violations to the Race Director. (2/3/04)

CHIEF SCORER: The Official in charge of timing and scoring. They shall keep the Head Flagman informed of positions, laps run, finishing positions, and other matters related to scoring.

HEAD FLAGMAN: The Official having complete charge of the flags. He shall follow instructions from the Race Director. His flag signals are to be obeyed without exception, and failure to do so may result in disqualification from the heat or for the day. The Head Flagman shall conduct a meeting of all drivers prior to the start of an event to explain the flags, their use, and rules of the road. (2/3/04)

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TURN MARSHALS AND FLAGMEN: Strategically located around the course will report any rule infractions, etc., to the Race Director. The Flagmen will use the YELLOW, BLUE, RED, and ROLLED BLACK FLAGS when necessary to signal drivers on his portion of the track. They have no power to disqualify, but the information they offer can and will be used, if needed, to make decisions pertaining to penalties or disqualifications. **THEY CAN ONLY USE THE RED FLAG IN CASE OF EXTREME EMERGENCY WHEN AN INJURY OR BLOCKED TRACK IS PRESENT**, or when ordered by the Head Flagman/Race Director.

SECTION 1000 – PROTESTS, SUSPENSIONS & APPEALS

1001: Enforcement and Policing Policy: The Race Director or his designated representative shall arrange to:

- A. Enforce all rules and regulations pertaining to driving;
- B. Observe driving habits and conduct of all drivers entered in an O.V.K.A. sanctioned event;
- C. Submit a written report to the O.V.K.A. Board of Directors on infractions of the rules, or any unsafe or unsportsmanlike conduct on the part of any driver or crewmember.

1002: Drivers must notify the Scale Worker immediately after a heat of their intent to file a protest. All race protests must be made in writing and submitted to the Race Director via Tower Staff. A Protest Committee of two (2) General Members and one (1) Board Member will be called together in private to determine the validity of the protest. Collective protests will not be accepted. Protest must be signed by the person protesting, be made within 30 minutes of the end of the heat/incident, and be on an official protest form. The Protest will not be considered if the form is not completely filled out. Three (3) protests per year, per entrant, per class will be allotted at no cost after which a \$25 cash per protest fee will be imposed. Fee must be submitted with protest form and will be refunded if protest is upheld. Fee will be donated to the Junior Board if denied. If a driver's finishing position is adversely affected by an incident on the track, the driver cannot be reinstated to his / her previous position. Protest on scoring or points awarded must be made before the close of that day's race/event (before awards are presented). (2/7/06)

1003: Engine legality of an entry may be protested by an entrant in the same class, and required to be submitted to a "normal" engine tech teardown plus one additional area to be inspected by request. A protest fee of \$50 cash must be paid and the written protest submitted before the beginning of the 3rd heat. If the protest is upheld (illegality found), \$30 is returned to the protester. If the protest is disallowed (no illegality found), \$30 is given to the torn down entrant. O.V.K.A. KEEPS \$20 AS A PROTEST FEE. (3/1/05)

1004: Any protest that has been properly filed and has been answered by the Protest Committee can be appealed to the Board of Directors. A fee of \$20 cash must accompany the appeal to be considered and be submitted to the O.V.K.A. Secretary before the close of the racing event. (15 minutes after post-tech is over). Each protest will be decided on the merits of the appeal and past practices of the Board are not indicative of future decisions. If the Board upholds the appeal (overturns the Protest Committee) the fee is returned. If the appeal is denied the fee is retained. (3/1/05)

1005: Probation, Suspension, and Termination of Members: Any penalties levied under this rule shall require a review of all pertinent information by the Board of Directors at the next regular or special meeting. Every attempt will be made to contact the driver involved so they may have the opportunity to be in attendance when up for review for disciplinary action. Only the Board of Directors has the power of suspension and their decision shall be final. Within ten days of the violation, the Race Director or Officials must submit, to the Board of Directors, any written protests or appeals that are related to penalties levied under this rule. The Board of Directors may suspend or put on probation for a definite period of time, or may terminate the membership of any member upon a finding of violation of any rules and regulations of the Association, or for any other just cause, if such action is determined by the Directors to be in the best interest of the Association. Notice in writing of such probation, suspension, or termination, and of the reason for such action, shall be delivered to the suspended or terminated member/members. Such members shall have the opportunity to be heard within 30 days by the Board of Directors or a committee thereof, if written notice of the desire for such a hearing is given to the President or Secretary of the Association. The decision of the Board of Directors shall become final upon the expiration of 30 days after notification, or if reconsideration was requested within that 30 days, the decision shall become final after acting upon that reconsideration request. (3/6/01)

1006: It is the driver's responsibility to know they are to be in attendance at the next Board meeting if facing possible disciplinary action. (3/6/01)

