

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

## **OFFICIAL COMPETITION RULES AND REGULATIONS**



*Revised 2025 By  
OVKA Board of Directors*

[OVKA.com](http://OVKA.com)



**@OVKakarting**

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## 2025 RULEBOOK CHANGES

The following changes and edits have been made to this document for the 2025 OVKA Season:

<b>Section</b>	<b>Changes</b>
Class Structure	Updates
Spirit and Intent	Updated Language
201.3a	Updated Helmet Specs
304	Updated substance abuse rule
306	Updated Language
308.2	Updated Language
309	Updated Language
403.4	Number panel legibility recommendations
403.5	Update to loss-of-ballast weight policy
403.8	Updated Language for tire use
408	Painting policy
503.1	Updated driving standards language
504	Lapped kart policy updates
601	Updated Language
603	Updated Language
704	Updated Language
712	Pit space policy update
800	Updated Red Flag Policy
1002	Video Review policy for protests
Appendix D	Weather Policy slick tire updates
Appendix G	Updated Kid Kart Tech and Engine rules
Throughout	Standardization of gender-neutral language, Modernization of some terminology



## Ohio Valley Karting Association 2025 Competition Rules & Regulations Championship Class Structure



<b>Tires:</b>	Hoosier Tires required for points. No chemical prep or treatment allowed. <b>Slick Compounds:</b> see listed compounds below per class. <b>Rain Compound:</b> Hoosier WET
<b>Fuel:</b>	<b>SPEC FUEL</b> - OVKA 2-Cycle & 4-Cycle fuels available at G&J Kartway. <b>2-cycle oils:</b> Redline 2-stroke or Motul Grand Prix 2T ( <i>mixed at 7oz/gal</i> )

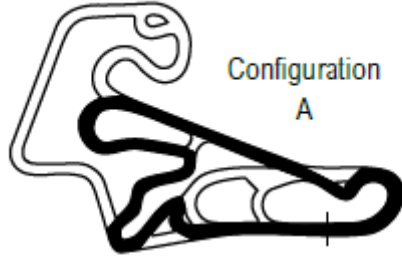
Class	Age	Engine(s) & Restrictors	Weight (lbs) Kart+Driver	Tire Sizes <sup>1</sup>	Tire Compound	References & Notes
Comer Kid Karts	5-8	Comer C51 or C52	150	Front & Rear 4.50 / 10.0-5	R60B	(1) OVKA – Sec. 400 / Appendix G – Kid Kart Regulations
206 Kid Karts	5-8	Briggs & Stratton Jr. 206 Engine Sealed w/ carb lock & 0.310” Slide (P/N 555732)	200	Front & Rear 4.50 / 10.0-5 max circ. 33.25”	R60B	(1) OVKA – Sec. 400 / Appendix G – Kid Kart Regulations (2) 17 tooth driver : 57 tooth rear sprocket #35 chain
Non-Points Kid Karts	5-8	Honda GXH50 IAME 60cc M1 Bambino	150** 180**	Front & Rear 4.50 / 10.0-5	R60B	(1) GXH50 must run as supplied by Honda (2) OVKA – Sec. 400 / Appendix G – Kid Kart Regulations
206 Sportsman	7-12	Briggs & Stratton 206 w/ carb lock & 0.490” Green Slide (P/N 555740)	260	Front & Rear 4.50 / 10.0-5	R60B	(1) OVKA Sec. 400 / WKA – Sec. 200, 250 (2) BRIGGS RACING 2025 - 206 RULE SET
Micro Swift	7-10	IAME Swift 60cc w/ 16mm Exhaust Header (P/N A-85365)	225	Front & Rear 4.50 / 10.0-5	R60B	(1) OVKA Sec. 400 / WKA – Sec. 200 (2) IAME Swift Fiche & Supplemental Rules <a href="https://iameusaeast.com/pages/technical">https://iameusaeast.com/pages/technical</a>
Mini Swift	8-12	IAME Swift 60cc	245	Front & Rear 4.50 / 10.0-5	R60B	(1) OVKA Sec. 400 / WKA – Sec. 200 (2) IAME Swift Fiche & Supplemental Rules <a href="https://iameusaeast.com/pages/technical">https://iameusaeast.com/pages/technical</a>
206 Junior	11-15	Briggs & Stratton 206 w/ carb lock & 0.570” Yellow Slide (P/N 555741)	320	Front 4.50 / 10.0-5 Rear 6.0 or 7.10 / 11.0-5	R60B	(1) OVKA Sec. 400 / WKA – Sec. 200, 250 (2) BRIGGS RACING 2025 - 206 RULE SET
KA100 Junior	11-15	IAME KA100 w/ 22mm Exhaust Header (P/N IAH-02011)	320	Front 4.50 / 10.0-5 Rear 7.10 / 11.0-5	R60B	(1) OVKA Sec. 400 / WKA – Sec. 200 (2) IAME KA100 Fiche & Supplemental Rules <a href="https://iameusaeast.com/pages/technical">https://iameusaeast.com/pages/technical</a>
206 Senior	15+	Briggs & Stratton 206 w/ carb lock & Black Slide (P/N 555590)	365	Front 4.50 / 10.0-5 Rear 6.0 or 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200, 250 (2) BRIGGS RACING 2025 - 206 RULE SET
100cc Senior	15+	IAME KA100 Vortex ROK VLR	360	Front 4.50 / 10.0-5 Rear 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200 (2) IAME KA100 Fiche & Supplemental Rules <a href="https://iameusaeast.com/pages/technical">https://iameusaeast.com/pages/technical</a> (3) ROK VLR – Supplemental Rules <a href="https://rokcupusa.com/rules/rok-cup-engines/vlr">https://rokcupusa.com/rules/rok-cup-engines/vlr</a>
OVKA 420	15+	Predator 420cc Modified	450 / 460	Front 4.50 / 10.0-5 Rear 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / Appendix H – OVKA 420 Regulations (2) Rear Brake Only 450 lbs / Front & Rear Brakes 460 lbs
Non-Points Legacy Yamaha	15+	Yamaha KT100 with SR-Y, RLV, CK4 pipe, or SSX can	360	Front 4.50 / 10.0-5 Rear 6.0 or 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200, 554.7, 601
206 Masters/Heavy	30+*	Briggs & Stratton 206 w/ carb lock & Black Slide (P/N 555590)	390	Front 4.50 / 10.0-5 Rear 6.0 or 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200, 250 (2) BRIGGS RACING 2025 - 206 RULE SET
100cc Masters/Heavy	30+*	IAME KA100 Vortex ROK VLR	390	Front 4.50 / 10.0-5 Rear 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200 (2) IAME KA100 Fiche & Supplemental Rules <a href="https://iameusaeast.com/pages/technical">https://iameusaeast.com/pages/technical</a> (3) ROK VLR – Supplemental Rules <a href="https://rokcupusa.com/rules/rok-cup-engines/vlr">https://rokcupusa.com/rules/rok-cup-engines/vlr</a>
206 Legends	50+	Briggs & Stratton 206 w/ carb lock & Black Slide (P/N 555590)	390	Front 4.50 / 10.0-5 Rear 6.0 or 7.10 / 11.0-5	R70	(1) OVKA Sec. 400 / WKA – Sec. 200, 250 (2) BRIGGS RACING 2025 - 206 RULE SET

**Non-Points Exhibition Classes** – OVKA will attempt to accommodate karts from any WKA approved class package to run in non-points competition. Karts must run as defined by WKA rules. Any non-points class that attracts an average of four (4.0) karts or more during the OVKA Championship season may petition the OVKA Board for acceptance as a full-points class in the following season by the November board meeting. **OVKA reserves the right to combine these entries with classes of similar performance.**

<i>Classes in shaded area are non-points classes.</i>	<b>The following classes will run in combined run groups with split starts (scored separately) unless separated by the Race Director:</b>  Comer Kid Karts, 206 Kid Karts, & Non-Points Kid Karts Micro Swift & Mini Swift OVKA 420 & Legacy Yamaha
* Drivers aged 15+ & weighing 200+ lbs. (without race gear) may enter pending approval from Race Director.	
**Non-Points Kid Kart weights subject to adjustment	
<sup>1</sup> No mixing of rear tire sizes	



### Standard Track Configurations



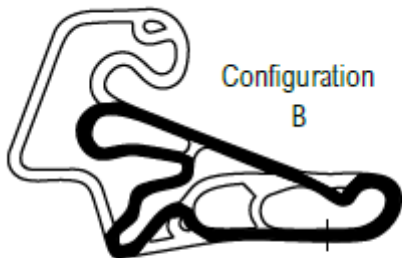
Configuration A



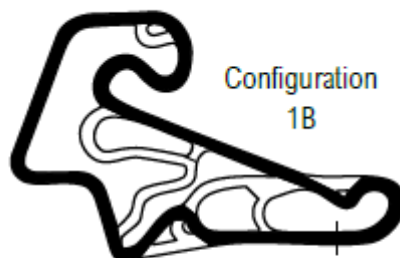
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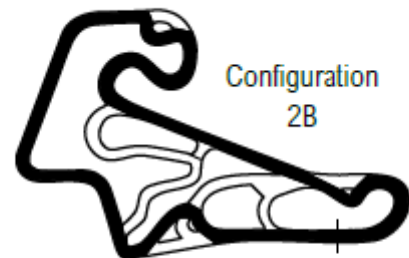
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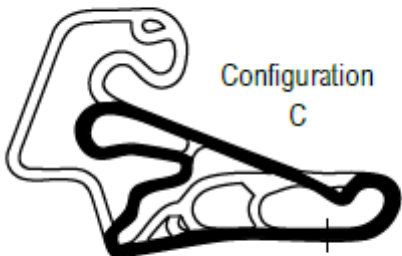
Configuration B



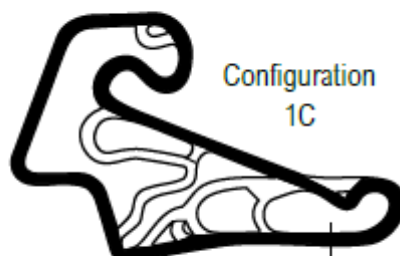
Configuration 1B



Configuration 2B



Configuration C



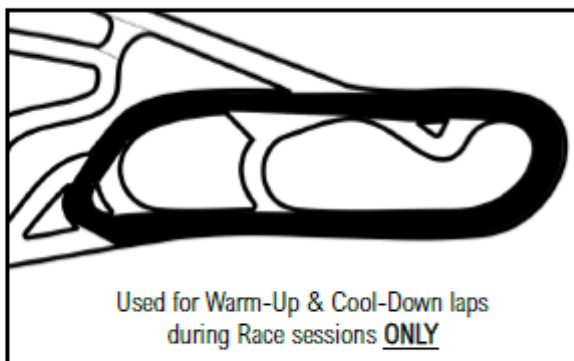
Configuration 1C



Configuration 2C

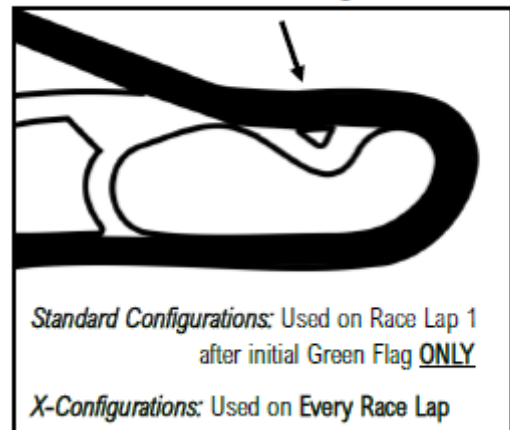
*All Standard Configurations run counter-clockwise*

Pace Oval



Used for Warm-Up & Cool-Down laps during Race sessions **ONLY**

Cut-Through



*Standard Configurations:* Used on Race Lap 1 after initial Green Flag **ONLY**

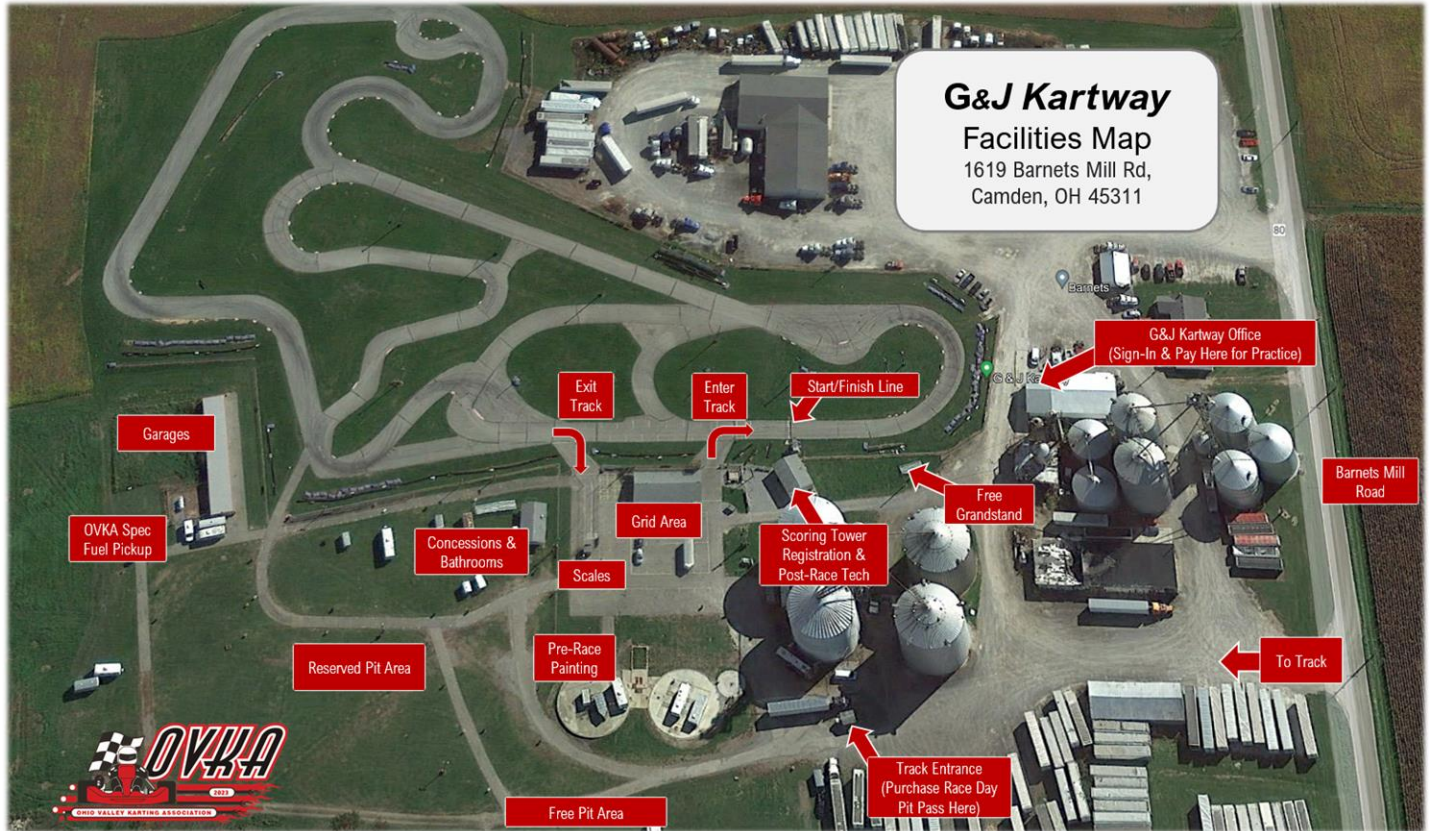
*X-Configurations:* Used on Every Race Lap



# G&J Kartway Facilities Map

Website: [gandjkartway.com](http://gandjkartway.com)

Phone: [\(937\) 452-1218](tel:9374521218)



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*World Karting Association, Briggs & Stratton, IAME East and Vortex ROK references and reprints herein are published with permission.*

**FOREWORD**

Included in this booklet are the competition regulations of the Ohio Valley Karting Association (OVKA). These regulations became effective January 1, 2025 and will remain in force with such modifications or additions as the Board of Directors may determine necessary. Modifications to the race year due to extenuating circumstances are sometimes necessary and if needed will be transparent. Rules and technical updates will be posted on the OVKA website ([www.OVKA.com](http://www.OVKA.com)).

**SPIRIT AND INTENT**

Karting is a sport and is designed for the fun and enjoyment of the whole family. These rules and regulations have been kept to a minimum with 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 their age, qualifications, or modifies their 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.

Furthermore, OVKA welcomes all participants regardless of race, color, religion, sex, national origin, age, political affiliation, and military service. OVKA has a zero-tolerance policy against bullying or intimidation during any OVKA-sponsored event.

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.

**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 of the event. Every participant in an OVKA event will recognize the Race Officials, Race Committee of that event, and the Board of Directors of OVKA as the only authority in the enforcement of these regulations or the resolution of any dispute from such enforcement. Infractions of the rules may result in probation, exclusion, or expulsion from the event, or in extreme cases, suspension or expulsion from OVKA.

Organized "street races" by karting clubs or civic organizations are the only recognized use of public streets for karting.

**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. Membership includes spouse and minor children under the age of eighteen. Members are entitled to compete in sanctioned OVKA events and to vote as specified in the by-laws. Membership is required to serve on OVKA committees. Members are encouraged to help promote OVKA a minimum of one time during the year. Each member may receive a rulebook and other official publications about active membership. Memberships must be in an adult's name (18 and over). Members who turn 18 years of age during the racing season are to notify OVKA staff and sign an adult membership application. 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. Accurate birth date information is required for adult and minor members. Minor members are considered full members with respect to racing privileges but are not allowed to vote. It shall be the duty of every member to conduct themselves at all times in a manner that shall not be publicly prejudicial to the Association, nor bring unnecessary criticism on the board or any other member of the organization

## MEETING OF THE BOARD OF DIRECTORS

Monthly meetings are held at 7:00 p.m. on the first Tuesday of each month (in the event of a holiday, the meeting is held on the second Tuesday) 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. See OVKA by-laws for further details.

## SECTION 100 – REGISTRATION

**101: REGISTRATION / SIGN-IN:** All participants, staff, and anyone entering pit area must purchase a pit pass (which must always be worn in a visible place) and sign the form at the main gate. Next, entrants should proceed to the Registration / Sign-in area. Here you should complete the entry form, including your signature (minors require a parent or legal guardian to sign) on a “release” and “acceptance” of our rules and regulations, along with your entry fee. Your pit pass number, transponder number, class, and kart number must be included on the entry form to be submitted to registration; no incomplete entry forms will be accepted. After completing registration, you will be given a pre-tech form to complete and turn in to the tech team (See Section 402 for Pre-Tech details).

OVKA requires, as a condition of membership, that all participants help fill track worker positions as may be required. If called upon by the Race Director, the tower staff will randomly select the driver(s) in the class responsible (see Appendix F). At that time the driver must supply the name of their designated worker. 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).

FORMS AT TRACK GATE ENTRANCE	FORMS AT REGISTRATION
<b>ADULTS:</b> Sign WKA release.	<b>ALL RACE ENTRANTS:</b> <ul style="list-style-type: none"> <li>Completed entry form.</li> <li>Proof of age: Copy of birth certificate, driver’s license or passport.</li> </ul>
<b>MINORS:</b>  PARENT, GUARDIAN OR AUTHORIZED NON ATTENDING PARENT/GUARDIAN	<b>MINORS WITHOUT PARENT/LEGAL GUARDIAN IN ATTENDANCE:</b>  OVKA Non-Attending Parental  Release NOTE: MUST  BENOTARIZED.

**102:** The entrant and/or driver, in signing the entry form for any OVKA event, elect to use the course at their 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 reconstruction 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. Previous year’s kart numbers will be reserved for members remaining in the same class if their membership renewal is received prior to the end of sign-in of the first points race, and they have requested the same number on the membership application. Anyone new to a class or members wishing to stay in the same class but change their number from the previous year should place their 1st, 2nd and 3rd choice numbers on their membership application. These numbers will be assigned based first upon number availability (from the previous year), then postmark date of application, and then on a first-come, first-served basis during sign-in at the first points event of the season. Numbers from previous year members in a class will not be released until after sign-in at the first points event of the season (see above). Racing at the first event is not required to reserve a number. 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.



**SECTION 200 – SAFETY EQUIPMENT**

**201:** Refer to [www.ovka.com](http://www.ovka.com) or 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](http://www.worldkarting.com)

**201.1a:** Drivers are required to wear either a full-length racing suit or a jacket constructed from an abrasion-resistant material. If wearing a jacket, full-length pants must be worn. No sweatpants or leggings. Pants must cover ankles while standing. Additionally, an approved karting neck collar, gloves, closed-toed shoes and above ankle socks must be worn.

**201.2a:** A chest protector and a rib vest are mandatory for drivers in the Kid Kart, Sportsman and Junior classes. The requirement is an SFI 20.1 rating meeting the SFI regulations. The same is recommended for the adult classes.

**201.3a:** Helmets must meet 2025 WKA (section 115.1) Snell or SFI requirements. Below is a list of the acceptable headgear specifications.

SNELL FOUNDATION SPECS.		SFI SPECS.	
SPEC.	VALID THROUGH	SPECIFICATIONS	VALID UNTIL
CMR2016	2026	24.1/2015 (YOUTH HELMET)	12/31/2026
CMS2016	2027	31.1/2015	12/31/2026
CMR2016 (YOUTH HELMET)	2027	41.1 2015	12/31/2026
M2015	2026	24.1/2020	12/31/2031
M2020	2031	31.1/2020	12/31/2031
SA2015	2026	41.1 2020	12/31/2031
SA2020	2031		
K2015	2026		
K2020	2031		
SA2025	2035		

**202:** Racers will be required to change to a clear or amber visor at all night races when called for by the Race Director.

**203:** No weight may be added to ANY DRIVER (i.e. use of weight belts, ankle weights, etc.)

**SECTION 300 – DRIVER REQUIREMENTS**

**301:** Participants in OVKA events are required to have a working knowledge of the rules and regulations contained within this rule book as well as any rules referenced in specific rules supplemental packages. Because of their entry into OVKA events, participants are bound by such rules and regulations as well as any supplemental rules or regulations in effect for specific events. 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.

**301.1:** Safety is every person's responsibility and must be shared by every person and 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 outlined in the rulebook is fundamental to the welfare of everyone in the sport.

**301.2:** All drivers must be in good physical condition, with no known impairments (physical or mental) that would adversely affect their performance on the track in any way that could 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.

**302:** 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 the driver's ability, change a driver from one class to another and may hold events restricting certain races to a certain classification of drivers.

**303:** Sportsmanship of Driver, Crew, Officials, and Families is required at all times. The safety of the same is to be protected at all times. OVKA 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 to any individual for misbehavior, non-compliance with these competition regulations, or disobedience of Race Official's orders.

**303.1:** 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. The Race Committee has the discretion to issue probation during the event for a length no greater than the remainder of the season or eject a participant from the event. Any other discipline not defined in this rule will be issued by the OVKA Board of Directors.

**303.2:** It shall be the duty of every member to conduct themselves at all times in a manner that shall not be publicly prejudicial to the Association, nor bring unnecessary criticism of the board or any other member of the organization. This includes all social media platforms.

**304:** 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, cannabinoids or illegal drugs during any event at an OVKA track or sanctioned event can 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.

**305:** Minor (less than 18 years old) and Adult Release: The parent or legal guardian of all minors complete the OVKA Minor Release Waiver 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 H) 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.

**305.1:** 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.

**305.2:** Eligibility to advance and age category: Minor drivers of at least seven years of age 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 April 1 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 April 1, they may advance 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, they 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, they may not return to the previous age level (younger) without the approval of the Race Committee. Points earned in a class cannot be moved to another class or age category. Drivers may petition the OVKA Board of Directors to move up in age category early. Request must be submitted to the Board of Directors in writing and will be discussed at the next regularly scheduled monthly Board Meeting. If at least five (5) BOD members agree, permission will be sought from WKA for insurance purposes, and if the approved driver will be allowed to move up early.

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

**306:** There is a mandatory drivers meeting for all competitors. 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 rear of the starting grid in all heats, prefinal, and final. Minors are defined as anyone under the age of 18. 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:** A “new” driver will be required to start their first 3 points race dates on the rear of the starting grid (all scored sessions) 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 rear of the starting grid in addition to complying with the “tail-start” policy for 3 points races. Canceled events do not count toward 3 races on the rear of the starting grid. 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 does not mean you cannot attempt to pass.

If you are an experienced driver, but have not previously raced at an OVKA event, you will be asked to start at the rear (including warm-up sessions) for observation. If you inform OVKA Officials during registration of your experience, the Race Director will observe the driver during the warm-up sessions and may remove this requirement. (Note: At the discretion of the Race Director, this rule may be applied to Club members who have elected to move up in class or age group).

**308:** 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.

**308.1:** Participating in the wrong class during class warm-ups may result in a penalty of starting the first two heats on the tail or for qualifying events, no qualifying and start pre-final or final on the rear of the starting grid.

**308.2:** In those cases where drivers, for some reason, do not obtain any warm-up, their karts will be placed at the rear of the starting grid behind karts that have obtained warm-up. The driver will be required to start the first two heats on the rear of the starting grid; or for qualifying events, their qualifying times will be dismissed and start the next race on the rear of the starting grid. Also, at the discretion of the Race Officials, the driver may be excluded from the event. At the Champ Race event, if a driver participates in a warm-up session on Saturday, they are not required to participate in a warm-up session on Sunday.

**309:** To receive points for a regularly scheduled race day, a driver must be entered and take a green flag during a qualifying session or race (heat/pre-final/final). If a driver is injured or unable to complete a lap they may petition the Race Director to receive last place finishing points for the event.

**310:** 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 Inspectors must thoroughly examine each kart on its first entry each season and anytime the tech team

requests to check the kart. New drivers (wearing an “X” on helmet) will require their karts to be checked for each race until the “X” is removed. All drivers/crew will complete a pre-tech form, sign, and certify that their kart is legal. This form will be submitted to the tech team prior to taking to the track. The opinion of the Inspectors and the Race Officials shall be final.

**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. Entrants found to be out of compliance with pre-tech requirements after being on the track may be disqualified for heats run or disqualified for the day.

**403.1:** All 2-cycle karts are required to utilize an auxiliary carb return spring. This rule does not apply to karts using a slide carb with an internal compression type return spring. There are several acceptable types, and other types may be used if inspected and approved by the tech officials.