Appendix A: 2006 OVKA SPONSORSHIP OPPORTUNITIES

I. Camden Billboard System

4' x 8' board
1 year – \$50 + cost of graphics & installation

II. Business Sponsorship

- a. Class Sponsor – Level 1: \$300
Benefits: Website Ad and Internet Link
Announcements over P.A. at all O.V.K.A. Events (which includes Races, Swap Meet and Banquet)
Name on Mid-Season and Year-End Awards
Sponsor Promotion Days* (see explanation below)
- b. Class Sponsor – Level 2: \$550 / year
Benefits: Website Ad and Internet Link
Announcements over P.A. at all O.V.K.A. Events (which includes Races, Swap Meet and Banquet)
2 - Year-End Banquet Tickets
Name on Mid-Season and Year-End Awards
Sponsor Promotion Days* (see explanation below)
1 - Swap Meet Regular Booth (8' x 10' booth)
2 - Year Gate Passes per O.V.K.A. Points Event
Billboard space (see above)
- c. Racing Sponsor: \$1,050 / year
Benefits: Pit Spot at Camden at O.V.K.A. Points events & one non-points event for the year
Website Ad and Internet Link
Announcements over P.A. at O.V.K.A. Events (which includes Races, Swap Meet, and Banquet)
2 - Year-End Banquet Tickets
Name on Mid-Season and Year-End Awards
Sponsor Promotion Days* (see explanation below)
1 - Swap Meet Regular Booth (8' x 10' booth)
1 - Racing Entry per O.V.K.A. Points Event
2 - Year Gate Passes per O.V.K.A. Points Event
Billboard space (see above)
- d. Series Sponsor: \$4,500 / year
Benefits: Specify sponsors' products for use in series (i.e. tires, etc.)
Plus same benefits as Racing Sponsor
- e. Swap Meet Sponsor(s): \$2,000 / year total (can be split among multiple sponsors)
Advertising on flyers, in magazines, special announcements at Swap Meet

* Sponsor Promotion Days – Sponsors have the opportunity to set up a display on an assigned date at G & J Kartway (there may be multiple sponsors per date) plus all sponsors can display at the Champ Race.

Sponsorships run from April 1st through March 31st (No Prorating of Sponsorship Cost).
No refunds.

**Appendix A:
2006 OVKA SPONSORSHIP OPPORTUNITIES
(Cont'd)**

III. Other Income

- a. Reserved Pit Spot: \$150/year for all reserved pit spots good for all OVKA Points Events and One Non-Points Event (Karting 101) at Camden only.
(Racing sponsors have first choice of available spots, if they meet the deadline date stated on the Yearly Sponsorship Agreement).

- b. Membership: Family or single
\$35/year - 100-50% of races
\$25 - 49-25% of races
\$15 - 24-0% of races

- c. Spirit & Racing Clothing: Includes stickers, patches, hats, shirts, jackets, etc.
- d. Games of Chance: Junior Board will generate income by performing either:
Raffles, Drawings, Games of Chance, etc.

Appendix B: HOW OUR POINTS SYSTEM WORKS

DAYS POINT VALUES FOR CHAMPIONSHIP POINTS SERIES

DAYS FINISH POINTS PLUS THE NUMBER OF ENTRIES IN CLASS

Number of Entrants

Finish	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1st Place	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121
2nd Place	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111
3rd Place	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102
4th Place	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
5th Place	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87
6th Place	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81
7th Place	60	61	62	63	64	65	66	67	68	68	70	71	72	73	74	75	76
8th Place	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72
9th Place	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
10th Place	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67
11th Place	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62
12th Place	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
13th Place	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
14th Place	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
15th Place	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
16th Place	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
17th Place	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
18th Place	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
19th Place	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
20th Down	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

All finishing positions of 21st and higher get the same points

WEATHER POLICY

When an event is called due to weather after two heats, it is considered a completed race. The combined finishes of the first two heats will determine your finish for the day. If all classes have not obtained two completed heats, the finish will revert to "weather points". All three heats will be counted for those classes who have completed all three heats. In the event of a race day being cancelled before the second heat is completed by all classes, 105 points plus the number of entries for that class will be awarded to each entrant provided the following conditions are met:

- Kart has gone through pre-tech;
- Driver is present;
- Race entry is paid.

Any infraction resulting in a DQ for the day will stand.

Determination for canceling a race due to weather will be made one hour after sign-in closes and is subject to adjustment based on weather conditions. (2/7/06)

OVERALL SEASON POINTS WINNERS: Are those OVKA members with the highest number of points earned from 12 out of 14 races the entire season. Entries disqualified at "post-tech" inspection, or other serious infractions/disqualification as directed by the Race Director for the "day" are awarded "0" points for that event day and must be counted as one of the races used or "best" toward the overall season points championship. Note: Only paid OVKA members can collect points earned toward overall season points championship. **Points earned prior to becoming a paid member cannot be counted toward overall season points championship.** (3/1/05)

TIE BREAKING METHOD USED:

- 1st Number of 1st place finishes including weather points, but if still tied (most wins)
- 2nd Number of 1st place finishes excluding weather points, but if still tied (most wins)
- 3rd Number of top 5 finishing positions, but if still tied (most wins)
- 4th Number of race dates entered, but if still tied (most wins)
- 5th Best day finish in the last race in which both competitors participated. (2/03/04)

Appendix C: HOW THE O.V.K.A. GRID SYSTEM WORKS

Before a race begins, the entries line up on the entrance to the track in the exact positions they are to “start” the race. This part of the track is called the “grid area”. As soon as the previous racers leave the grid area, it then becomes the next race’s turn to line up on the grid in the exact order they are to be in to start the race. If two grids are available at the racing facility, each heat will alternate.