**403.1a:** All 2-cycle and 4-cycle karts are required to have a chain guard per WKA. (2-cycle see WKA section 206.3; 4-cycle see WKA section 256.2)

**403.2:** 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 Tech Director and then only for reasons of safety, not performance, and will be placed at the rear of the starting grid of the next heat.

There will be no refunds after sign-in closes.

**403.2a:** In the course of the race day, with the prior approval of the Tech Director, any painted component may be changed due to malfunction or safety issues without penalty. The exchanged component is subject to post-race tech inspection. Note: When exchanging tires, the replacement tire(s) must be of the same size and similar wear as the original/damaged tire. Switching chassis, engine, or ANY painted component without the approval of the Tech Director will result in disqualification for the day.

**403.3:** WKA bodywork rules as of current WKA tech manual apply in all 2-cycle (Sections 201 through 211.7 Manufacturers Cup classes) and 4-cycle (Sections 251.1 through 261.8 Gold Cup classes).

- a) Nose cones must be intact as per specifications throughout the race event, if not, the entrant will be disqualified. No reinforcing allowed. No cutting off ends allowed. Push back bumpers are not required.
- b) 4-cycle classes are required to have nose cones per WKA specifications.
- c) Optional use of full-size CIK-style nosecone in the Cadet Sportsman class is permitted.
- d) Full rear tire protection is required in all classes. No modifications including cutting, drilling or reinforcing in any way are permitted. All welds must be completely intact on both sides of the connecting surface. Must be run as manufactured.
- e) Upper/lower nerf bars will only be required if the kart is equipped with the new CIK homologated bodywork side pods. Karts with older style "breadbox" side pods (rectangle with open ends) are exempt from the double bar rule. In the case of pre-2003 karts fitted with new CIK side pods; the upper bar must be added per WKA specifications but the attachment points to the kart do not have to be modified.

**403.4: Numbers and Number Panels:** All karts must have 4 number panels to be located on the "front", "right side", "left side" and "rear". Kart numbers may be 1, 2, or 3 digits – no letters allowed. Numbers must be on high contrasting background (black on yellow or black on white preferred) and able to be read by Race Officials. Numbers are

recommended to be 5" (inches) tall at a minimum. If scoring personnel are unable to read the numbers, manual scoring may not be attempted.

If your numbers or graphics are deemed difficult to read by the scoring tower, you may be required to affix numbers provided by the tower or yourself.

**403.5: Weights:** Ballast weight must be lead or steel and painted white. The kart number must be legibly printed on each weight. Seat mounted weights must be affixed in such a manner that the bolt cannot pull through the seat and either double nutted or pinned within one-quarter inch of the nut. A fender washer of a minimum size of one and one-quarter inch (1.25") must be used at each end of the bolt. Per WKA (Rule 201.10 and 251.10) "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 7 lbs. must use two or more 5/16" bolts." Note: Mounting weights to nerf bars, front bumper or rear bumper is prohibited. No added weight allowed on the driver. Any weight mounted with brackets must be double nutted or safety wired. Threaded holes count as one nut.

In the event that a ballast weight breaks free from a kart during an on-track session, that competitor shall receive a disqualification (DQ) for the day, this DQ shall be a non-droppable for the season.

If at any point during an event a weight is determined to be improperly secured by an official, the competitor may be asked to modify mounting of the ballast.

OVKA recommends mounting of weights to frame using adequate, solid clamps. Miscellaneous frame tabs (e.g. radiator mounting locations) may be deemed structurally inadequate by tech officials.

**403.6:** Grease or lubricants are not allowed on the tire sidewalls, nerf bars, bumpers, or side pods.

**403.7:** Seat Belts: The use of seat belts is prohibited.

**403.8:** Tire Requirements: OVKA runs a "Spec Tire Rule" No other tire compounds are allowed except as specified in the class structure. All four tires must be of the same compound. Tires used in Qualifying (for Qualifying formats), or First Heat (for Pea-Pick format) must be used for the duration of the event, unless subject to replacement per rule 403.2a



**403.8 a) Tire Exception:** Racers may use any tire manufacturer or compound and participate in the race event but must bypass the scale at the end of the final race of the day for that class, be disqualified for the day, and will be ineligible for any prizes and points for that event.

*Note: The Spirit and Intent of the Tire Exception is to allow new or visiting racers a cost-effective opportunity to take part in an OVKA event. Participants who are viewed as abusing the Tire Exception for any reason by an OVKA Race Official may be subject to penalty.*

**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.

**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 may 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.

- a. All 2-cycle and 4-cycle participants must use spec fuel as prescribed by OVKA.

All 2-cycle participants must use the spec fuel with (7) ounces of Redline 2-stroke kart or (7) ounces of Motul Grand Prix 2T oil per gallon of fuel.

- b. 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.

**404.2:** Engine clutches are mandatory for 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.

**405:** AMB karting 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. Only one transponder is allowed on each kart. It is recommended the transponder be mounted in a vertical 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 kingpin bolt. It is the responsibility of the karter to ensure the proper installation and operation of the transponder. Every attempt will be made to score if no transponder is picked up except when qualifying.

**406:** OVKA attempts to provide an official timing beacon for all events at G&J Kartway. The beacon is located to the driver's right of the kart as it passes the beacon. Participants are asked not to place additional beacons on the track during sanctioned events.

**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 shown the Black or Meatball flag. If in the opinion of the Race Officials the defect cannot be repaired properly for racing for that event, the entry may not re-enter and continue in the rest of that day's event.

**408:** OVKA may require painting or tagging of some components by a tech representative to prevent changing or alteration during the course of race day. These may include, but are not limited to, tires, carburetors, and exhaust headers. It is the responsibility of the competitor to ensure the complete painting of the designated components at the appointed time. Failure to comply or unapproved modification of painted components will result in DQ for the session (if discovered before finals) or the day (if found in Post-Tech).



**A Pre-Tech Safety Inspection may include, but is not limited to, the following:**

1. Chain Guards for all 2-cycle karts and 4-cycle karts with outboard drives for clutch and rear sprocket.
2. Throttle return springs for 2-cycle, non-slide carburetors.
3. Brake rod clevis pin at pedal cotter pin, safety wired, spring clips, and e-clips.
4. Front wheel nuts tight.
5. Front spindle castle nut cotter pin, spring clips, snap ring.
6. Steering arm / tie rod bolt(s) cotter pin, safety wired, spring clips, e-clips.
7. Kingpins, cotter pin, safety wired, spring clips or e-clips.
8. Front brakes caliper bolts cotter pins, safety wired.
9. Front brakes friction pad bolts cotter pin, safety wired, spring clips, e-clips.
10. Steering shaft / tie rod bolts cotter pin, safety wired, spring clips, e-clips.
11. Steering wheel bolts cotter pin, safety wired, spring clips, e-clips.
12. Steering wheel castle nut cotter pin, safety wired, spring clip, e-clips.
13. Brake rod clevis pin at master cylinder cotter pin, safety wired, spring clips, e-clips.
14. Brake bias bar mechanical stop cotter pins, safety wire, spring clips, e-clips.
15. Brake master cylinder(s) bolts cotter pins, safety wired, spring clips, e-clips.
  - 15b. A secondary linkage (may be a second rod or a cable) between the brake pedal and the master cylinder that will function in the event the primary linkage fails, is required. (not applicable to Kid karts except if running a hydraulic braking system)
16. Fuel hose / oil breathers / cable tied at origin or safety wired.
17. Ballast weight must be lead or steel and painted white. The kart number must be legibly printed on each weight. Seat-mounted weights must be affixed in such a manner that the bolt cannot pull through the seat and either double nutted or pinned within one-quarter inch of the nut. Note: see rule 403.5 for additional requirements.
18. Rear wheel nuts tight
19. Snap ring on Axle safety wired if used.
20. Rear brake caliper halves cotter pins, safety wired, spring clips, e-clips
21. Rear brake friction pad bolts cotter pins, safety wired (Exception: countersunk bolts).
22. Minimum of (2) rear brake rotor bolts must be cotter pinned or safety wired. If nylock nuts are used, then all bolts must be drilled, and cotter pinned, or safety wired. Steel crimp nuts are acceptable when used on all rotor bolts.
23. Bodywork positively attached to kart.
24. Four numbers on all karts: one each located at the front, rear, and both sides; must be readily readable to Scoring and Race Officials
25. Present Helmet, driving suit/jacket, neck collar, and gloves for inspection; Chest protectors meeting SFI Specification 20.1 is recommended but a chest protector is mandatory for all drivers in Kid kart, Sportsman and Junior age classes.

### **SECTION 500 – RACING RULES**

**501:** Starts: 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 the competitor passes the starting line. Drivers “jumping” the start can be penalized at the discretion of the Race Director.

**501.1:** Tram Lanes: When staging lanes are present racers are not allowed to cross until after the green flag has been thrown. The Race Director has the discretion to require specific classes to remain in their staging lane until after passing the start-finish line on the start.

**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. 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).

**501.3:** OVKA employs various types of qualifying formats as detailed herein.

**501.3a:** Drivers will have a timed group qualifying session divided by class structure. There is no 90-second clock. Karts will be gridded on a first come, first served basis except for the Champ Race where they will be gridded by the current overall points standings. All karts will be required to be in a grid position prior to taking to the track (no cutting in line from in front of the grid). At the discretion of the Race Director, large classes may be divided and sent out in separate groups. Once a driver crosses the commitment line, they are now under the direction of the race day officials.

**501.3b:** Green/White/Checker: Typically used only for the mid-season Champ Race. Qualifying is divided by class and drivers are sent from the grid in small groups. Drivers have two laps "on the clock". If a driver is unable to enter the track qualifying session with their assigned group due to mechanical reasons, they may fall back within their class and will be given the chance to qualify.

**501.3c:** Karts that fail to set a qualifying time due to a malfunction of the club's timing and scoring system, will be given a second chance to qualify. Karts that fail to qualify during their class session, for any other reason, will start on the rear of the starting grid for the pre-final. Ties in qualifying are broken using the next fastest lap.

**501.3d:** If at any time during a qualifying session a competitor takes other than the configuration for that day, they will be subject to a five-position penalty or last place in their class, whichever is least. A driver completes their qualifying attempt once the checkered flag is taken.

**501.3e:** The karter earning pole position in either the third heat (pea-pick format) or any qualifying format shall have the choice of starting in either the inside or outside position of the front row. The decision must be made at the time the karts are gridded and may not be changed once the kart is placed in position.

**502:** Re-Starts for 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 Officials.

Races restarted on the track will be single file, in the order of the last completed lap. If the restart is called on the 1st lap it will be a double-file start based on the starting order.

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. If some entrants are unable to start or restart any race, the starting positions will be shuffled as described in Rule 501.2.

**502.1:** 90 second rule as applied to karts initially entering the grid. OVKA 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 most 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 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.

**502.2:** 90-second rule as applied to re-starts:

- 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.
- Entries who can re-start within 90-seconds may return to their gridded positions.
- Kid Kart and Sportsman-age classes – Race officials will attempt to re-start Sportsman-age karters if within the 90-seconds with no requirement to push to the grid apron to re-start.
- Drivers with physical impairments - Track officials will attempt to re-start karters if within the 90-seconds with no requirement to push to the grid apron to re-start.

**503:** The spirit and intent of sportsmanlike driving is to compete without touching or endangering the vehicles of fellow drivers. Inadvertent contact is a reality of racing.

**503.1:** Unsportsmanlike driving is defined as bumping, crowding, chopping, impeding a passing maneuver, or forcing another kart off-line or off-track, or pushing other karts. Such actions may occur from the time a driver enters the track through the time the driver exits the kart at the scale area after the checkered flag. If in the judgment of the race officials, a competitor demonstrates unsportsmanlike driving, he or she may be penalized and is subject to further penalties including but not limited to

suspension or disqualification. Overtaking, according to the circumstances, may be carried out either on the right or the left. However, maneuvers liable to hinder other drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited.

#### **503.1a: Driving Standards**

The standards of driving during a race are fundamental to fair and safe competition, Race officials, including marshals and the Race Director, hold the sole authority in determining when a driver has breached these standards.

#### **503.1b: Right of Line**

The "right of line" grants a driver the right to choose their preferred line through a corner. To achieve this, an overtaking driver must first "establish position" by positioning the center of their front axle midway between the leading kart's front and rear axles without contact or leaving the track. Meanwhile, the lead driver must "maintain position" by ensuring their front axle does not fall behind this midpoint without blocking. When both drivers have established their positions, they have equal rights to the corner and must provide one another with racing room without the obligation to concede. A corner is considered "won" when one driver can maintain their established position without being overtaken.

#### **503.1c: Defending and Contact**

Drivers are expected to maintain their line on straightaways by picking a lane after corner exit and "sticking with it." Zig-zagging or changing lanes mid-straightaway in response to an overtaking kart is considered to be blocking.

Avoidable contact—intentional or accidental—that disrupts another driver's race may result in penalties.

#### **503.1d: Euro Swerve**

A "euro swerve," defined as a sudden swerve in the racing line that hinders another driver's ability to hold their position, is prohibited. Such an action leads to immediate removal from the race to maintain safety and fairness in competition.

#### **503.1e: Lapped Drivers**

Drivers must avoid impeding others by deliberately slowing or positioning themselves to block faster karts, whether intentionally or otherwise. In the event of a Blue Flag, lapped drivers are expected to maintain their position without interfering with lead drivers passing by. In certain cases, like the final race, lapped karts may

receive a Black Flag to exit the course based on class size and track layout.

**503.2:** Unsafe driving includes the demonstration of poor driving skills or judgement and violation of on-track procedures or regulations. If in the judgement of the race officials, a competitor demonstrates unsafe driving at any time, he or she may be penalized or disqualified.

**504:** In the event a driver is preparing to lap another competitor, the driver of the overtaken kart is obliged to allow the lapping kart to pass. Race officials may show the blue flags to the driver being lapped. 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 the "normal" driving line is clear. If the lapped driver fails to abide by the blue flags after 2 laps, they will be shown a waved black flag and must exit the track. The overtaking kart shares the responsibility of making a clean pass.

**505:** If for any reason a driver is forced to stop their kart on or near the course during an event, it should be their 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, and is in the path of overtaking karts, the competitor should remain in their kart, waving both arms above their head to signal both the Race Official and the overtaking karts of your problem. The entrant may rejoin the race in a safe manner.

**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 can lead to immediate disqualification.

**505.3:** Kart must be under its own power to be scored for position.

**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. If passing does occur in a "caution zone" the pass may result in a penalty.

**507:** Any competitor deliberately driving their kart onto the course “shoulder” during a race will suffer a penalty or will be disqualified for each such “excursion” at the Race Director’s discretion. 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, the competitor must rejoin 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:** Failure to control your kart on the pace lap(s) will result in that driver moving to the rear of the starting grid before the start of that heat.

**509:** If during a race, a kart that is not equipped with an onboard starter stalls on the track, it cannot be restarted. Karts with onboard starters, the driver may restart the kart and rejoin the race safely. Karts that are not running when the green flag is thrown may not rejoin the race. Race Officials may attempt to restart karts for Sportsman and Kid Kart aged drivers if it can be done safely.

**510:** No passengers are allowed to be carried on a kart during either practice or an event.

**511:** No one other than Race Officials are permitted on the track while the race is in progress, or after an accident without the approval of the Race Director or Race Officials.

**512:** Number of karts: The maximum number of karts permitted in any one race shall be determined by the Race Director.

**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 final race of the day., the overall top finishers and any others designated by the Race Director or Tech Director will proceed directly to the impound area for post- race inspection. Karts must stay in the impound area until released. Failure of a kart to go directly to impound will result in a disqualification

for the day. This applies to all karts, including those that had mechanical malfunctions, or the driver left for the day. It is the driver’s responsibility to determine if they may finish in the overall top five for the event. 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.

**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. Racers who receive a fuel disqualification in post-race tech will be disqualified for the day. First Fuel disqualification in a final will not be carried on year-end points total unless the fuel is tested by another entity and deemed out of spec and will be non-droppable. A second fuel disqualification, by the same driver, will result in the first and second disqualification being held as non-droppable on year-end point total.

**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. Only one person from the entry, 1 person plus driver for Junior and younger classes, are allowed in the tech area. Each entry can request that only the Inspector(s) are in view or sound of the tech procedure. Karts with mechanical malfunctions and/or drivers who are injured or ill who may finish in the top five but wish to be dismissed early may be inspected by the Tech Director.

**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 during the day's event. The loss of any number panel during any race will not be grounds for disqualification.



**601.4:** Participants who are disqualified for "the day" will receive zero points.

In the event a driver is disqualified from their class for unsportsmanlike conduct, that driver will receive a non-droppable disqualification in their overall year-end points, that is, the driver may not use it as a race drop. Otherwise, the driver may use the disqualification as a drop race for post-tech violations. If the driver is disqualified a second time for any reason, this will result in the same penalty above having to count the race in overall year-end points plus count the first disqualification toward year-end points. Any attempt to counterfeit or remanufacture OEM parts with the Intent as determined by race officials to compete illegally will be subject to the penalty of not using this as a drop race.

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

- 1) Drivers must notify the technical director immediately upon notification of disqualification of their intent to file a protest.
- 2) All race protests must be made in writing on an official protest form by the legal entrant in the class or parent/guardian in the case of a minor driver and submitted to the technical director directly or via Tower Staff. A protest must be signed by the person protesting and will not be considered if the form is not completely filled out within 30 minutes of notification of the technical disqualification. The written protest must refer to (1) the specific OVKA rule or WKA Technical Manual page and section, (2) the WKA Technical Update section, or (3) the specific supplementary rules for an event. No money is required for the initial protest procedure.
- 3) Karts and/or parts in question must stay in the impound area until released by the technical director. This may include impounding parts throughout the protest process. Removing karts or parts from the impound area without being released by the technical director will be grounds for denying a protest.
- 4) The participant may request an inspection by an OVKA approved outside technical source (if available) by posting a cash protest fee (\$250) plus any, and all, shipping cost.

- a. Upon receipt of the protest and shipping fee, OVKA will ship the engine or components in question to the OVKA approved outside technical source.
- b. If the OVKA approved outside technical source finds the engine or components to be legal, OVKA will return the parts to the participant, pay for all shipping costs, refund the protest fee and reverse the disqualification.
- c. If the OVKA approved outside technical source finds the engine or components to be illegal, the participant will forfeit the protest fee and pay all shipping costs. Reimbursement for shipping costs is due upon receipt of the OVKA approved outside technical source 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 point's totals.
- d. Technical appeals for components not covered by the OVKA approved outside technical source will be submitted to the prevailing sanctioning body.
- e. If an approved outside technical source cannot be found in a timely manner, in the opinion of the OVKA President and Tech Team, then the original decision of the OVKA Tech Team will stand.

**603:** If after a competitive session qualifying, heat, or feature) the participant crosses the scale lighter than the established minimum weight, the competitor is disqualified for the session. ). A feature DQ counts as 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.

**604:** Any participant who is disqualified for fuel following qualifying or a heat race will be required to have their fuel tested prior to running the next heat. Any post-tech fuel disqualification is subject to rule 601.1.

**605:** At qualifying events and winner-take-all events, any disqualification following the final will be a disqualification for the day.

**606:** Prior to the conclusion of the event any participant may request a disqualification for themselves.



**SECTION 700 – PIT RULES**

**701:** A pit pass must be purchased for access to the Grid and Pit areas. Everyone in the pit area must have a pit pass displayed on their wrist. Violation of this rule may lead to disqualification for the day. The Pit Pass fee is separate from the entry fee.

**703:** The use of open flame devices in the pit or grid area is prohibited (excluding grills). 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 behavior of their pit crew. Any driver whose crew violates any OVKA regulation during an event, or disobeys the instructions of the Race Officials, will be "black flagged" to their pit and instructed to tell their crew to observe the regulations or the entry will be disqualified, and the entry and crew instructed to leave the grounds immediately. 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 the track facilities or property. Conduct is defined as verbal language, non-verbal communication, and physical contact.

**706:** There is no driving or riding of any type of vehicle in the pits during any OVKA 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 moved 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. OVKA reserves the right to disqualify or penalize the entrant if damage occurs to another kart.

**706.1:** Driver must be in the seat of their kart when on the ground and the engine is running. It is illegal, while on the grid, to lift the back of the kart, with the engine running, for the purpose of increasing the heat of the motor, scrubbing of tires or any purpose other than to facilitate the starting of a kart. At no time is an engine allowed to be running on a kart stand on the way to the grid.

**707:** Drivers will enter the track via the line-up grids safely and with caution. Drivers will exit the track 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:** OVKA 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:** Bikes, tricycles, rollerblades, skates, skateboards, scooters, radio-controlled vehicles including drones, etc. are not allowed in the pits or pit parking area for which OVKA is responsible during racing events except Official OVKA Media filming. (Track Owner may make an area available on the property not controlled by OVKA  
For race days and practice days:

- All animals should be kept safely in their campers, trailers, trucks, vehicles, or pits.
- Clean up after your animals.
- No animals allowed under the grid or at the race tower.
- All animals must be on a leash and remain on a leash at all times.
- Any animal that bites or attacks someone or another animal will no longer be welcome at any OVKA event.
- Mobility aids for medical needs will be allowed.

**711:** All individual pits should be equipped with a fire extinguisher and be available to whoever needs it.

**712:** Reserved pit spaces at G&J Kartway are valid exclusively for OVKA events. Storing vehicles or belongings on the premises during non-OVKA events is done at the owner's risk and is subject to the discretion of G&J Kartway management.

During non-OVKA events, owners are responsible for relocating vehicles or equipment to an off-site location or to a designated area as directed by track management. Failure to comply may result in the relocation of vehicles by G&J Kartway staff and/or the issuance of a fine payable to G&J Kartway.

## **SECTION 800 – FLAG RULES**

**The following OVKA 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, and 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. A 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 safely & immediately! Clear the circuit (pulling off to the side and stop the 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 heat/qualifying/pre-final/final 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. It is at the Race Director's discretion to determine karters involved in the red flag incident.

- 3) Any driver found disobeying the red flag may be immediately disqualified from the race and could be subject to suspension.
- 4) No work is allowed on the karts during a red flag.
  - a. During the red flag stoppage and at the Race Director's discretion, karts may be sent to the pits to await a re-start later in the race order. In the event this decision is made, the red flag will be lifted, and all karts may be worked on once they have left the racing surface. As with other heat races, karts may not enter the track once the 90-second rule has expired.
- 5) At Race Director's discretion, kart(s) involved in a red flag incident can be required to have the kart, safety apparel and helmet inspected. Following a red flag, the race will be re-started provided the leader has not started the last lap. The finishing order reverts to the previously scored lap if the leader has started the last lap with the karts causing the red flag scored last of the karts running at the time of the incident.
- 6) At Race Director's discretion, the race may be declared official if the leader has completed at least half of the scheduled laps. Race Officials will make efforts to ensure all laps are completed, barring extenuating circumstances.

**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.

**BLUE:** (Blue with an orange or yellow 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 their driving line until the "normal" driving line is clear. This is a courtesy flag and may not always be displayed.

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

**WAVED BLACK:** This is a 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 the information is given.

**BLACK FLAG WITH ORANGE DISK ("MEATBALL"):** Any driver who has received the black flag for a mechanical defect, which the competitor 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. Receiving the meatball flag will result in the scoring of that driver to stop.

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

**BLACK and CHECKERED:** Waving Checkered and Black flags together indicate that the race is ending under conditions subject to review and potential action by the race officials. Any decisions affecting the outcome of the race will be communicated by the Race Director, or designee, to the affected entrants and the scoring officials.

**COURTESY FLAGS:**

- **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 the checkered flag is given.)

**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.

**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 reasonably.

**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 their opinion or that of their 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, and other duties as needed.

**TECH DIRECTOR:** The Official in charge of overseeing 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 and other duties as needed.

**PIT STEWARD:** The Official having charge of the pit area and any Official working in their 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, and other duties as needed.

**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, and other duties as needed.

**HEAD FLAGMAN:** The Official having charge of the flags. He shall follow instructions from the Race Director. Their 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 before the start of an event to explain the flags, their use, and rules of the road, and other duties as needed.

**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 their 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 about 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, and other duties as needed.

**GRID MARSHAL:** The Official having charge of the grid, pre-grid and track entrance area. The Grid Marshal confirms karts are in order on the grid prior to the finish of the previous race, notifies the Race Director, Head Flagman and tower workers via radio if the grid is clear reporting any kart(s) that have not started, directs karts to enter the track, keeps the track entrance area clear and other duties as needed.

**SCALE ATTENDANT:** The Official having charge of the scale area and exit lane. The Scale Attendant verifies the weight of each kart as it exits the track, records karts met minimum weight requirements, reports infractions of not meeting minimum weight requirements to drivers and tower workers, monitor the scale and exit lane area, delivers notifications to karters regarding transponder issues, kart number visibility and penalties, directs karters to the Tech Director for protest forms upon request and other duties as needed.

**REGISTRATION:** The Officials having charge of the registration area and process. Registration workers provide guidance with forms, kart numbers, transponders and fees. They verify forms are completed and payment made, enter karters in the computer, perform crosscheck at the close of sign-in, prepare first heat grid sheets and tech sheets, conduct financial reconciliation, issue worker stipends and other duties as needed.

**TIMING OPERATOR:** The Official in charge of electronic timing. The Timing Operator runs the timing system for classes who use transponders, establishes Internet connection (when available)

for live timing and other duties as needed.

**BACKUP SCORER:** The Official in charge of recording lap positions as karts cross the start/finish line as a back up to the timing system. The Backup Scorer records infractions and notes, maintains communication with Track Officials via radio, informs the Head Flagman of positions, laps run, and matters related to scoring and other duties as needed.

**TOWER COORDINATOR:** The Official in charge of coordinating tower responsibilities. The Tower Coordinator sets up and closes down tower equipment, maintains computers, membership information, forms, points, and volunteer credits, responsible for entering penalties and printing finishes and grid sheets for each class. The Tower Coordinator assures reconciliation with EMTs, conducts scoring close down procedures, emails data files for publication of points and lap times online, submits incident reports, maintains records for each event and other duties as needed.

## **SECTION 1000 – PROTESTS, SUSPENSIONS & APPEALS**

**1001:** Enforcement and Policing Policy: The Race Director or their 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 OVKA sanctioned event
- c) Submit a written report to the OVKA Board of Directors on infractions of the rules or any unsafe or unsportsmanlike conduct on the part of any driver or crewmember that results in an ejection or someone being put on probation.