Grid positions are determined during “sign-in” by your “draw” number (computer generated or manually drawn). If an entrant registers after sign-in has closed, they will start in the TAIL POSITION for the first and second heat races then line up by accumulated scoring finishes of the 1st and 2nd heat races. No late registrations will be accepted after 10:30 a.m. (2/7/06)

Races Are Lined Up As Follows:

FIRST HEAT RACE: Is lined up with the LOWEST DRAW NUMBER to the front, and higher numbers alternating beside and behind. POLE POSITION goes to the lowest number drawn, TAIL POSITION to the highest number for the 1st race.

SECOND HEAT RACE: Is lined up the exact opposite of the first heat. POLE POSITION to the highest number and TAIL POSITION to the lowest number.

THIRD HEAT: Is lined up by the accumulated scoring of finishes of the 1st and 2nd heat races. Point values of 1 for 1st, 2 for 2nd, 3 for 3rd, 6 for 6th 10 for 10th, etc. are earned for the various finishing positions of each entry.

FINISHES: Finishing positions for any race are based on participants crossing the finish line completing the designated number of laps. Once the checkered flag has been displayed, anyone crossing the finish line is finished for that heat. The finishing order is determined by:

- 1) The racers who complete the designated number of laps;
- 2) Any participants who completed subsequent laps in decreasing order; in the event of more than one racer going off the track at the same time, position at the last scored lap determines order;
- 3) Weight disqualifications;
- 4) Technical disqualifications;
- 5) Unsportsmanlike disqualifications (receive last place points plus up to a 10-point penalty at Race Director's discretion). (2/5/02)

Ties in points after 2 heats are broken by who had the fastest time in either heat to determine the 3rd heat line up. The lowest number of points earned will start on the POLE POSITION and the highest number of points earned will start on the TAIL POSITION.

OVERALL WINNER: The overall winner of the event is the entry with the lowest accumulated total of points earned from each of the 3 heat races. Ties in points after the 3rd heat are broken by who had the fastest time from all three heats and if still tied, who had the best finish in heat 3.

EXCEPTIONS:

- Champ Race format is qualifying on day one and a pre-final and final on day two. Winner of the final is overall winner for the day.
- Two qualifying events will be held (Race #4 and Race #13) which will be one-day events with qualifying, pre-final and final. Winner of the final is overall winner for the day.
- In the event of malfunction of the timing system, ties in points after 2 heats will be broken by who had the best finish of the 2nd heat. Ties after the third heat will be broken based on who had the best finish in the 3rd heat.

NOTE: It is the karters responsibility to assure proper installation and operation of their transponder. (2/7/06)

Appendix D: SPECIAL RULES AND INFORMATION

TIRE REQUIREMENTS: O.V.K.A. adopted a "Spec Tire Rule" in 1988. The only tire approved is the 5" diameter Dunlop SL-4 compound in the sizes shown for each class. No other tire compounds are allowed except as specified in class structure. Shifter Karts and Kid Karts run under separate tire restrictions. See class structure for details.

AGE REQUIREMENTS: Refer to current WKA Section 103: Driver Requirements. .

Kid Kart Ages: 5 through 7
Sportsman Ages: 8 through 12
Junior Ages: 12 through 15
Senior Ages: 15 and up

90 SECOND RULE: O.V.K.A. has adopted a special rule to assist the Race Officials in the operation of the beginning of each race. From time to time, an entry that has pre-gridded has problems starting the engine and/or entering the track with the other competitors. To be as fair as possible to all concerned, including those who have already started and are "going around" the line-up oval, the following rule will be followed:

"When ordered by the Grid Worker, all entrants will start their engines and move onto the track in an orderly manner. They will follow the instructions of the Flagman and Corner Workers and use the line-up oval of the track. 90 seconds after the majority of the karts have left the grid, the grid area is to be closed, including those karts still in the grid area that were unable to enter the track before the 90 second time period has ended."

Any entry not in "running condition" on the track area, after the 90-second time period has ended, may not re-enter the grid area, and may not re-enter the track.

PUMP-AROUND: Those classes that require the use of the "pump-around" must present their entry with an empty tank and provide a one-gallon jug of fuel for each heat. Reduction in the amount of fuel required may be done the day of the race and will be announced. The entry must be presented at the appointed time. Delay could cause dismissal or being placed at the rear of the starting grid for that race.

PENALTIES: The following penalties will be imposed when applicable for infractions of the rules:

FAILURE TO OBTAIN ANY WARM-UP	2 HEATS ON TAIL
NOT ATTENDING DRIVERS MEETING	3 HEATS ON TAIL
TALKING DURING DRIVERS MEETING	2 HEATS ON TAIL
ENTERING TRACK FROM OTHER THAN GRID DURING PRACTICE	2 HEATS ON TAIL
LEAVING GRID AREA IN UNSAFE MANNER	COULD RESULT IN STARTING HEAT ON TAIL
CLASS WARM-UP IN WRONG CLASS	2 HEATS ON TAIL
FAILURE OF FRONT ROW TO ASSUME LINE-UP PACE IMMEDIATELY	OFFENDER(S) CAN BE MOVED BACK ONE ROW ON THE START
FIGHTING OR IMPROPER LANGUAGE	DQ FOR DAY

Appendix E: END OF YEAR AWARDS & PRIZE SCHEDULE

1st Place Class Jacket (Black*)

2nd Place Class Jacket (Red)

*Black jackets are reserved for Class Champions, Past Presidents, and Lifetime Members. (3/4/03)

TROPHY AWARDS

The average amount of entries per class is used to determine how many positions will receive trophy awards. In order for a class to count for year-end trophies and awards, the class must average 4 karts per race for 14 races.