**1002:** Drivers must notify the scale worker immediately after a heat of their intent to file an on-track protest. All race protests must be made in writing on an official protest form by the legal entrant in the class or parent/guardian in the case of a minor driver and submitted to the Race Director via Tower Staff. Collective protests will not be accepted. Protest forms must be signed by the person protesting and will not be considered if the form is not filed within 30 minutes of the end of the heat/incident or in the case of a scoring protest, within 30 minutes after the results have been announced and/or posted. The written protest must refer to (1) the specific OVKA rule or WKA Technical Manual page and section, (2) the WKA Technical Update section, or (3) the specific supplementary rules for an event. No money is required for the initial protest procedure. If a



driver's finishing position is adversely affected by an incident on the track, the driver cannot be reinstated to their previous position. However, this does not prevent the driver from filing a protest after the race to argue a position penalty given by the officials.

Competitors may use any live video footage and must provide relevant clips. Video review will incur a \$50 cash or check protest fee that will be refunded if the competitor's protest is successful. Competitors are encouraged to provide an electronic device for viewing by race officials. Video will be reviewed by race officials, and then reviewed with the protesting competitor after deliberation.

Video Review may be used for review ONLY in the following situations:

- Competitor was called for a jumped start
- Competitor was called for a tram line violation
- Competitor was called for an avoidable contact
- Competitor was called for a blocking penalty

Video review may NOT be used to call a new penalty that was not called on track, you cannot protest non-calls. Penalties may be reassessed to other competitors based on the video review.

**PROTEST PROCEDURE**– The Race Director will review and make a decision based on information gathered by officials and involved competitors. The Race Director will then deliver the decision to the competitor.

**PROTEST APPEAL PROCESS** – The competitor will then have the opportunity to appeal the decision to (a) the Protest Appeal Committee at the track and/or (b) the OVKA Board of Directors, if the protest is denied by the race director, at a cost of \$25. The driver must file their appeal to the Protest Appeal committee within 15 minutes after the original protest is denied. (OVKA race staff will make all efforts to announce when a protest is filed.)

**1002.1 APPEAL PROCEDURE:** If a protest is denied by the Race Director and the driver wishes to appeal, there are two options:

- 1) Driver may do so with the Protest Appeal Committee at the track for a fee of \$25. The Protest Appeal Committee will meet and decide the outcome of the appeal. The Protest Appeal Committee will be chaired by the Vice President and include one (1) board member for the entire season. It will also include two (2)

general members who are decided by the VP and board member on race day.

- 2) **Protest Appeal Committee Procedures:** The Protest Appeal Committee is to be a check and balance for the calls made or overlooked and not made by the race officials and should be managed separately and not connected to the race officials. After reviewing a protest, the committee must, without fail, interview all participants named in the protest included any named witnesses. Witness testimony from parties not entered in the race will not be accepted. The Protest Appeal Committee will agree by a majority vote on any decision. Once a decision has been made, the committee will provide a written explanation on the protest form and inform the person who filed the protest of the outcome, as well as tower personnel. If the protest is upheld, the fee will be refunded.

If the protesting driver chooses to have the OVKA Board of Directors hear the protest, the fee is \$50. The appeal will be placed on the agenda for hearing at the next scheduled board meeting. When the appeal goes to the Board of Directors and involves an engine or chassis part, the item must be packaged and sealed by the protestor and given to the event Race Director to be taken to the Board of Director meeting. The driver must file their board appeal within 15 minutes after the race official or Protest Appeal Committee chairperson has given the decision on their initial protest. If the protest is upheld, the fee will be refunded.

**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. Entrant must notify Race Officials immediately upon conclusion of their Final as they exit the track. Anyone filing a protest on another competitor's equipment must keep their equipment in the impound area following the race and may be subjected to tear down. Once a competitor's equipment has been removed from the



impound area, he or she has waived the right to file a protest on another competitor's equipment regardless of whether 30 minutes have elapsed from the completion of the race in question. A protest fee of \$50 cash must be paid, and the written protest submitted within thirty (30) minutes of the conclusion of the 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. OVKA keeps \$20 as a protest fee.

**1004:** 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/member 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 a 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. Non-members are also subject to disciplinary action. 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/driver. 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 those 30 days, the decision shall become final after acting upon that reconsideration request.

**1005:** It is the driver's responsibility to know they are to attend the next Board meeting if facing possible disciplinary action.

## APPENDIX A: OVKA SPONSORSHIP OPPORTUNITIES

### G&J Kartway Billboard System & Banners

#### **4' X 8' Billboard**

\$250 per year + cost of Graphics & Installation (Material supplied by sponsor)

#### **Banner Space 3' x 5'**

\$100 per year (3 banners for \$200) + cost of Banner and Graphics (Material supplied by sponsor)

Sponsor supplied banners displayed at G&J Kartway

### OVKA Business Sponsorships

#### **Class Sponsor: Level 1: \$300/Year**

Benefits:

- Website Ad and Internet Link
- Announcements over the PA at all OVKA events (which includes Races, Swap Meet and Banquet)
- Name on Mid-Season and Year-End Awards
- Sponsor Promotion Days\* (see explanation below)

#### **Class Sponsor: Level 2: \$550/year**

Benefits:

- Website Ad and Internet Link
- Announcements over the PA at all OVKA events (which includes Races, Swap Meet and Banquet)
- Name on Mid-Season and Year-End Awards
- Sponsor Promotion Days \* (see explanation below)
- Two (2) Year-End Banquet Tickets
- One (1) Swap Meet Regular Booth (8' x10' booth)
- Two (2) Gate Passes per OVKA Points Event
- Billboard Space (see above)

#### **Racing Sponsor: \$1,160/Year**

Benefits:

- Website Ad and Internet Link
- Announcements over the PA at all OVKA events (which includes Races, Swap Meet and Banquet)
- Name on Mid-Season and Year End Awards
- Sponsor Promotion Days\* (see explanation below)
- Two (2) Year-End Banquet Tickets
- One (1) Swap Meet Regular Booth (8' x 10' booth)
- Two (2) Gate Passes per OVKA Points Event
- Billboard Space (see above)
- One (1) Racing Entry per OVKA Points Event
- One (1) Pit Spot at G&J Kartway during OVKA sanctioned events.

#### **Series Sponsor: \$4500/year**

Benefits:

- Specify sponsor's products for use in series with OVKA Board of Directors approval. (i.e.: tires, etc.)
- Plus, same benefits as Racing Sponsor

#### **Swap Meet Sponsor(s): \$2000/year total (can be split among multiple sponsors)**

Benefits:

- Advertising on flyers, magazines, etc. along with 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 fund from March 1<sup>st</sup> through February 28<sup>th</sup>. (No prorating of sponsorship cost) No Refunds

## APPENDIX A: OVKA SPONSORSHIP OPPORTUNITIES

(Continued)

### Other Income

a. Reserved Pit Spot:

\$150(premium) or \$100(non-premium)/year for all reserved pit spots good for all OVKA points events and two non-points events (Karting 101 & Charity Race) at Camden only. Reserved pit spot fee to be paid by March 1<sup>st</sup>. Racing sponsors have the first choice of available spots if they meet the deadline date stated on the Yearly Sponsorship Agreement. Other pits spots may be voluntarily rented. An unreserved spot may be reserved for \$100. NOTE: members may be required to vacate their pit spot for special, non-OVKA events.

b. Membership: Family or single

- New members - \$50
- Renewals by April 1<sup>st</sup> - \$50
- Renewals after April 1<sup>st</sup> - \$65

c. Spirit & Racing Clothing: Includes stickers, patches, hats, shirts, jackets, etc.

## APPENDIX B: THE OVKA POINTS SYSTEM

**OVERALL SEASON POINTS WINNERS:** Are those OVKA members with the highest number of points earned from 10 out of 12 races the entire season. NOTE: If the season is shortened due to inclement weather, or any other reason, all points and awards will be based on the total number of actual races minus 3 races (drops).

- a) Entries disqualified at “post-tech” inspection or other serious infractions/disqualification as directed by the Race Director should refer to rule 601.4.
- b) Note: Only paid OVKA members can collect points earned toward the overall season points championship. Points earned prior to becoming a paid member cannot be counted toward the overall season point championship.

**TIE BREAKING METHOD USED:** If there is a tie in the final points championship between two (2) or more drivers, each driver will receive one (1) point for each of the items listed below step by step until the tie is broken. If one (1) driver gets two (2) points and the other driver gets one (1) point in the first step, then the driver that received two (2) points would be the champion. If it is still tied the process will continue until the tie is broken.

Step 1) Number of Final Wins

Step 2) Number of Wins, Heats and Pre-Finals

Step 3) Number of Pole Awards

Step 4) Number of Final 2<sup>nd</sup> Place Finishes

Step 5) Number of 2<sup>nd</sup> Place Finishes, Heats and Pre-Finals

Step 6) Number of Final 3<sup>rd</sup> Place Finishes

Step 7) Number of 3<sup>rd</sup> Place Finishes, Heats and Pre-Finals and so on until the tie is broken.

# RACE DAY POINTS

Number of Entrants	FINISH POSITION																										
	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	21 <sup>st</sup>	22 <sup>nd</sup>	23 <sup>rd</sup>	24 <sup>th</sup>	25 <sup>th</sup>		
1	106																										
2	107	97																									
3	108	98	89																								
4	109	99	90	82																							
5	110	100	91	83	76																						
6	111	101	92	84	77	71																					
7	112	102	93	85	78	72	67																				
8	113	103	94	86	79	73	68	64																			
9	114	104	95	87	80	74	69	65	62																		
10	115	105	96	88	81	75	70	66	63	61																	
11	116	106	97	89	82	76	71	67	64	62	57																
12	117	107	98	90	83	77	72	68	65	63	58	53															
13	118	108	99	91	84	78	73	69	66	64	59	54	49														
14	119	109	100	92	85	79	74	70	67	65	60	55	50	45													
15	120	110	101	93	86	80	75	71	68	66	61	56	51	46	41												
16	121	111	102	94	87	81	76	72	69	67	62	57	52	47	42	37											
17	122	112	103	95	88	82	77	73	70	68	63	58	53	48	43	38	33										
18	123	113	104	96	89	83	78	74	71	69	64	59	54	49	44	39	34	29									
19	124	114	105	97	90	84	79	75	72	70	65	60	55	50	45	40	35	30	25								
20	125	115	106	98	91	85	80	76	73	71	66	61	56	51	46	41	36	31	26	21							
21	126	116	107	99	92	86	81	77	74	72	67	62	57	52	47	42	37	32	27	22	21						
22	127	117	108	100	93	87	82	78	75	73	68	63	58	53	48	43	38	33	28	23	22	22					
23	128	118	109	101	94	88	83	79	76	74	69	64	59	54	49	44	39	34	29	24	23	23	23				
24	129	119	110	102	95	89	84	80	77	75	70	65	60	55	50	45	40	35	30	25	24	24	24	24			
25	130	120	111	103	96	90	85	81	78	76	71	66	61	56	51	46	41	36	31	26	25	25	25	25	25		

All finishing positions of 21<sup>st</sup> and higher receive the same points.



## APPENDIX C: HOW THE OVKA 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 run group’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 once “sign-in” closes by your “draw” number (computer-generated or manually drawn; see exceptions below). Qualifying sessions will be based on a first come, first served basis except for the Champ Race. All entrants must leave the grid from a grid position. 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 1<sup>st</sup> and 2<sup>nd</sup> heat races. No late registrations will be accepted more than 30 minutes after registration is scheduled to close.

*The following sections describe the grid system as used for “Pea-Pick” style race events:  
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 1<sup>st</sup> race. Exception: For qualifying events. See Rule 501.3 for qualifying procedures.

**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 1<sup>st</sup> and 2<sup>nd</sup> heat races. Point values of 1 for 1<sup>st</sup>, 2 for 2<sup>nd</sup>, 3 for 3<sup>rd</sup>, 6 for 6<sup>th</sup>, 10 for 10<sup>th</sup>, 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, the 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). Ties in points after 2 heats are broken by who had the fastest time in either heat to determine the 3<sup>rd</sup> 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. 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 2<sup>nd</sup> heat. Ties after the third heat will be broken based on who had the best finish in the 3<sup>rd</sup> heat.

(Continued)

## APPENDIX C: HOW THE OVKA GRID SYSTEM WORKS

(Continued)

**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 3<sup>rd</sup> heat are broken by whoever had the best finish in heat 3.

NOTE: The first lap will not count as the fastest lap when the cut-through is used at the home track.

EXCEPTIONS:

- Champ Race format is qualifying on day one and a pre-final and final on day two. The winner of the final is the overall winner for the day.
- Other qualifying races will be one-day events with qualifying, pre-final and final. The winner of the final is the overall winner for the day.
- Pea Pick – Winner Take All race format will be one-day events with pea pick line up for heats one and two. The winner of the final is the overall winner for the day.

NOTE: It is the karters responsibility to ensure proper installation and operation of their transponder.

## APPENDIX D: WEATHER POLICY:

OVKA will make every attempt to complete a race day as scheduled including racing in wet weather conditions. Wet weather racing will be conducted if safe conditions can be maintained for all parties including racers, crew, race officials, and staff. Safe conditions will be the sole discretion of the Race Director.

OVKA will include weather dates on its schedule to accommodate events canceled due to severe weather conditions or forecasts. Once these weather dates have been used, any additional cancellations will follow the "weather points" policy. A rain date cannot be used once it has passed. For a race to be rescheduled to a weather date, the event must be canceled before any karts take the track for warmups. The President has the authority to cancel a race on the day before, with the cancellation being posted on the OVKA website and Facebook pages by 9:00 p.m. at the latest. The President may also cancel an event at any time if a thunderstorm or tornado watch or warning is issued for the county where the race is taking place. Drivers who have completed registration and pre-tech and are present at the track but choose not to race in wet conditions will receive last place points. This will still count toward their participation.

### **Weather Policy as applied to "Pea Pick" and "Pea Pick Winner-Take-All" formats:**

If a race event is called due to weather or other circumstances after a class completes two pea pick heats, it is considered a completed race for that class. The combined finishes of the first two pea pick heats will determine your finish for the day. The third pea pick heat will be counted for those classes who have completed all three pea pick heats. (Combined finish for pea pick format and final finishing order for winner take all format.) Classes that have not completed two pea pick heats will revert to "Weather Points Policy".

### **Weather Policy as applied to "Qualifying" formats:**

If a race event is called due to weather conditions after a class has completed qualification and a pre-final or final, it is considered a completed race for that class. Points would be awarded based on the finishing order in the completed pre-final or final. Classes that have not completed a qualifying session *and* a pre-final or final, will revert to "Weather Points Policy".

### **Acceptable Wet Conditions:**

OVKA will only race in Acceptable Wet Conditions which are defined as a wet track but without standing water or running water on the track surface. Moderate to heavy rainfall, cold temperatures, or the presence of an electrical storm in the area does not constitute acceptable wet conditions.

### **Wet Condition Procedures:**

When wet weather conditions are declared, the Race Director will announce whether competitors have the option of: (1) driver's choice of wet or dry tires or (2) mandatory switch to rain tires. If the Race Director deems wet weather conditions have passed, subsequent races will revert to use of dry tires. At this point all competitors must switch to dry tires.

When tire changes are necessary, Race Director will determine a reasonable time period for the competitor to affect changes. In all cases, all four tires must be either rain or dry tires; mixing of rain and dry is not allowed. The Race Director may adjust the track configuration, race format, and/or number of laps to compensate for time lost to inclement weather or other unforeseen circumstances.

Competitors who elect to use DRY TIRES during a competitive session at any time must get those tires painted for the day at the completion of that session. Wet tires are not subject to "one set per day" painting requirements.

### **Wet Warm-Up Conditions:**

When wet weather conditions are declared during warm-up conditions, the competitors may choose wet or dry tires.

## APPENDIX D: WEATHER POLICY:

(Continued)

### Dry to Wet Conditions:

When a race has started under dry conditions and wet weather occurs necessitating a red flag the Race Director may declare wet weather conditions and provide competitors a reasonable amount of time for competitors to make adjustments to accommodate the conditions. Depending on weather and track conditions, the Race Director may either (1) allow wet or dry tires or (2) require wet tires. In either case all four tires must be either rain or dry tires; mixing of rain and dry is not allowed. Upon restart, the red flagged event will revert to the last completed lap prior to the red flag.

### Weather Points Policy

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 no sooner than one hour after sign-in closes and is subject to adjustment based on weather conditions. The driver must be registered by the close of sign-in (30-minute start-on-tail policy does not apply) and be present at the time a race is canceled to receive “weather points”.

## APPENDIX E: END OF YEAR AWARDS & PRIZE SCHEDULE

### TROPHY AWARDS

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

- 1<sup>st</sup> thru 3<sup>rd</sup> Place: Requires a 4.0 to 7.99 class entry average
- 1<sup>st</sup> thru 4<sup>th</sup> Place: Requires an 8.0 to 9.99 class entry average
- 1<sup>st</sup> thru 5<sup>th</sup> Place: Requires a 10.0 to 11.99 class entry average

EXCEPTION: All Kid-Karts and Sportsman-age drivers with 50% or better participation receive year-end trophies.

### JACKET AWARDS

Classes that meet minimum averages as stated above qualify for champion and runner-up jackets as follows:

- 1<sup>st</sup> Place: Class Champion Jacket (Black\*) Requires a 4.0 or greater class average
- 2<sup>nd</sup> Place: Class Runner-Up Jacket (Red) Requires a 4.1 or greater class average

\*Black jackets are reserved for Class Champions, Past Presidents, and Lifetime Members.

### DRAWINGS AND RAFFLES

OVKA over the years has awarded prizes based on the participation of its members. By attending and competing in 50% or more of the points events, your name will be in at least one drawing/raffle for prizes that have been donated or purchased if financial resources from the year's operations permit. Banquet prizes and drawing tickets are based on the racer's level of racing participation at individual points events as follows:

- Level 1: 7 to 11 events = Lowest level prize and 1 grand prize drawing ticket
- Level 2: 12 to 13 events = Middle level prize and 2 grand prize drawing tickets
- Level 3: 14 events = Highest level prize and 4 grand prize drawing tickets.

In order to receive participation prizes and grand prizes, you must be registered for the banquet and be present at the time of drawings. Limit of one grand prize.

Volunteers who donate their time can earn volunteer credits (Vs) 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 (minimum ages are 10 years old for workdays and 13 years old for shows); four-hour shifts at non-OVKA events may qualify for a volunteer credit provided they are submitted via e-mail or in writing within two weeks after the event. As financial resources allow, volunteers may receive a token of appreciation based on the following levels: 3-5 Vs; 6-11 Vs; and 12 Vs and above.

### RECOGNITION AWARDS

All members (except for Kid Karts (see Kid Kart Awards)) who compete in eleven (11) or more different OVKA points events will be given an award at the banquet unless they receive a trophy.

### PRESIDENT'S AWARDS

The President of OVKA has the opportunity to give out special awards for various purposes typically presented at the Annual Awards Banquet.

### 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 Championship class for Saturday qualifiers only. Saturday qualifiers line up ahead of Sunday qualifiers. The top five finishers in each class will receive an award on race day. "Fast Time" awards are presented at the annual banquet.

***\*All awards, prizes, and giveaways are contingent on the financial resources from the year's operations.***



## APPENDIX F: WORKER SCHEDULE

RACE	TRACK*	WORKERS**
Karting 101	G & J Kartway	N/A
Race #1	G & J Kartway	206 Masters/Heavy
Race #2	G & J Kartway	206 Junior
Race #3	G & J Kartway	Mini & Micro Swift
Race #4	G & J Kartway	100cc Masters/Heavy
Race #5	G & J Kartway	100cc Senior
Race #6	G & J Kartway	206 Senior
Race #7	G & J Kartway	100cc Junior
Race #8	G & J Kartway	206 Sportsman
Race #9	G & J Kartway	OVKA 420 / Legacy Yamaha
Race #10	G & J Kartway	206 Legends
Race #11	G & J Kartway	206 Senior
Race #12	G & J Kartway	206 Masters/Heavy

WORKER SCHEDULE IS SUBJECT TO CHANGE

### WORKERS:

1. In the event of unfilled worker positions, racers are required to provide workers based on the above schedule. Workers do not have to be racers or crewmembers but must be a minimum of 18 years old to fill on-track positions.
2. The classes listed above are responsible for supplying workers if needed – See Section 101.

## APPENDIX G:

# OVKA KID KART REGULATIONS

### **KID KARTS Classes**

Kid Kart classes will be scored as separate classes but will be running on the track at the same time. Transponders are required for scoring.

- Comer Kid Karts (C51, C52)
- 206 Kid Karts
- Non-Points Kid Karts

**INTENT:** This class is a combined training and racing class for ages five (5) through (8).

- Training
- 30 minutes prior to each race days first practice at grid
- Topics include
- Flags
- Driving lines
- What to do and what not to do
- Karting etiquette
- And more
- Participation Award
- Racing
- Drivers will follow the same race day format as all other classes.
- Drivers will race the same track configuration as all other classes.
- After the conclusion of the final race, the top 5 proceed to post-tech
- Karts entering post-tech must have their own tools.
- Trophy for top 3, participation medals for all others

In an effort for racers and mechanics to learn more about post-race technical inspection, the following guidelines are recommended:

- Should a kart fail post-race tech inspection as a result of normal wear-and-tear on parts and not by anything intentional, the team will be given the opportunity to correct the issue ideally by the next race that they attend.
- The tech director and kid kart director will work collaboratively with the team to remediate the issue and offer solutions.
- Any failed kart part(s) will be checked at the next race that the team attends at pre-tech and team will be given time to correct the issue if needed.
- In the case that the issue remains unresolved or is not corrected, the tech director and kid kart director may offer accommodations as needed to enable racers to participate on race day.
- If a karter and or mechanic is found to be exploiting this guideline for a performance advantage, penalties up to and including disqualification will be considered.

# If a kart is out of spec but there is not a safety issue, the driver will still be allowed to race with authorization from the kid kart director. They will not receive points at the end of the day and may be required to start on the tail if needed.

## APPENDIX G:

# OVKA KID KART REGULATIONS

(Continued)

### SAFETY AND EVENT FORMAT

All Karts must pass pre-tech inspection prior to each race event.  
All drivers and their kart must abide by section 400 – Equipment Rules within OVKA’s rulebook.

### A. KID KART CHASSIS SPECIFICATIONS

**CHAIN GUARD:** Chain guard is to completely cover the chain when viewed from above.

**CHASSIS DESIGN:** No offset karts. The seat must not be offset beyond the outside edge of the left frame rail.

**WHEELBASE:** Minimum 29”, Maximum 31”.

**WIDTH:** Front, maximum 40”, as measured to outside of rim/tire (no min.). Rear minimum 39”, maximum 42” as measured to the outside of rim/tire.

**REAR BUMPER:** Continuous loop-shaped with vertical or angled bracing connecting upper and lower loop rails. Bumper must protect rear tires but not extent past outside of tires. ***Intrusion bars must be used if space between frame rails is open.*** Use of CIK Style “Rear Wheel Protection” is permitted. In no case shall the CIK Style bumper protrude more than 1” past outside of rear tires. No cutting of bumpers allowed.

**STEERING & SEAT HEIGHT:** Maximum 20” seat height, minimum 12”.

**BODYWORK:** Side pods or double nerf bars and nose cone are mandatory. Gold Cup bodywork specifications are permitted.

**TIRES:** OVKA Spec Tires Size 10 x 4.50. Maximum rear tire circumference is 33.25”

## APPENDIX G:

### OVKA KID KART REGULATIONS

(Continued)

#### B. KID KART ENGINE SPECIFICATIONS

##### Comer C-51 and C-52:

The engine is to remain stock, as supplied by the manufacturer. No grinding or aftermarket accessories (including fasteners) except as specifically noted. The only changes permitted are those that will promote equality among competitors rather than increasing performance. The Comer C-50 engine is no longer allowed. No C-50 parts are allowed in C-51 or C-52 engines.

The relevant specifications are somewhat different for the C-51 and C-52 engines because of the difference in the stroke length. The C-51 engine has a stroke length of 1.486" (38mm) and the C-52 has a stroke length of 1.575" (40mm). The C-51 has a displacement of 48cc and the C-52 a displacement of 50cc. The stroke of the crankshaft is the factor that positively identifies which engine it is. Only C-51 crankcase, cylinder and piston may be used with a C-51 crankshaft. Only C-52 crankcase cylinder and piston may be used with a C-52 crankshaft.

To positively determine which engine is being teched, use a dial indicator fitted to the spark plug hole to measure the stroke. Zero the dial indicator at bottom dead center then measure the stroke. The C-51 engine stroke will be at or just under 1.486". The C-52 will be at or just under 1.575". Some of the specified measurements are different for the C-51 and C-52 engines. In order to maintain parity in performance, some modifications are allowed to the C-51 cylinder and piston that are not allowed for the C-52.

**Weight:** Driver and kart, 150lbs.

**Fuel:** Comer Kid Kart are required to purchase fuel at the track (91 non-ethanol, 4 stroke fuel) and mix (8) ounces of Redline 2-stroke kart oil or (8) ounces of Motul Grand Prix 2T Oil per gallon.

**Chain:** #219 chain, 10-tooth driver, rear sprocket open.

**CARBURETOR:** Dell'Orto model SHA-14-12L only. All parts must be "as cast". No repairs to broken carburetor bodies. Stripped screw holes may be repaired with thread inserts or the next larger machine screw may be installed.

**VENTURI:** 0.475" No-Go.

**JET SIZE:** NON-Tech

**ATOMIZER TUBE:** Bottom hole (float bowl side): 0.035" No-Go. Top hole (slide side): 0.049" No-Go.

**INTAKE PIPE (Manifold):** Intake pipe must be stock. No polishing.

**INTAKE PIPE RESTRICTOR:** Intake Pipe restrictors not required.

**AIR FILTER:** An aftermarket fabric and wire mesh type filter may be used to replace the factory air filter. Flange inside diameter 57mm. Filter base diameter 89mm. Filter length 102mm. Flange length 16mm. Flange style centered. Filter must remain unmodified.

## APPENDIX G:

# OVKA KID KART REGULATIONS

(Continued)

**COMBUSTION CHAMBER:** OEM shape. Volume to be checked using a LAD cc measuring plug, the .310 washer, glass burette and Marvel Mystery oil. Combustion chamber to remain as manufactured. All threads are to be intact. If a thread insert is used it must be full length. Any attempt to bypass the intent of this rule is illegal.