1 st Place	Requires a 4.0 class entry average minimum
1 st and 2 nd Place	Requires a 4.0 to 5.99 class entry average
1 st thru 3 rd Place	Requires a 6.0 to 7.99 class entry average
1 st thru 4 th Place	Requires a 8.0 to 9.99 class entry average
1 st thru 5 th Place	Requires a 10.0 to 11.99 class entry average
1 st thru 6 th Place	Requires a 12.0 to 13.99 class entry average
1 st thru 7 th Place	Requires a 14.0 to 15.99 class entry average
1 st thru 8 th Place	Requires a 16.0 to 17.99 class entry average

EXCEPTION: All Kid Kart and Sportsman-age drivers with 50% or better participation receive year-end trophies. (2/7/06)

DRAWINGS AND RAFFLES

OVKA has over the years had additional prizes based on the participation of its members. By attending and competing in 50% or more of the events, your name will be in at least 1 drawing/raffle for additional prizes that have been donated or purchased if financial resources from the year's operations permit. Participation credits (P's) can be earned by working a race day in lieu of reimbursement, or by working a minimum four-hour shift on a workday or other Board approved event. An individual may work for a participation credit for another person but must convey this to the designated O.V.K.A. representative by October 31, 2006. In order to receive participation prizes and grand prizes, you must be registered for the banquet and be present at the time of drawings. All prizes in excess of \$600 will receive a 1099. (3/1/05)

KID KART CLASS

The Kid Kart class is not a points class, has no awards for year-end points, but entries do count toward year-end participation awards/prizes by attending and competing in 50% or more of the events. Kid Kart drivers receive trophies at each event and a prize at the banquet based on the level of participation. In order to receive awards/prizes, participant must be a member. (3/1/05)

PLAQUE AWARDS

All members (with the exception of Kid Karts) that compete in nine (9) or more of the O.V.K.A. events will be given a Special Participation Plaque Award at the Banquet. (2/9/06)

PRESIDENT'S AWARDS

The President of O.V.K.A. has the opportunity to give out special awards for various purposes typically presented at the Annual Awards Banquet. (2/7/06)

CHAMP RACE - FAST TIME AWARD

This annual event is conducted over 2-days with qualifying on Saturday for "Fast Time". The race is held on Sunday consisting of pre-final and final heats. Saturday qualifying consists of two laps; second day qualifiers receive one lap. "Fast Time" is awarded in each class (excluding Kid Karts) for Saturday qualifiers only. Saturday qualifiers line up ahead of Sunday qualifiers. The top 5 in racing classes receive trophies; all Kid Karts receive a trophy. "Fast Time" awards are presented at the annual banquet. (3/1/05)

Ohio Valley Karting Association 2006 Schedule

Event	Date	Location
OVKA Swap Meet	Saturday, February 4	Clark County Fairgrounds Springfield, OH
Clean-Up Day	Saturday, April 1 9:00 a.m. – 1:00 p.m.	G & J Kartway Camden, OH
Driving School	Saturday, April 8 12:00 p.m. – 6:00 p.m.	G & J Kartway Camden, OH
Karting 101 (Orientation)	Sunday, April 9	G & J Kartway (A)
OVKA Points Race #1	Sunday, April 23	G & J Kartway (B)
OVKA Points Race #2	Sunday, April 30	G & J Kartway (A)
OVKA Points Race #3	Sunday, May 7	Circleville Raceway Park Circleville, OH
*OVKA Points Race #4	Sunday, May 21	G & J Kartway (C)
OVKA Points Race #5	Sunday, June 4	Circleville Raceway Park
OVKA Points Race #6	Saturday Evening, June 17	G & J Kartway (B)
OVKA Points Race #7 OVKA Memorial Championship Race	Saturday, June 24 Qualifying Sunday, June 25 Race	G & J Kartway (A)
OVKA Points Race #8	Saturday, July 8 (Runs on Sunday time schedule)	New Castle Motorsports New Castle, IN
OVKA Points Race #9	Saturday Evening, July 22	G & J Kartway (C)
OVKA Points Race #10	Sunday, July 30	Circleville Raceway Park
OVKA Points Race #11	Saturday Evening, August 19	G & J Kartway (A)
OVKA Points Race #12	Sunday, September 17	Circleville Raceway Park
*OVKA Points Race #13	Sunday, September 24	G & J Kartway (B)
OVKA Points Race #14	Sunday, October 1	G & J Kartway (C)

*Qualifying Format

Count 12 out of 14 races toward overall season finish

Sunday Races & Saturday New Castle

Gates Open	7:00 a.m.
Sign-In/ Pre-Tech	7:30 a.m.
Class Warm-Up	8:45 a.m.
Sign-In Closes	10:00 a.m.
Drivers Meeting	11:00 a.m.
Races Start	11:30 a.m.

Saturday Evening Races

Gates Open	11:30 a.m.
Sign-In/ Pre-Tech	12:30 p.m.
Class Warm-Up	1:45 p.m.
Sign-In Closes	3:00 p.m.
Drivers Meeting	4:00 p.m.
Races Start	4:30 p.m.