- C-51 minimum combustion chamber volume is 7.4 cc
- C-52 minimum combustion chamber volume is 7.7 cc

(Please note that this will give both engines a 6.49:1 compression ratio.)

**CYLINDER:** With only the exception listed below, the cylinder liner and aluminum cylinder must remain "as cast".

C-51 engines only; the top of the exhaust port may be ground in order to obtain the minimum allowable exhaust port height. Only the top edge of the port may be ground and the top edge must be straight across and shaped identical to the original cast port. The port may not be widened.

**PORT HEIGHT CHECK:** Install dial indicator onto cylinder head and zero at Top Dead Center. Insert 3mm rod, no longer than 3" long approximately .25" (6mm) into appropriate port. Rotate crankshaft until piston makes gentle contact with the rod. Release the 3mm rod. It is to remain supported. Read dial indicator.

- C-51; Exhaust 1.204" minimum (112 degrees ATDC with 3mm rod), Intake 0.417" maximum (17 degrees ATDC with 3mm rod)
- C-52; Exhaust 1.206" minimum (114 degrees ATDC with 3mm rod), intake 0.435" maximum (17 degrees ATDC with 3mm rod)

**CYLINDER BASE GASKET:** A gasket must be in place. There is no minimum thickness and multiple gaskets may be used to adjust tolerances.

**PISTON:** Must be OEM and stock appearing. A C-51 piston must be used in C-51 engines and a C-52 piston must be used in C-52 engines.

- C-51 engines only; the intake side of the piston skirt may be ground or filed in order to achieve the maximum allowable intake timing. No other alterations are permissible.
- C-52 engines only; The minimum length from the bottom of the lower ring land to the bottom of the piston is 1.155".

**RINGS:** Maximum ring gap is 0.040". Rings cannot fall through cylinder. Both rings must be installed.

**CRANK PIN AND WRIST PIN:** OEM.

**MAIN BEARINGS:** Brand is non tech. Must be same size as OEM. Self-aligning and nylon cage bearings are permitted.

**CRANK SEALS:** Must be installed as OEM. Brand is non-tech. Evidence of a leaking seal is grounds for disqualification.

**IGNITION:** Timing shall be checked with a dial indicator as per published procedure. The flywheel key is non-tech. Timing for C-51 and C-52 engines is as follows;

- C-51 engines; 0.050" to 0.063" (approximately 19 to 21 degrees BTDC)
- C-52 engines; 0.055" to 0.067" (approximately 19 to 21 degrees BTDC)
- 

**SPARK PLUG BOOT:** Non-tech.



## APPENDIX G:

# OVKA KID KART REGULATIONS

(Continued)

**HIGH TENSION LEAD PLUG WIRE:** Non-tech.

**SPARK PLUG:** Plug brand is non-tech. Plug reach must be OEM.

**MUFFLER:** OEM C-50, C-51 or C-52. Exit holes maximum height is 0.110 no go and maximum width is 0.475" no go. One OEM exhaust gasket. Machine screws must be tight.

**CLUTCH:** Clutch must be run as manufactured. Shoes must have "Comer" name cast into them. Shoes must be stock appearing. No polishing or removing of metal. Minimum allowed width of shoes and assembly 0.065". Shoe length maximum diameter 0.430" and 9 coils. Wire diameter 0.075" to 0.080".

**Chain and Gearing:** A comer 10 tooth clutch drum for use with 219 chain is required. The axle sprocket is non-tech (any size permissible) in order to allow new tuners to learn how to match the gearing to the power curve of the engine, track size and configuration as in any other class.

**GEAR RATIO:** Open.

**BLOWER HOUSING (SHROUD):** Taping of blower housing is permissible. Replacement fasteners allowed.

## APPENDIX G:

# OVKA KID KART REGULATIONS

(Continued)

### 206 Kid Karts

Engine is to remain stock, as supplied by the manufacturer. Case factory tags must be intact.

**Weight:** Driver and kart, 200lbs.

**Fuel:** Spec fuel as prescribed by OVKA

**Chain:** #35 chain, 17-tooth driver, 57-tooth rear sprocket

**Air Filter:** Briggs and Stratton Green, Part #555729. No ram-air effect.

**Catch Can:** Minimum 8oz catch. Crankcase breather and carburetor must empty into a catch can.

- ***Tip:*** Make sure the catch can has a sufficient breather hole!

**Fuel pump:** Only Briggs and Stratton, Part #808656.

**Shroud:** Must be stock and no taping. Painting is allowed

**Carburetor:** Must be Briggs and Stratton, Part #555658 or #590890

**Slide:** Unaltered Briggs and Stratton Black Kid Kart slide,

**Carburetor:** All parts must be "as cast". No repairs to broken carburetor bodies. Stripped bolt holes may be repaired with thread inserts, or the next size larger bolt may be installed. See figure at end of section for go, no-go rules

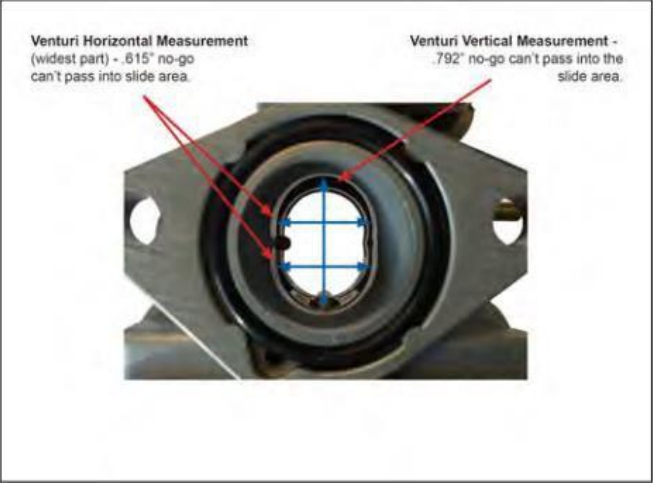
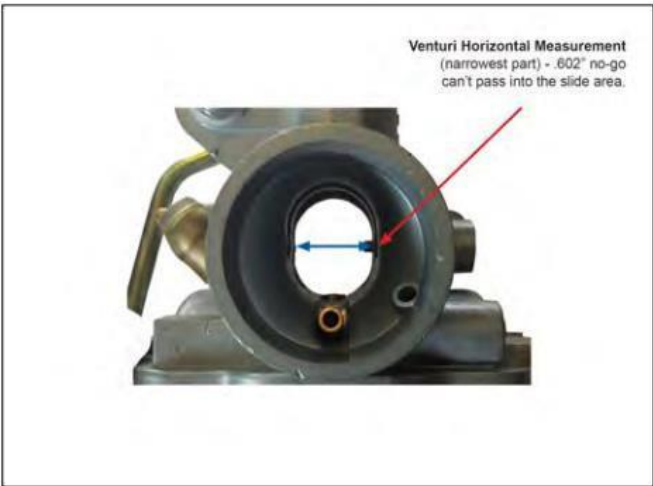
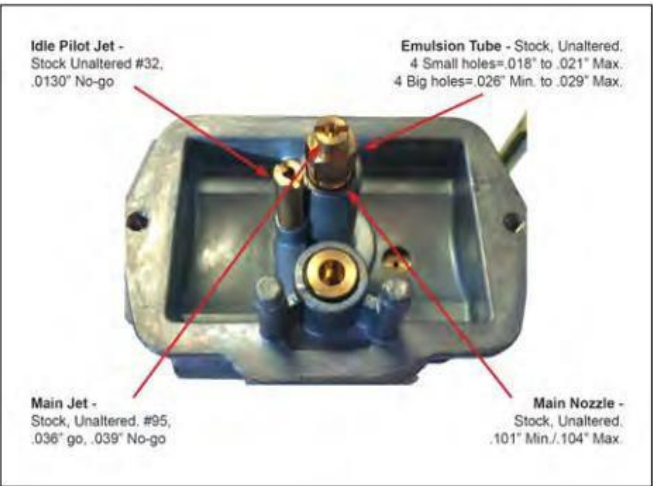
**Cap Lock:** Must be in place and tight. Part #555726

**Exhaust Header:** The header must be RLV Model 5507 or 5506 for all classes. Header length 5507 will measure 18.75" +/- .25" along the short side using a 0.250" wide tape measure. Header 5506 will measure 17.50" +/- .25". **Header bolts must be safety wired.**

**Exhaust Silencer:** Must be RLV B91XL. Part # 4104. Safety wire to header is mandatory. All three baffles must remain unaltered.

**SPARK PLUG:** Must be Autolite Part# AR3910X

# APPENDIX G: OVKA KID KART REGULATIONS (Continued)



## APPENDIX G: KID KART REGULATIONS (Continued) HONDA GXH50

### General Rules:

1. Engine: Honda GXH50 as supplied by Honda Performance development.
  - a. Engine seal: As installed by HPD. If seal damaged, missing or disturbed in any way the entrant will be disqualified.
  - b. Gas tank: Must remain on engine in factory location and mounting. Fuel line must run directly from tank to carburetor without interruption.
  - c. Fuel: 87 octane pump gas or VP MS93 or VP MS98. Fuel to be specified by the series/track. No additives allowed. Failure to meet fuel inspection results in a disqualification.
  - d. Carburetor: KEIHIN BF32E
    - No change or modification to the carburetor is permitted.
    - Throttle plate: # 140 as manufactured with sharp edges. Must retain stock screw.
    - Main nozzle: Minimum length 1.140" 1. Through hole: .055" No go 2. Two holes at bottom, 180° apart .028" No go 3. Eight holes above bottom band 90° apart .020" No go 4. Four holes at top 90° apart .020" No go • Float: F3 • Main Jet: #52S. Go .50mm; No-go .52mm
    - Pilot Jet: #35 • Maximum venturi size (no-go): 11.1mm
    - All jets must be TIGHT. Loose jets will be disqualified.
  - e. Throttle linkage must be as supplied by HPD.
  - f. Air Filter: Must remain stock, with stock foam insert. No internal or external modifications of any type.
  - g. Spark plug: NGK CR5HSB or Denso U16FSR-UB. Washer must remain on both spark plugs. If Cylinder Head Temp sensor installed, spark plug washer must be removed.
  - h. Kill switch: Stock switch must remain connected. An additional switch may be installed in reach of the driver.  
09/12/17 Page 2 of 4 Honda Performance Development Inc. 661-702-7777 [grmsadmin@hra.com](mailto:grmsadmin@hra.com)
  - i. Oil Alert switch: Yellow wire must be disconnected or cut.
  - j. Oil: SAE 10W-30 or SAE 30 only. Hondaline oil recommended. No exotic oils such as those containing "combustion enhancers". Tech on oil using a refractometer is encouraged.
  - k. HPD chain cover (pending availability) or other chain cover mandatory.
  - l. Clutch: HPD supplied. No oiling or greasing of clutch shoes or drum allowed. Stall speed 2400 rpm. No modification of clutch drum allowed.
  - m. Gearing: 16:89 or 15:89. Series/track to decide which gearing spec. Max 8000 rpm. No mixing of gear combinations within class.
  - n. Exhaust: As supplied, repair not allowed, and the application of RTV to prevent an exhaust leak is permitted. Cracked or broken exhausts will be disqualified. Any evidence of exhaust leaking is grounds for disqualification.
  - o. No additional decals or other signage allowed on engine except for Honda or Honda Racing HPD.
3. Engine Mount pattern: 112mm X 54mm
4. Additional technical inspection: GX 50 Ignition Timing Procedure:
  - Remove the starter assembly and large cover.
  - Install a dial indicator in the spark plug hole, using a 10mm X 1.00 adapter.
  - Make sure the indicator has a ball end to ride across the crown of the piston without damage.
  - Place light grease or oil on the ball.
  - "0" the indicator at top dead center, it does not have to be on the compression stroke as long as piston is at TDC. Remember, this is a 4-stroke.
  - Rotate the flywheel clockwise until the two magnets on the flywheel are to the right of the coil.
  - Rotate the flywheel counter clockwise until the left hand edge of the left hand coil mount leg is in line with the left hand edge of the left hand magnet.
  - Dial indicator reading should be between 245" and 265".

1. External visual check of engine for required components: Pipe and muffler, shrouds and sheet metal, oil level sensor (this can be observed from outside).
  - A. Blocking Air Flow to the engine: Only factory heat shield is legal. No device may be used that will/or appear that it may impede airflow into the engine cooling system. This may require that the engine be run at a speed above idle by the tech personnel at the scale after the car has qualified or raced.
  - B. Engine should be at ambient temperature when presented to Pre-Grid.

**Intake:**

2. Remove Carburetor:
  - A. Only stock Honda insulator gasket between black plastic insulator and head. Air passageway in insulator will not be altered in anyway.
    1. Insulator thickness: .277" +/- .001". Hole is rough edged and is "as molded"
    2. Insulator (head side) gasket thickness: 0.019" maximum.
    3. Insulator (carb side) gasket thickness: 0.022" maximum.
  - B. Check for any alterations or worn parts that would allow additional air into engine: holes, slots, perforations, spacers, loose bolts, warped flanges etc. Any evidence of air leaking is grounds for disqualification.

**Valve Springs:**

Valve springs will be stock Honda springs and will not be altered in any way.

- A. Wire diameter: 0.064" maximum
- B. Outside diameter of spring: 0.588" maximum
- C. Number of coils: 6
- D. Spring pressure: 11 LBS maximum at 0.514"
- E. Stacked length will be: 0.652" maximum

**Rocker Arms – Push Rods – Studs:**

Rocker arms will be stock Honda and will not be altered in any way.