NOTE: TIMES SUBJECT TO CHANGE
New Castle, Indiana Race #8 runs on Ohio time

G & J KARTWAY IS A WKA MASTER TRACK

Appendix G: 2006 CLASS STRUCTURE

Class #	Class	Age**	Weight	Front Tire Size	Rear Tire Size	WKA reference	Fuel
1	Kid Karts (Restrictor)	5 thru 7	None	4.50-5♦	5.50 max. ♦♦	Kid Karts	Gas/Oil
2	Cadet Jr. Sportsman	8 thru 12	235 lbs.	4.50	4.50/6.00***	Cadet Jr. Sportsman	Gas/Oil
3	Sportsman Briggs (Purple Restrictor)	8 thru 12	250 lbs	4.50	4.50/6.00***	Briggs Jr. Sportsman 1	Alky
4	Sportsman Yamaha	8 thru 12	250 lbs	4.50	4.50/6.00***	Yamaha Jr. Sportsman	Gas/Oil
5	Junior Briggs (.575 restrictor) Junior Animal (.505 restrictor)▼	12 thru 15	310 lbs.	4.50	6.00	Briggs Restricted Junior	Alky
6	Junior Yamaha (SSX Can)	12 thru 15	305 lbs.	4.50	6.00	Yamaha Jr. Can	Gas/Oil
7	Senior Stock Briggs	15 and up	360 lbs.	4.50	6.00	Briggs Heavy	Alky
8	Masters Yamaha (SSX Can)	35 and up	360 lbs.	4.50	6.00/7.10***	Yamaha Masters	Gas/Oil
9	Yamaha Lite	15 and up	330 lbs.	4.50	7.10	Yamaha Lite	Gas/Oil
10	Yamaha Heavy *	15 and up	390 lbs.	4.50	7.10	Yamaha Heavy	Gas/Oil
11	Yamaha Super Can (SSX)	15 and up	340 lbs.	4.50	6.00/7.10***	Sr. Sportsman	Gas/Oil
12	125cc Shifter (Moto & ICC)	15 and up	Moto 395 lbs. ICC 415 lbs.	OPEN	OPEN	125cc Shifter ICC	Gas/Oil
13	Senior Novice Yamaha	15 and up	360 lbs.	4.50	6.00/7.10***	Yamaha Sr. Sportsman	Gas/Oil
14	Senior Briggs Animal	15 and up	360 lbs.	4.50	6.00/7.10***	Briggs Animal Medium	Alky
15	Senior TaG	15 and up	See TaG Addendum	4.50	7.10***	N/A	Gas/Oil

THE ABOVE CLASSES ARE THE ONLY CLASSES OFFERED BY OVKA

* Yamaha Heavy class has a minimum driver weight of 175 lbs. (as raced with safety equipment; no added weight on person). This rule will be waived if 3 or less drivers sign up for the lite class.

** AGE – See WKA 103.2.1 and 103.2.2.

*** Tires must be a matched set (no mixing of tire sizes on the rear in any class) i.e. both rear tires must be 7.10's, or 6.00's, or 4.50's, depending on class. (2/5/02)

♦ Compound open.

♦♦ 33 3/4" maximum circumference.

▼ Junior Briggs Animal may be subject to weight changes periodically throughout the year. (3/1/05)

1. In order for a class to run, a minimum of 4 karts must be entered. If less than 4 karts are entered in an event and the karters wish to race, they will be placed and run with a similar class. The only exception to this is Kid Karts. (Kid Karts run timed events of 5 minute duration and are not a points class).
2. All 2-cycle participants must run spec fuel as prescribed by OVKA.
3. All 2-cycle participants, except Kid Karts and shifters, must use the spec fuel with (4) ounces of Burris Castor and (4) ounces of Burris Blend per gallon of fuel. Kid karts are required to purchase pre-mixed fuel from OVKA on race day. (5/4/04)
4. All shifter kart's oil, when mixed with fuel, must read between -50 and -80 on the Digatron meter when that meter is set to -80 using cyclohexane. (2/3/04)
5. All tires are to be Dunlop SL-4 unless noted.
6. Class entry fees for members are \$25 for first entry; \$20 for each class thereafter (\$25 for Kid Karts).
7. Kid Kart classes will not receive points. All race and year-end awards will be based on participation.

Appendix G: 2006 Class Structure (continued)

SENIOR NOVICE YAMAHA REQUIREMENTS

AGE: Minimum 15 years old.

ELIGIBILITY: No one with a top three year-end finish from any OVKA division or any other kart sanctioning association may compete. Drivers in this class may not simultaneously compete in any other OVKA class, nor may drivers in any other OVKA class compete simultaneously as a Novice. **Drivers who compete in this class through misrepresentation of their experience will be disqualified for the day.**

Participation in this entry level class is intended to prepare drivers for racing in other more skilled classes and is encouraged until such proficiency is achieved. Proficiency may be determined in part by lap times of the competitor. Race Director/Race Committee has the discretion to move any driver to a competition class if ability of the driver is above "Novice".

ENGINE: Yamaha KT-100.

EXHAUST: SSX Can (4 hole can).

WEIGHT: 360# (driver and kart).

EQUIPMENT: Subject to all applicable WKA (or superseding OVKA) chassis, safety and technical rules and inspections.

GRID PROCEDURES: All drivers with less than three races experience must display an "X" on the back of their helmet, and start all heats from the tail, **per OVKA rules** (until meeting the three race minimum). If all entered drivers are displaying the "X", then the grid assignments for the first heat will be inverted for the second heat, and grid assignments for the third heat will be based on the combined finish of the first two heats (in accordance with current club practice).