Rocker arm studs will be stock Honda. They or their mounting position may not be altered in any manner.

No heli-coiling of mounting holes. No bending of studs.

Push rods will be stock Honda and will not be altered in any way.

Push rod length is 2.774" +/- .002"

**Chassis:**

- Minimum wheelbase 29" (737 mm), maximum 31 1/2" (800 mm).
- Overall Maximum width 42" (1067 mm) Minimum 39" (991 mm).

Rear Wheel Circumference: 32.250" to 33.250"

Bodywork: CIK, FIK or IKF/WKA style allowed. Must include: front fairing, nose, side pods and full rear protection.

Front bumper: (nose) maximum width 40" (1016mm). May not extend beyond the front tires.

Front fairing: Maximum width 9". Rear protection/bumper: CIK, FIK or IKF/WKA style allowed.

Under no conditions may the rear protection extend beyond the plane of the rear tires.

**Recommendations:**

1. Drain fuel from carburetor after every event. This prevents pump gas and other fuel from clogging internal carburetor jets.
2. Do not 'power rev' engine on the stand. This only creates excessive wear on the crankshaft key.
3. Inspect clutch key frequently, replace if wear is developing.
4. Only used approved oil and change every 3 race weekends.
5. Inspect and replace valve springs if soft.



## APPENDIX G: KID KART REGULATIONS (Continued)

### IAME M1 BAMBINO

Engine: Shall remain stock as manufactured.

Engine Shroud: Engine shroud may be placed in either direction but must not be altered in any way.

Tape on Engine Shroud: Placing tape on the engine shroud is not allowed.

Carburetor: Tillotson HS-325A Shall be as manufactured. \*Bypassing fuel or air to the motor in any way other than as manufactured is illegal.

Fuel Filter: Any fuel filter is permitted. If utilized, it must be between the tank and carburetor.

Air Filter & Cover: OEM air filter cover shall be used as manufactured.

Spark Plug: Only NGK – BR8EG, BR8EIX, BR9EG, BR9EIX, BR10EG or BR10EIX can be used with the OEM washer in place. If a cylinder head temperature sensor is utilized, the OEM washer may be removed. Commonly used, stock, cylinder head temperature sensors may be used for comparison.

Spark Plug Boot: OEM or NGK503.6 Muffler: Must use OEM muffler. Excessive leakage in any part of the exhaust system is illegal and competitor could be disqualified. Exhaust Gas Temperature sensors are illegal.

Exhaust Manifold: OEM exhaust manifold must be in place, 13.5 mm maximum.

Clutch: As factory supplied. Maximum drum ID 3.354" (85.2mm). Must be IAME 10 tooth drum without holes. Oiling the clutch is illegal. Must pass clutch test: while on the kart stand competitor will start engine and by holding the brake and applying throttle RPM must not exceed 5000.

Clutch Test Procedure: 1) Place kart on secure stand in a safe location 2) Verify the axel spins freely 3) Start the engine, apply throttle a few times to clear out engine 4) Apply full throttle and full brake at the same time without allowing any tire rotation (this may take a couple try's) 5) Have someone check your gauge for maximum RPM (cannot exceed 5000 RPM)

Recoil/External Starter: Either the recoil or external starter is allowed. Competitor may remove the rope, plastic rope spool and recoil spring if they chose. The two rotating parts on the motor that the recoil engages in must remain in place and the recoil cover must remain place even if all internal parts are removed.

Timing Procedure: 1) Insert dial indicator in spark plug hole 2) Zero at TDC 3) Roll piston back to align marks Per M1 60cc - Pull Start – Reading must be between 0.035" (0.9mm) -0.059" (1.5mm) before TDC Note – All ignition parts must be OEM and unaltered.

## APPENDIX H: OVKA 420 RULES

### OVKA 420cc (LOCAL OPTION)

420cc Builder Modified Predator OHV engine Technical Specifications For 2023 season

BM (Builder Modified) Predator Approved Engines: OHV Predator part # 60340, 69736 (non-hemi). Short block from #60349 can be used with Piston/Cylinder Head from the 60340 or 69736 modified only according to these BM OHV Engine Spec.

### ENGINE SPEC SHEET FOR BM 420cc OHV CLASS

Description: Single cylinder, 2- valve overhead-valve Electric Start, 4-cycle engine. No aftermarket coatings of any type are permitted on any part of the engine (exception Blower Housing, valve cover and Shrouds, (Paint or powder coat). If the starter is removed on an electric start model, a block-off plate that covers the hole must be in place held on with 2 bolts. A flat fan screen cover can be used with External Starter. No forced induction, Electric Motors, Additional Engine Cooling, Nitrous Oxide or Vacuum pumps of any kind.

**Cylinder Head Requirements:** Predator or Lifan 420cc type Non-Hemispherical cylinder head only. Machining of gasket surface is allowed. No addition of material in ports or to cylinder head allowed. Porting and / or grinding of ports are not permitted. Grinding/machining of the combustion chamber is allowed. Valves, retainers and lash cap must be stock. Lash caps are permitted on both valves. Only Factory Predator or Honda UT2 valves are allowed. Valve seats may have two angles, 45° valve face and 30° top relief. Inside diameter of valve seats must be stock (Int. 1.200" max ID and Ex 1.020" max ID) (Both measured at the largest diameter of the steel seat). Valve seats must appear stock and must be in stock position and depth. All four Head Bolts/Studs are required. Head bolt washers are allowed. Head Studs/nuts/washers are allowed. Head gaskets may be aftermarket, must be of stock configuration and function. Head gasket material is non-tech and gasket thickness non-tech. Cylinder head guide plate for pushrods must remain stock. No other alterations to the head are permitted.

**Bore and Stroke:** Stock bore is 3.543" +/-0.005" and may not be over-bored. Stroke is 2.598" +/-0.005". Bore can be cleaned up with Hone.

**Connecting Rod:** Stock or Billet aluminum rod, with or without bearing inserts allowed. (Use of some billet rods requires clearancing balance shaft for dipper.) No steel or titanium rods are allowed. Rod length maximum is specified as 4.410" (112mm). Stock Rod Oiling holes can be modified

**Combustion Chamber Volume:** A minimum of 48.0 cc. combustion chamber volume is allowed. CC's are measured with the engine together, at TDC, with valves closed. Inspection requires a 100 cc burette or larger, and \*ATF Transmission Fluid\*. Check the head volume. NOTE: Weight of engine and placement of plug hole make it difficult to prevent trapped air. The cylinder head must be close to level as measured on top fin. ATF Fluid can bubble from the top of the hole but must not run out. Rotate flywheel slowly.

**Air Filter:** Air Filter and bodywork cannot function as a ram air.

**Carburetor/Intake:** Stock Application Huayi, SP or RUI\*ING carburetor. The carburetor bore can be machined out squarely, round and made to look stock factory finish. The maximum bore of 0.920". No additional material can be added (Welding, JB weld, etc). No grinding or polishing allowed. No modifications are allowed except for the approved changes. Air Filter adapter overall length is a max 1.375" length allowed of any material. Pulse-type fuel pump is mandatory. The fuel pump must be pulsed from one of the following: A black phenolic carburetor spacer, the engine block or the valve cover. Black phenolic carburetor insulator must be in stock form except for gasket matching and the addition of a pulse line fitting, Minimum length of phenolic insulator .551". (14.5mm) Choke assembly must present and remain unaltered and stock. Jet openings, air bleeds jets, and emulsion tubes are non-tech. The Welch plug must be fitted. The use of remote jetting adjuster is allowed. Throttle shaft and butterfly must be present. Throttle shaft and butterfly screw non tech. Butterfly must be stock and unaltered. Stock intake runner gasket configuration only. The fuel bowl may have an overflow system.

## OVKA 420 RULES

(Continued)

**Piston:** Must be stock Predator dished or approved aftermarket cast dished replacement piston. The piston must remain stock no modifications allowed. Rings must appear stock and all rings must be installed. The piston may not pop out above cylinder deck. Rings may not fall through bore. No low Tension Rings. The piston ring gap is non-tech. Min Weight 300g

**Wrist pin:** Minimum diameter of 0.786", Minimum length of 2.431". Wrist Pin Must be Magnetic and minimum weight is 62g.

**Valve Train:** Stock valve-train only in stock configuration including stock rocker ratio of 1.2:1 Max. Factory stock unaltered stamped steel rocker arms. Exception: Any single or dual valve springs and valve spring shims are allowed must use Stock OEM or Genuine Honda valve retainers. Lifter overall length: min 1.891"; Pushrod cup depth of 0.138" max. Pushrod length: min length 6.443". Intake valve head Max OD 1.425" and Exhaust valve head Max OD 1.263". Valves must be one angle only, 45°. No knife edging of valves (1mm min. margin). Valves may be polished; no excessive material can be removed. Valve length: Intake valve 3.390" +/- 0.002", Exhaust valve 3.349" +/- 0.002". , Valve length to top of keeper slot; Intake: 3.209" +/- 0.002", Exhaust: 3.189" +/- 0.002". No additional support for rocker studs permitted. (No stud girdles). The outside face of the valve head may not be below the combustion chamber floor. (i.e. don't sink the valves) Valve cover may be drilled for crankcase equalizer tube fitting and a fitting installed in the stock hole for oil catch can hose. The valve cover and gasket are non- tech.

**Camshaft:** Dyno cams grind number MOD-2 for GX390 only. The hardened version or unhardened is approved, billet version is illegal. ez- spin assembly must remain as stock. Camshaft must remain stock and unaltered. No removal of material, adjustment to lobes or adjustment to cam timing allowed.

The lift and duration check for Intake and exhaust lobes is listed below, as measured on top of valve retainer at zero lash.

Valve Chart

VALVE TIMING:

INTAKE: EXHAUST:

OPEN: 46.3 BTDC 83 BBDC

CLOSE: 82.7 ABDC 44 ATDC

LIFT: .2245 .231

C/L: 108.5 ATDC 110 BTDC

DUR @ .050" 244.2 245

VALVE LASH: .003" .003"

**Crankshaft:** Stock, factory crankshaft, Stock unaltered balance shaft except noted, and with stock, factory timing gears in stock aligned location. No modifications to crankshaft allowed except noted. Aftermarket steel main bearings of non-self-aligning type, with or without seal are allowed. No ceramic bearings. Crankshaft throw diameter is 1.180", 1.168" minimum. Crankshaft length may be cut and shoulder modified for clutch fitment. Clutch must maintain a minimum distance of 1/8" from the outermost side of the case.

**Block:** Stock Block, as cast and produced with no alterations or modifications other than those specifically permitted. The block head mating surface may be machined, however, no piston pop out is allowed. Blocks may NOT be welded for repairs. No addition of material to block (i.e. welding, JB weld, etc.). All bolt bosses in the block may be drilled and tapped for repairs or other uses. Additional side cover gaskets as required for crankshaft thrust are permitted. Use of silicone sealant on side-cover to block sealing surface is approved. All parts associated with the governor and the low oil sensor may be removed, plugging any associated holes is allowed. The oil return hole between the lifters may be enlarged for a better oil return.

## OVKA 420 RULES

(Continued)

**Flywheel/Ignition:** Stock, unaltered flywheel only. The weight of the flywheel can be no less than 12lbs 10oz. No aftermarket flywheels allowed. Flywheel key is a non-tech item. All magnets including charging magnets must be in place

in the factory location. Starter ring gear must be in place. Grinding/ machining on flywheel are not allowed. Cutting down the starter cup is allowed for clearance of an aftermarket flywheel screen. Plastic fan is required and must be driven off the crankshaft. Plastic fan must unaltered stock. Ignition timing is non tech but must remain static/fixed in its function. An adjustable timing bracket is allowed. Stock ignition module only, no modifications of any type allowed except for ground strap and clearances to fit into timing bracket. Spark Plug connector must be stock as from factory. All Electrical Components of the ignition system (coil, wiring, etc.) must be intact. Generator can be used but cannot function as a motor. Generator can also be removed.

**Header and Muffler:** Header Pipe Length: Minimum 18"- Maximum 25". The diameter of the pipe is to be 1 ¼" to 1 3/8" OD or a combination of both. Silencer must be a B91 Style, RLV 4106, 1 5/16" inlet type. Muffler MUST be clamped to the header pipe. Holes must: Screen nearest the motor, 0.128 NO Go; Second screen from inlet end, 0.128", No Go; Third Screen from inlet 0.193 NO GO; Outer Screen, Square holed pin gage, 0.203" diameter, NO GO. The header Pipe may be wrapped, Muffler must remain uncovered from the wrap. The exhaust pipe cannot release air pressure.

**Clutch:** 1" Bore, Shoe Type Clutch only. Clutch springs are not a tech item. Drum must be made of steel.

**Oil pump system:** The addition of an oil pump system is allowed. It must get the source oil from the original drain hole in the block. One pulse type fuel pump can recirculate the oil to a fitting on the top of the crankcase. One hole can be drilled for a fitting in the top of the crankcase directly above the connecting rod. The pump can get its pulse from the crankcase or the valve cover. All oil hoses must be kept as short as possible to get the job done, ie: no coiled up, looped or excess hose allowed. No additional coolers are permitted. A 'T' fitting or extra hose connector is allowed for an oil drain.