POINTS: Points will be kept and scored in accordance with established OVKA rules. Drivers competing in this class will be eligible for all year-end awards as specified by OVKA. First, second, and third place in this class (year-end total) must move to another class for the start of the following season.

EXEMPTIONS: Competitors who exceed the above criteria but feel they are not proficient enough to compete in other senior classes may petition the Race Director, Race Committee or the Board for an exemption (except top three year-end finishers). Exemptions are for one racing season and can only be renewed after Board review. (2/7/06)

Appendix G: 2006 Class Structure (continued)

TaG REQUIREMENTS

In order to achieve parity among 8 motor configurations that are currently available, O.V.K.A. has established the following criteria for the TaG class. The class will follow all O.V.K.A. chassis, fuel, oil, and tire specifications unless otherwise noted.

Name: Senior TaG

Age: 15 years and up

Weight: See table below (Leopard class target is 385 lbs)

Engines: See table below

J. Tires: O.V.K.A. Dunlop SL-4's 7.10 rear, 4.50 front

Fuel: O.V.K.A. Spec Fuel

Oil: O.V.K.A. Spec Oil

MOTOR/ENGINE WEIGHT (LBS)*	
EasyKart IAME 125	385 lbs
Sonik VX125 (Vertical)	415 lbs
BM Jaguar	385 lbs
Rotax Max FR125	380 lbs
Biland Stealth	400 lbs
Parilla Leopard	385 lbs
Vortex Rok	385 lbs
Italsistem ML47H	415 lbs.
Comer X365	430 lbs
Motoriseven	430 lbs
PRD Fireball	385 lbs.
Sonik TX125	430 lbs.

1. TaG Engine Specifications

- 1.1. AIR BOX - OEM, as supplied with the engine from the manufacturer.
- 1.2. CARBURETORS - As supplied from the manufacturer, jetting open.
- 1.3. FUEL PUMPS - Must be of diaphragm pulse type, manufacturer and location are open.
- 1.4. IGNITION SYSTEM - OEM, as supplied and per factory specifications. Spark plugs open.
- 1.5. PISTON / RINGS / BEARINGS / GASKETS - OEM, as supplied and per factory specification.
Aftermarket parts meeting OEM dimension and material specifications may be permitted based on pre-approval by O.V.K.A. technical director (or assigned alternate).
- 1.6. EXHAUST SYSTEM - Exhaust and silencers as supplied by manufacturer, OEM. No plating or ceramic coatings permitted.
- 1.7. CLUTCH - OEM, as supplied with engine from manufacturer and as per factory specifications
- 1.8. COOLING SYSTEM - Coolant may not contain any Glycol based material. Water wetter or other surfactants may be added. Radiator must be as supplied by manufacturer, OEM.
- 1.9. INTERNAL MODIFICATIONS - All internal modifications of any kind are strictly prohibited.

2. Chassis Specifications

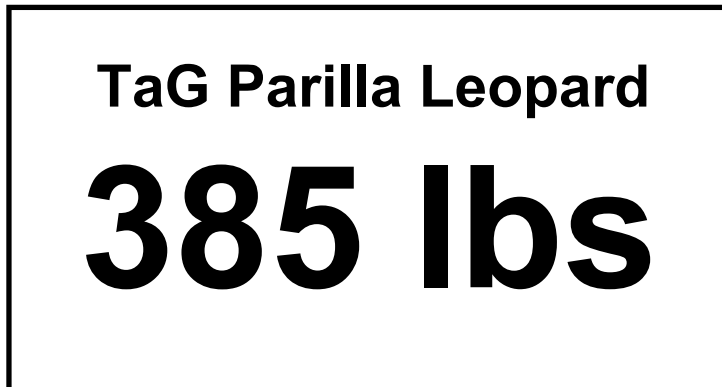
- 2.1. AXLES - Maximum diameter of 50 mm.
- 2.2. BRAKES - Rear braking systems ONLY
- 2.3. BODYWORK - same as all other 2-cycle classes, nose cones required

Appendix G: 2006 Class Structure (continued)

3. Special Rules

- 3.1. Competitors who wish to have their engines sealed can do so by the technical director (or assigned alternate) by an approved method of sealing. Sealed motors will require no internal technical inspections during the post-technical inspection if the seals are intact. This is optional and is at the racers discretion.
- 3.2. Weights may be adjusted throughout the year if [in the judgment of the Race Committee] an engine combination has a distinct advantage.
- 3.3. Recommend minimum experience for drivers of 1 year of kart racing.
- 3.4. All TaG karts must have 2" x 3" label affixed to the top of the left side pod signifying their engine type and weight. Letters and background must be in contrasting colors (white on black or black on white). See below for example.
- 3.5. Class will follow all TaG USA engine regulations unless otherwise specified in rulebook.
- 3.6. Data systems allowed including data logging. (2/7/06)

Weight Label Examples:



Appendix H: 2006 OVKA WORKER / CONFIGURATION SCHEDULE

Race	Date	Track	Configuration*	Workers**
Race #1	Sunday April 23	G & J	B	Yamaha Lite
Race #2	Sunday April 30	G & J	A	Yamaha Super Can
Race #3	Sunday May 7	Circleville	N/A	Cadet Jr. Sportsman
Race #4	Sunday May 21	G & J	C	Kid Karts & Sportsman Briggs
Race #5	Sunday June 4	Circleville	N/A	Master Can Yamaha
Race #6	Saturday Evening June 17	G & J	B	TaG & Senior Briggs Animal
Race #7	Saturday & Sunday June 24 & 25	G & J	A	Senior Novice Yamaha
Race #8	Saturday (Runs on Sunday time schedule) July 8	New Castle	N/A	Shifters & Yamaha Heavy
Race #9	Saturday Evening July 22	G & J	C	Junior Briggs
Race #10	Sunday July 30	Circleville	N/A	Sportsman Yamaha
Race #11	Saturday August 19	G & J	A	Senior Stock Briggs
Race #12	Sunday September 17	Circleville	N/A	Cadet Jr. Sportsman & Shifters
Race #13	Sunday September 24	G & J	B	Junior Yamaha
Race #14	Sunday October 1	G & J	C	Sportsman Briggs

*** CONFIGURATION**

A - Original track layout

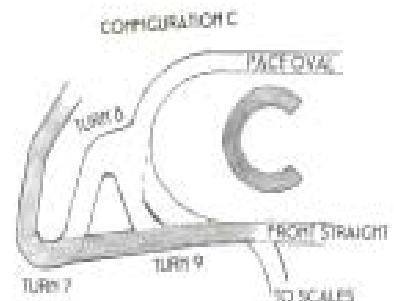
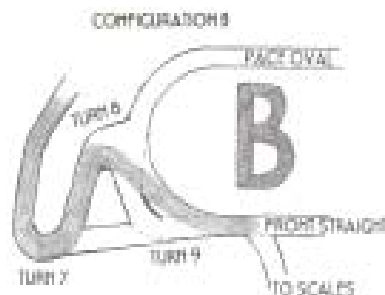
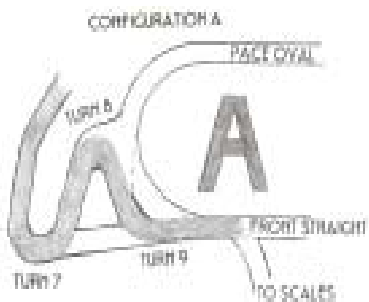
B - Eliminate original turn 9 and use oval for turn 9

C - Eliminate original turns 8 & 9 and use cut-through to front straight-away

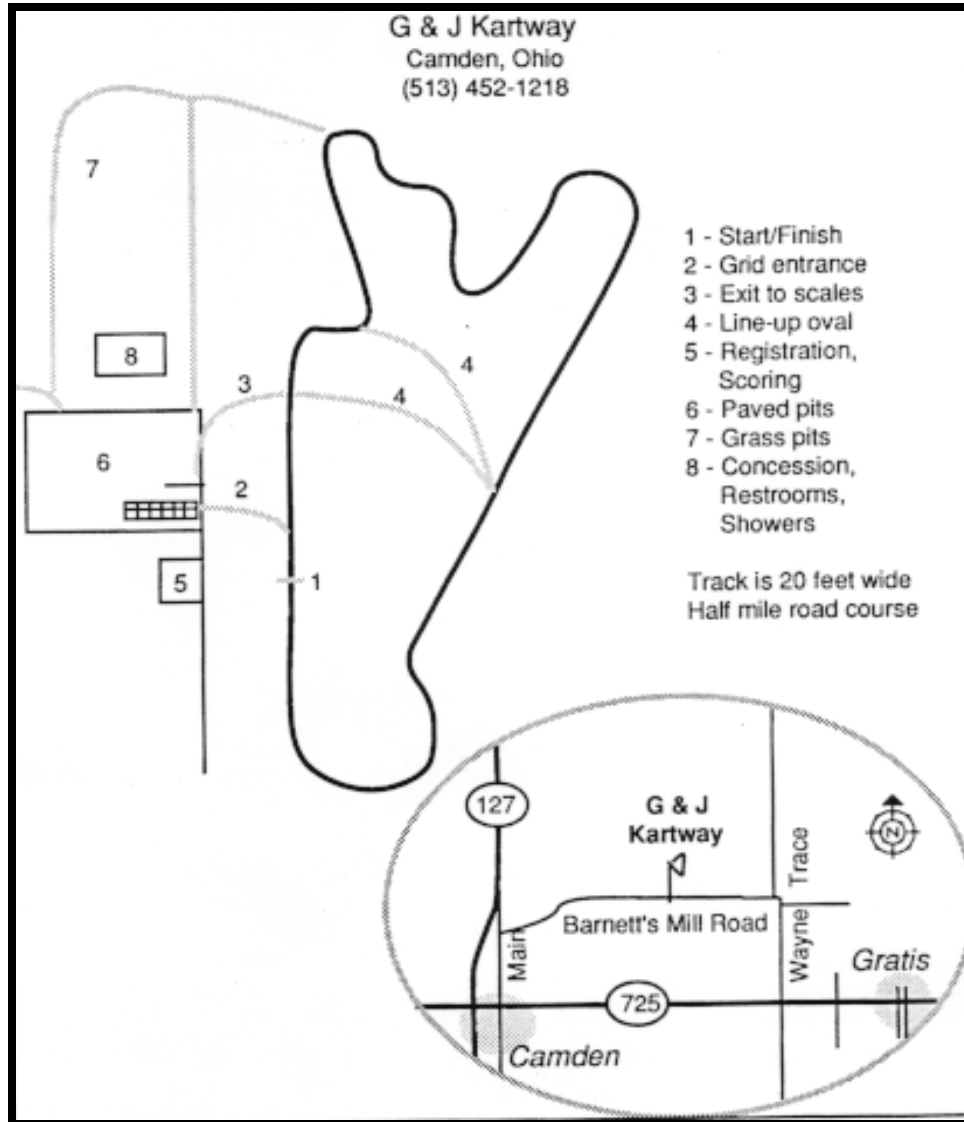
TBD – To be determined

**** WORKERS**

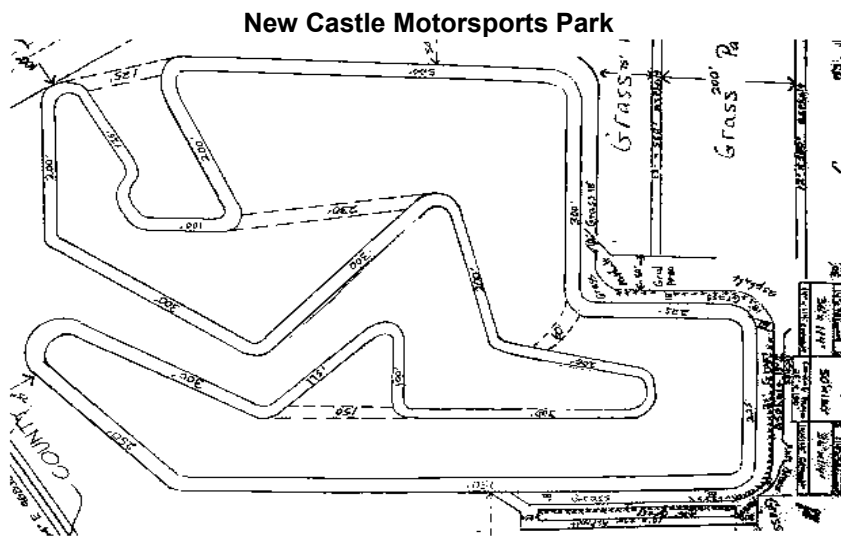
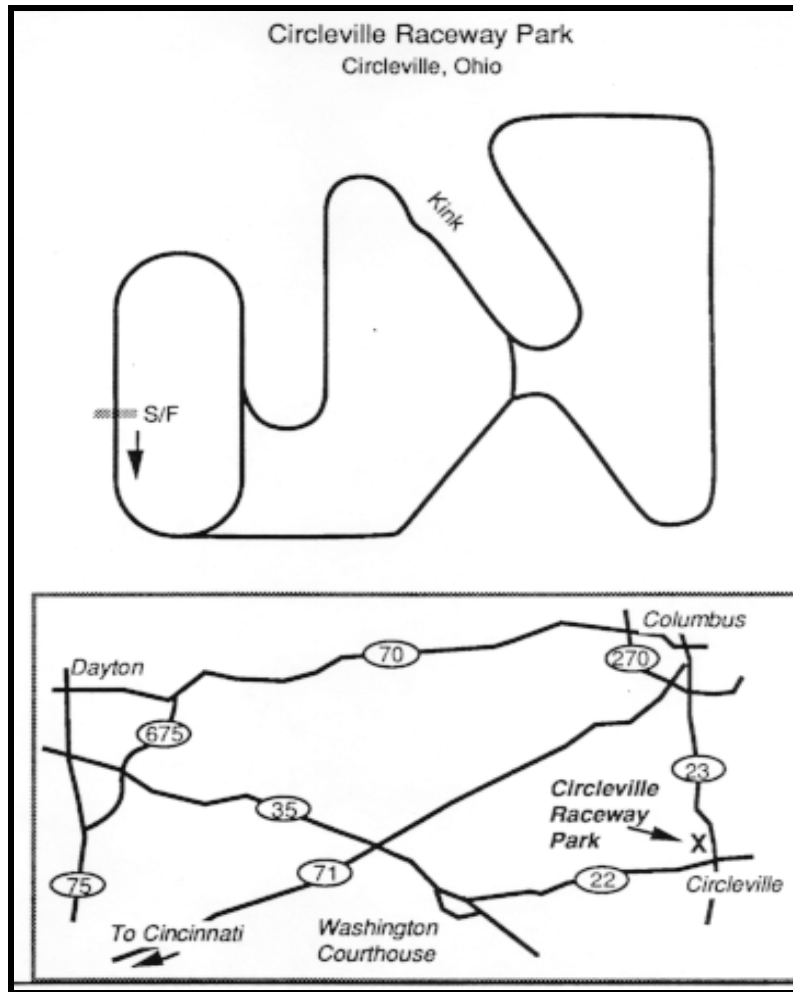
In the event of unfilled track worker positions, racers are required to provide the workers based on the schedule above. Workers do not have to be racers or crewmembers. The classes listed above are responsible to supply workers if needed, see Section 101. (2/3/04)



Appendix J: TRACK MAPS



Official 2006 OVKA Competition Rules and Regulations



Physical Address:

New Castle Motorsports Park
5816 South County 125 West
New Castle, IN 47362

Directions:

Take I-70 to exit 124 (New Castle), turn south on State Route 3 and go south ¼ mile south of the Flying J. Turn left onto new gravel road and follow ¼ mile to New Castle Motorsports Park gate.

Official 2006 OVKA Competition Rules and Regulations

Notes: